

State Center

Shared Prosperity, Diversity, Transparency, Inclusion

CityScaping Update Notes



September 4, 2008
September 9, 2008

301 W. Preston Street

CityScaping September 2008

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Meeting Agenda

Objective:

To educate and update on the PUD/TIS processes and resulting modifications to the Plan.

Outputs:

- 1) Check in/Logistics
- 2) Meeting Outputs and Handouts Reviewed and Understood - *Struever Bros. Eccles & Rouse, Inc.*
- 3) Critical Path to Phase I Schedule Reviewed and Understood - *Struever Bros. Eccles & Rouse, Inc.*
- 4) PUD Amendments – *Design Collective, Inc*
 - PUD described – process and where stakeholders can have impact clarified (refer to the schedule on page 5)
 - UDARP, City amendments, JV changes and community input reviewed
 - Feedback – Questions and issues dialogued
- 5) 10 Minute Break
- 6) Traffic Impact Study (TIS)
 - TOD Described - *Maryland Department of Transportation*
 - Baltimore City TIS Process Reviewed and Understood- *Baltimore Department of Transportation*
 - Study Area, Current Conditions and Preliminary Findings Presented - *Baltimore Department of Transportation*
 - Questions & Answers
 - Parking Demand Chart Explained - *Design Collective, Inc*
- 6) Check out

PUD Revisions

As the PUD process continues, PUD revisions will be necessary. The residents, institutional stakeholders, city agencies, the Planning Commission, and others will be reviewing, commenting upon, and suggesting revisions to the PUD. These changes will be continuously updated and posted to the website.

Changes as of August 26, 2008 in preparation for the Planning Commission are as follows:

1. UDARP:
 - a. Shift the height of buildings to the center of the development, around the new square and along Preston and Eutaw Streets. *A revised height diagram reflects these changes to the PUD.*
 - b. Improve transition in height and massing to adjacent neighborhoods. *A revised height diagram reflects these changes to the PUD.*
 - c. Consider a tower or signature building at the northwest corner of Preston and Eutaw to serve as a visual cue that marks the center of the development. *A revised height diagram reflects these changes to the PUD.*
 - i. Increase the setback on the north side of Eutaw Street from MLK to Preston to improve connectivity to the hospital and enhance the view to the square and signature building. *The PUD plan reflects revisions to building placement and setback.*
2. Fire Marshal:
 - a. Widen streets and/or identify adequate access for fire trucks and emergency vehicles. *Street widths and street sections have been revised in the PUD documents.*
3. Tree Conservation:
 - a. Save specific, specimen trees where possible. *The PUD plan has been revised to save several large trees, where possible.*
4. Community Organizations:
 - a. MRIA
 - i. Reconsider orientation of the central square. *The PUD plan has been revised to reduce the size of the "Market" building, set it back further from Eutaw Street, and increase the amount of open space.*
 - ii. Place height restrictions on the "triangle" lots on the north and west sides of the Armory to inform future development on these lots. *The PUD plan has been revised to place a 50 foot height limit in these areas.*
 - iii. Revise the PUD boundaries (currently down the centerline of streets) to include the entire right of way "ROW" and widths of Howard, MLK, Madison, and Dolphin Streets to ensure that they are part of the PUD and maintain the opportunity for roadway improvements and changes for all of these streets as part of the PUD. *PUD boundaries have been revised.*

Additional changes could arise through the City Council bill process.

PUD/ Traffic Timeline

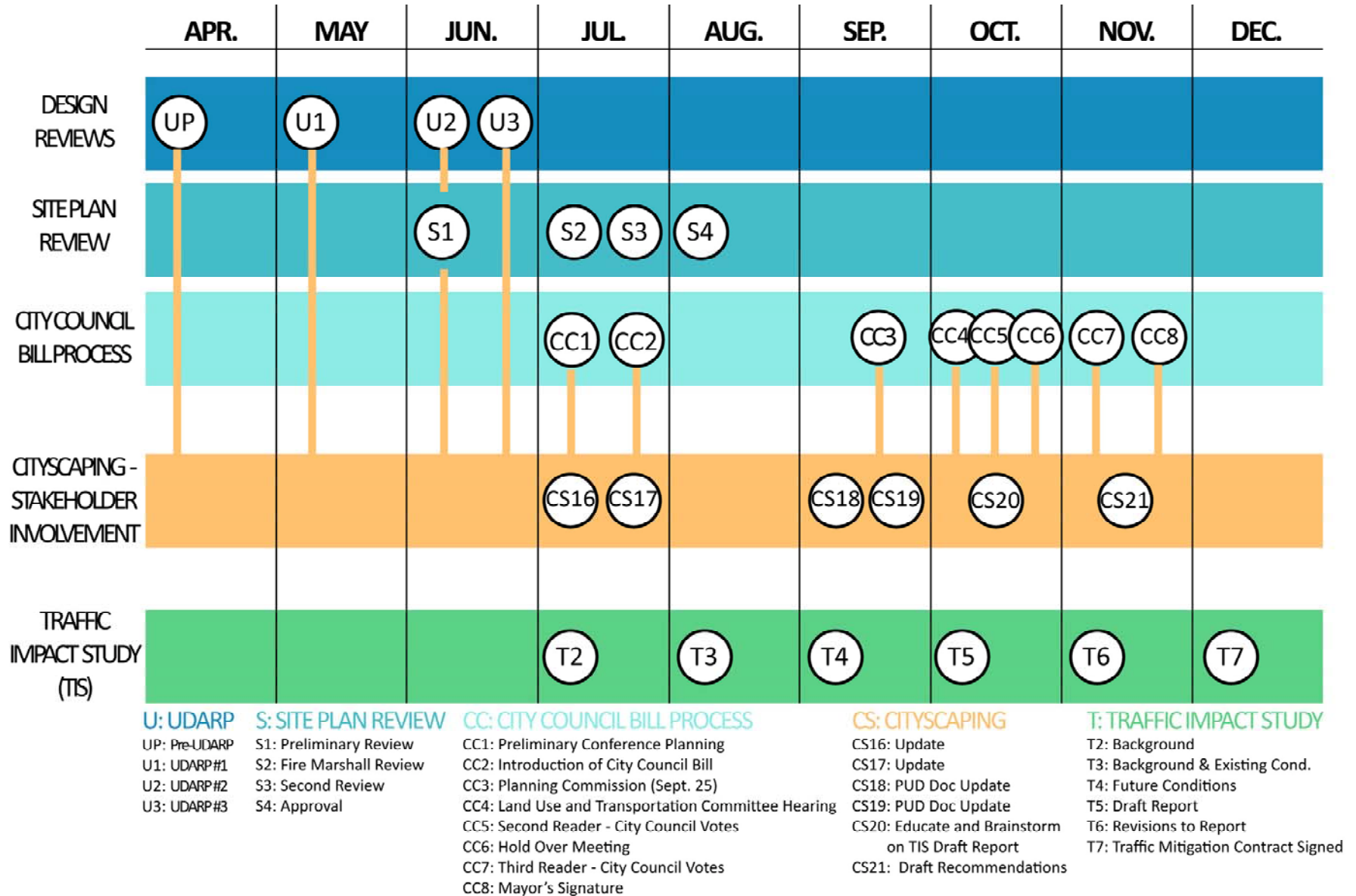


Chart subject to change upon further research and updating to the program.

Design Guidelines

These guidelines are part of sheet 5 of the PUD drawings. This was added in upon request from the city's planning department.

1) Urban Street Wall

- Entrances
 - A. Commercial and retail entrances should be prioritized on primary streets. Entrances at corners are encouraged.
 - B. Residential entrances should be prioritized on the primary and/or secondary streets.
 - C. All entrances and windows should be designed to encourage activity and eyes on the street in order to increase safety.
- Ground Floor and Storefront
 - A. The ground floor levels of buildings, especially those along Martin Luther King Boulevard, Howard Street, Preston Street, and the 900 through 1000 block of North Eutaw, should be designed in a way to allow for maximum flexibility, including retail use. This will allow the retail configuration to evolve as State Center and its surroundings mature.
 - B. Building facades should be designed to maximize the amount of windows and clear openings and minimize blank walls.
 - C. Storefronts and ground floors should vary in fenestration, celebrate entrances, and include elements such as light fixtures, awnings, entrance canopies, and similar to provide texture and variety at a human scale.
- Façade Alignment
 - A. In general building façades should align to create a consistent street wall. Setbacks especially at corners should be minimized. Refer to the Height and Massing guidelines for exceptions.
- Parking Garages
 - A. Garages should be wrapped, where practical. Garage ground floors should be designed for current or future retail use, where practical. Priority for wrapping and/or ground level retail should be for the primary streets. Where garages cannot be wrapped and/or designed for ground level retail use, the facades should be designed such that materials, massing, and proportions are consistent with adjacent buildings or uses.
 - B. Vehicular entrances should be located on secondary streets, where practical.

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- Building Services
 - A. Building Services such as loading docks, recycling and trash collection should be placed where practical on the inside of buildings, garages, and/or on secondary streets.
 - B. Building Services entrances should be located where practical on the secondary streets and integrated with the building elevation and sidewalk design.

2) Height & Massing

- Signature Building
 - A. The northern corner of the intersection of Eutaw and Preston Streets has been identified as the location for a signature building or tower to act as a visual cue to mark the center of development. The intent is to provide a landmark or anchor for the State Center development. The signature building may be a vertical element that is significantly taller than and/or stands out from the surrounding buildings.
 - B. The setback on the east side of Eutaw Street between Preston Street and Martin Luther King Boulevard is intended to provide a visual and pedestrian connection to the center of the development from Martin Luther King Boulevard and Maryland General Hospital's proposed entrance plaza. The signature building or tower should act as a visual terminus to this connection.
- Thresholds
 - A. Martin Luther King Boulevard and Eutaw Street
 - 1. The north and west corners create a gateway to the State Center development. The buildings on these corners should recognize this entranceway to the site through an architectural dialog.
 - 2. Massing, proportions, entrances, and façade relief for buildings on both sides of Eutaw Street, especially those south of Preston, should have a strong relationship.
 - B. Howard and Preston Streets
 - 1. This intersection marks the entrance to the Preston Street retail corridor and connects the lightrail and metro stations. The new building on the southern corner of the intersection should recognize this threshold with an architectural feature at the corner of the intersection.
 - C. Preston and Eutaw Streets
 - 1. The west side of the Preston and Eutaw Street intersection is a major transition point from the center of the development to McCulloh Homes to the west. These important corners should recognize this transition as an informal threshold, yet not act as a formal gateway or physical demarcation. The west side is intended to be a backdrop to the open space and signature building.
 - D. Eutaw and Dolphin Streets

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1. The proposed new development on the southern corner of the intersection should work in conjunction with and with respect for the height and scale of the Unity Temple Baptist Church to mark the transition of Eutaw Place to State Center.

- Scale Transitions

A. Height Transitions: As identified in the height diagram and signature building guidelines above, the signature building should be the tallest building and the adjacent buildings should transition in height to meet the surrounding context. The intent of the height diagram is to establish maximum heights with the understanding that each building may employ various techniques to accomplish a transition with its context and the massing of adjacent buildings. .

1. Suggested Height Transition Techniques

- a. Steps in building height
- b. Relief in the facade
- c. Changes in materials

B. Massing Transitions: Similar to the height transitions the new buildings should transition in scale. In general the massing for large and/or long elevations should be broken down to emphasize vertical proportions.

1. Suggested Massing Transition Techniques

- a. Relief in the facade
- b. Relationship and alignment with massing, openings, entrances, lobbies, and similar of buildings adjacent to and/or across the street.
- c. Changes in materials
- d. Contrast of the Horizontal and Vertical
- e. Use and frequency of openings
 - i. Balconies
 - ii. Windows
 - iii. Curtain wall

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Parking Summary

Parking needs vary by use and are driven largely by market expectations and user needs. Parking formulas are based upon the number of vehicle parking spaces needed for every 1000 SF of use, for each housing unit, and for each seat or occupant in an assembly building. Such ratios have been developed from years of consumer research and documentation of actual demand. Our anticipated parking needs are typical of an urban mixed-use development and are comparable to actual demand and municipal requirements in this region, although Baltimore City's parking requirements are less than what State Center's expected actual demand will be, as follows:

1. Retail: 3 spaces for every 1000 square feet;
2. Commercial Office: 3 spaces for every 1000 square feet;
3. Government Office: 1 space for every 1000 square feet;
4. Residential: 1 space for every housing unit;
5. Armory/Assembly: 1 space for every 4 seats/occupants;

Mixed-use developments, such as State Center, can accommodate parking needs by sharing their parking among uses because respective peak hour parking demands vary by use. It is not necessary to provide 100% of the demand for each use. For instance, office parking is largely a Monday thru Friday daytime need while restaurants and retail have their greatest demand in the evenings and weekends. State Center fits this model. The parking analysis chart on the next page examines parking needs for State Center, identifying precisely what the parking demand will be for various uses at different times of the day and throughout the week. This formula is based upon Urban Land Institute recommendations and an analysis of municipal codes, requirements, and actual demand for this location. The highest parking demand, due largely to the amount of office use, is during the day, Monday through Friday. Therefore, State Center must provide this amount of parking to meet anticipated parking demand, even though in the evenings and weekends there will be a surplus of parking. The intent is to ensure there will be adequate parking at ALL peak demand times.

Phasing of parking:

The first phase of development is anticipated to occupy an existing parking lot that currently contains 326 spaces. The development of this parcel will include a new parking garage that will include the necessary number of parking spaces needed to support the net new development program. The goal will be to ensure each successive phase of development will include the necessary number of spaces for that respective development program.

The first phase will displace 326 spaces. The temporary replacement of these spaces is not yet determined, however, a strategy will be in place to limit impact in the neighborhood. Such a strategy may include use of satellite lots on the metro or light rail lines, valet parking at other existing lots (to allow a denser arrangement of cars), provisions for parking in nearby garages and surface lots, temporary angled parking on interior streets, and other similar measures.

Cost structure:

All parking will be fee driven. Parking costs will be based on market pricing and structured to encourage the use of other modes of transportation.

Parking Demand Chart

State Center Model											
Use	Square Footage	Parking Ratio	Req'd. Parking	M-F 8am-5pm		M-F 6pm-12am		Sat. & Sun. 8am-5pm		Sat. & Sun. 6pm-12am	
Retail	263,800 SF	3.00	791.4	70%	554	80%	633	100%	791	70%	554
Private Office	583,200 SF	3.00	1750	100%	1750	20%	350	5%	87	5%	87
State Office	1,500,000 SF	1.00	1500	100%	1500	20%	300	5%	75	5%	75
Residential	1,546 units	1.00	1546	50%	773	100%	1546	80%	1237	100%	1546
Rec Center	4,700 Occ.	0.25	1175	50%	588	100%	1175	80%	940	100%	1175
TOTALS					5164		4004		3131		3437

Chart subject to change upon further research and updating to the program.

*See Page 9 for Ratio Details

Housing Chart

Area Median Income for a family of 4		80% - 120% AMI	80%-60% AMI	60% - 30% AMI	30%AMI or less			
\$78,200		\$62,560 - \$93,840	\$46,920 - \$62,560	\$46,920 - \$23,460	\$23,460 or less			
City Inclusionary Requirement - 20% of Total Units								
Apartments		20%	25%	25%	30%			
Condo		25%	50%	25%				
		Inclusionary subtotal	Total Units			% of total units		
Apartments	651	33	41	41	49	164	815	60%
Condominiums	434	27	54	27	0	108	542	40%
Totals	1085	60	95	68	49	272	1357	100%
%	80%	4%	7%	5%	4%	20%		
*Current Mix								
Apartments	526	0	0	224	78	302	826	61%
Condominiums	406	124	0	0	0	124	530	39%
Total	932	124	0	224	78	426	1356	100%
%	69%	9%	0%	17%	6%	31%		
Surplus/ (Shortage)								
Apartments	(125)	(33)	(41)	183	29			
Condominiums	(28)	97	(54)	(27)				
Total	(153)	64	(95)	156	29			
%								

* The team is committed to an overall goal of 30% workforce and affordable housing maximum. The current mix of housing units will be further refined overtime.

Chart subject to change upon further research and updating to the program.

PUD Legislative Text

CITY OF BALTIMORE
COUNCIL BILL 08-0166
(Second Reader)

Introduced by: Councilmember Cole

At the request of: The State of Maryland, Department of General Services; and the Mayor and
City Council of Baltimore

Address: c/o Michael Gaines, Department of General Services, 300 West Preston Street, Room
601, Baltimore, Maryland 21201

Telephone: 410-767-4300

Introduced and read first time: July 21, 2008

Assigned to: Land Use and Transportation Committee

REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Board of Municipal and Zoning
Appeals, Planning Commission, Department of Housing and Community Development,
Department of Public Works, Fire Department, Baltimore Development Corporation, Baltimore
City Parking Authority Board, Department of Transportation

A BILL ENTITLED

AN ORDINANCE concerning

Planned Unit Development - Designation - The State Center- Transit Oriented Development Business Planned Unit Development

FOR the purpose of approving the application of the State of Maryland (the "State") and the City of Baltimore (the "City"), owners of certain property located in and around the State Center area, including 1100 North Eutaw Street (Block 459, Lot 1), "No address" (Block 459, Lot 2), "No address" (Block 459, Lot 3), 300 West Preston Street (Block 460, Lot 1), "No address" (Block 460, Lot 2), 231 29th Division Street (Block 460, Lot 3), 301 West Preston Street (Block 478, Lot 1), 201 West Preston Street (Block 478, Lot 2), and "Armory Parking Lot North" and "Armory Parking Lot East" comprising 1.70 acres (No Block or Lot, but constituting Rights-of-Way), respectively, (collectively, the "State Center" or the "Property"), consisting of approximately 37.38 acres of land, streets and open space inclusive, more or less, to have the State Center designated a Business Planned Unit Development; and approving the Development Plan submitted by the State and City.

By authority of

Article - Zoning

Title 9, Subtitles 1 and 4

Baltimore City Revised Code

(Edition 2000)

Recitals

The State is the fee simple owner of certain property consisting of approximately 20.138 acres of land, more or less, excluding streets and open space, and identified on the attached Development Plan as 1100 North Eutaw Street (Block 459, Lot 1), "No address" (Block 459, Lot 2), "No address" (Block 459, Lot 3), 300 West Preston Street (Block 460, Lot 1), "No address" (Block 460, Lot 2), 231 29th Division

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Street (Block 460, Lot 3), 301 West Preston Street (Block 78, Lot 1), 201 West Preston Street (Block 478, Lot 2), (the “State-Owned Property”), which includes five State owned and operated buildings with several adjoining parking lots and support facilities.

The City is the fee simple owner of certain property consisting of 1.7 acres of land, more or less, excluding streets and open space, and identified on the attached Development Plan as “Armory Parking Lot North” (No Block or Lot) and “Armory Parking Lot East” (No Block or Lot) (the “City-Owned Property”).

In addition to rehabilitating and reconfiguring its core State facilities, the State intends to redevelop the State Center for governmental, business and residential use, to encourage urban revitalization and enhancement of the State Center area, and to transform the State Center into a mixed-use, mixed-income, Transit Oriented Development and Smart Growth site (the “TOD Goals”).

Although not subject to the zoning laws of Baltimore City unless specifically provided by State statute, in order to achieve the TOD Goals, the State has elected to participate in the City’s planning process and to seek a Business Planned Unit Development designation for the State Center in preparation for any potential future disposition of State-Owned Property to a private entity that may be necessary to effectuate the redevelopment of the Property. It is understood that the Business Planned Unit Development does not apply to the State-Owned Property so long as the State owns or controls the State-Owned Property and the State, by participating in the City’s planning process or this PUD designation, is neither consenting to nor waiving its sovereignty with regard to State-Owned Property or Baltimore City’s jurisdiction.

On July 14, 2008, the State met with the Department of Planning for a preliminary conference, to explain the scope and nature of existing and proposed development on the Property and to institute proceedings to have the Property designated a Business Planned Unit Development.

The State has now submitted the required documentation to the Baltimore City Council for designation of the Property as a Business Planned Unit Development, including a Development Plan in accordance with the requirements of Title 9, Subtitles 1 and 4 of the Baltimore City Zoning Code (“Zoning Code”).

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Mayor and City Council approves the submittal of the State and City, collectively the owners of the properties identified as 1100 North Eutaw Street (Block 459, Lot 1), “No address” (Block 459, Lot 2), “No address” (Block 459, Lot 3), 300 West Preston Street (Block 460, Lot 1), “No address” (Block 460, Lot 2), 231 29th Division Street (Block 460, Lot 3), 301 West Preston Street (Block 478, Lot 1), 201 West Preston Street (Block 478, Lot 2), and “Armory Parking Lot North” (No Block or Lot), and “Armory Parking Lot West” (No Block or Lot), respectively, on the attached Development Plan, consisting of 37.38 total acres, more or less, as outlined on the accompanying Development Plan entitled “The State Center - Transit Oriented Development Business Planned Unit Development”, consisting of PUD Sheet 1, “Existing Conditions Plan”, dated July 9, 2008, PUD Sheet 2, “Proposed Development Plan”, dated July 9, 2008, PUD Sheet 3, “Height and Massing Plan”, dated July 9, 2008, PUD Sheet 4, “Preliminary Landscape/Forest Conservation Plan” dated July 9, 2008, and PUD Sheet 5, “Streetscape Sections Plan”, dated July 9, 2008, consisting of 37.38 acres of land, more or less, to designate the Property a Business Planned Unit Development under Title 9, Subtitles 1 and 4 of the Zoning Code.

SECTION 2. AND BE IT FURTHER ORDAINED, That the Development Plan submitted by the State is approved.

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SECTION 3. AND BE IT FURTHER ORDAINED, That in accordance with Title 9, Subtitles 1 and 4 of the Baltimore City Zoning Code, the uses within the Planned Unit Development are as follows:

- (a) All permitted, accessory, and conditional uses, as of the date of this Ordinance, as allowed in the B-1 and B-2 Zoning Districts are allowed and authorized as permitted uses within the Business Planned Unit Development, unless stipulated otherwise herein.
- (b) Without limiting the uses allowed in B-1 and B-2 Zoning Districts, the following are also specifically allowed and authorized as permitted uses within the Business Planned Unit Development:

- Amusement arcades
- Artisans' and craft work
- Bakeries - including the sale of bakery products to restaurants, hotels, clubs, and similar establishments
- Bakery goods: retail and retail manufacturing
- Beer and ale: brewing
- Boiler works accessory to any permitted use
- Coffee roasting: retail and retail manufacturing
- Computer centers
- Convention Halls
- Fire and police stations
- Food Commissaries accessory to any permitted use
- Garages & Lots for Bus & Transit Vehicles
- Laboratories: research and testing
- Machines, business and office, new and used, sales, rental, and service
- Microwave antennas (satellite dishes)
- Motor vehicle rental establishments
- Newsstands
- Outdoor table service accessory to any permitted use
- Parcel collection and delivery stations
- Photographic printing and developing establishments: retail
- Prepared food delivery service including operations accessory to a restaurant
- Public utility services and transportation uses, as follows:

- antenna towers, microwave relay towers, and similar installations for communications transmission or receiving
- bus and transit passenger stations and terminals
- electric distribution centers and substations
- electric power generator stations
- radio and television stations and studios
- repeater, transformer, etc. installations
- sewerage pumping stations
- water filtration plants, reservoirs, and pumping stations

- Railroad rights-of-way & stations
- Recreational facilities: indoor and outdoor
- Repeater, transformer, pumping, booster, switching, conditioning and regulating stations, and similar installations
- Restaurants - including live entertainment and dancing

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Science centers
Tattoo parlors
Taverns - including live entertainment and dancing
Trade Centers
Vending machines for retail sale of products

- (c) “Green Uses” (as defined herein) shall also specifically be allowed and authorized as permitted uses within the Business Planned Unit Development. A “Green Use” shall mean any use or method, which is not specifically defined or prescribed by the Zoning Code but is consistent with the spirit and intent of the Zoning Code – which provides efficiencies in sustainable sites and development, utilizes “green” building principles, enhances energy, waste management, or environmental indoor and outdoor quality - the implementation of which should reasonably lead to the acquisition of credits toward certification from the United States Green Building Counsel’s Leadership in Energy and Environmental Design (LEED) Green Building Rating System®, or its functional or generally accepted equivalent. Green uses may include, by way of example, but not limitation:

Innovative energy generation and distribution technologies
Innovative wastewater technologies
On-site wastewater treatment systems - utilizing a localized treatment system to transport, store, treat and dispose some or all wastewater volumes generated on the project site
Gray water systems - wastewater discharged from lavatories, bathtubs, showers, clothes washers, and laundry sinks, that is filtered and reused for irrigation or other non-potable water uses
Storm water reuse facilities

- (d) The following uses are prohibited within the Planned Unit Development:

Automobile accessory stores - including related repair and installation services
Blood donation centers
Check cashing stores
Firearm sales, ammunition sales, or both
Furriers
Gasoline service stations
Gun shops
Marinas
Pawnshops
Poultry and rabbit-killing establishments
Travel trailers, recreational vehicles, and similar camping equipment: parking or storage

- (e) The following uses are conditional uses within the Planned Unit Development requiring Board approval:

After hours establishments
Bakery goods: wholesale manufacturing
Dance halls

SECTION 4. AND BE IT FURTHER ORDAINED, That the floor area and density within the Planned Unit Development shall be:

- (a) The maximum allowable floor area may not exceed 6,989,223.7 square feet (which includes gross density TOD bonus).
- (b) The maximum allowable density may not exceed 2,000 dwelling units. For purposes of this Ordinance, (i) an Efficiency unit, as defined by the Zoning Code as of the date of this Ordinance, shall be treated as sixty-seven hundredths (0.67) of one (1) dwelling unit, and (ii) a Rooming unit, as defined by the Zoning Code as of the date of this Ordinance, shall be treated as four-tenths (0.4) of one (1) dwelling unit.

SECTION 5. AND BE IT FURTHER ORDAINED, That if the State disposes the State-Owned Property to a private entity for private use, all plans for the construction of permanent improvements on the Property shall be subject to final design approval by the Planning Commission to insure that the plans are consistent with the Development Plan and this Ordinance.

SECTION 6. AND BE IT FURTHER ORDAINED, That the Planning Commission may determine what constitutes minor or major modifications to the Plan. Minor modifications require approval by the Planning Commission. Major modifications require approval by Ordinance.

SECTION 7. AND BE IT FURTHER ORDAINED, That as evidence of the authenticity of the accompanying Development Plan and in order to give notice to the agencies that administer the City Zoning Ordinance: (i) when the City Council passes this Ordinance, the President of the City Council shall sign the Development Plan; (ii) when the Mayor approves this Ordinance, the Mayor shall sign the Development Plan; and (iii) the Director of Finance then shall transmit a copy of this Ordinance and the Development Plan to the Board of Municipal and Zoning Appeals, the Planning Commission, the Commissioner of Housing and Community Development, the Supervisor of Assessments for Baltimore City, and the Zoning Administrator.

SECTION 8. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the 30th day after the date it is enacted.

Frequently Asked Questions

1) Who is parking at State Center and how are you accommodating them?

Existing parking facilities are reserved for select State employees. State Center has approximately 1,300 parking spaces today and currently, approximately 18% of State employees use transit.

In the future, State Center's evolution into a transit village will include the development of additional parking sufficient to support each of the planned uses and activities. Parking will be convenient to State Center users and commensurate with Midtown parking rates. Additionally, to help address parking concerns, the State has committed to creating a Transit Management Association (TMA) for all tenants of State Center. A TMA allows for State Center tenants to partner together to develop solutions to traffic congestion and transportation-related air quality issues. The State Center TMA will promote transit, carpooling, bicycling, car sharing, and walking to all who work in and visit the area.

The State Center team has come up with shared parking calculation derived from the Urban Land Institute's shared parking concept that mixed use projects such as State Center can adequately accommodate parking needs among uses because respective peak hour parking demands vary by use. Therefore, during off-peak hours parking can be successfully shared among uses. The proposed plan includes the following ratio for the various uses:

- *Residential - 1 space per 1 unit*
- *Retail – 3 spaces per 1000 square feet*
- *Private Office – 3 spaces per 1000 square feet*
- *State Office – 1 space per 1000 square feet*
- *Armory/ Civic – 1 space for every 4 seats/occupants*

A detailed parking table with proposed distribution of spaces can be found on the State Center website.

2) What are the specific items to be addressed in the TIS (Traffic Impact Study)?

A TIS provides a basis for assessing the transportation impacts of a new development or expansion of an existing development; identifies the need for any improvements to the supporting roadway system to provide satisfactory levels of service; addresses safety issues and provides a mitigation plan to identify private and public responsibilities to address projected deficiencies. The TIS also makes suggestions to bolster alternative modes of transportation.

3) What are the topics not included in the TIS that have been raised by the community?

Improving transit connections and reducing cut through traffic on neighborhood streets are issues that have been raised by the community; however these topics are not addressed in the TIS.

4) How are concerns from question#3 being addressed?

The State Center team is committed to improving connectivity to and between Light Rail and Metro with improved sidewalks, street level retail and other uses creating eyes on the street, neighborhood scale lighting along Preston Street, and clearly marked pedestrian crosswalks for all streets.

The State Center team also supports neighborhood efforts to approach the City regarding traffic calming measures. We do not want State Center traffic to cut through any neighborhood. The team will work with the City to develop traffic patterns that discourage the use of surrounding neighborhood streets. We will also look at ways to create traffic calming measures for Bolton

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Street and other streets that are affected by the State Center development. Our intent is to connect on all sides of State Center with no backdoor to a community.

5) When will traffic mitigation solutions be agreed to by the City and project team?

The last step in the Traffic Impact Study (TIS) process will be a mitigation agreement identifying private and public responsibilities to address failing (level of service) intersections. Mitigation will also include elements that will bolster non-vehicular alternative modes of transportation. The timing of agreement on the plan will depend on the complexity and expense of the proposed mitigation measures. The State Center team estimates that initial recommendations will be available in October 2008 and a resolution of the plan may take another 90-days after that.

6) When can stakeholders have input to the traffic planning scenarios?

Stakeholder input will be guided by the City's Department of Transportation's TIS process. CityScaping meetings will be held at the point when a Draft Report on traffic mitigation measures is complete thereby providing stakeholders with the opportunity to review and comment on recommendations from the TIS. After stakeholder input is received on the Draft Report, the TIS will be finalized and executed. The TIS mitigation plan must be executed before building permits are received.

7) What is the process for the PUD approval?

The PUD process is as follows:

- A. *Application for Approval*
 - 1. *Initiation Process*
 - a. *Preliminary Conference*
 - 2. *Submission to City Council*
 - a. *Introduction of PUD*
- B. *Review and Approval*
 - 1. *Agency Reviews*
 - a. *Administrative Reports and Recommendations*
 - 2. *Planning Commission*
 - a. *Public Hearing*
- C. *Land Use and Transportation Hearing*
- D. *City Council Approval and Vote*
- E. *Mayor's signature*

After the State Center Transit Oriented Development PUD is approved and becomes an ordinance, each phase or building will need to obtain Final Design Approval from Planning Commission at a public hearing. Prior to Planning Commission approval, each phase or building will need to be reviewed by Urban Design Architectural Review Panel (UDARP) and approved by Site Plan Review Committee (SPRC).

8) Is the traffic plan a requirement to PUD approval? If not, when is it required?

The TIS is not a requirement for PUD approval. The TIS is closely related to the PUD, and the City's Department of Transportation will comment on the PUD. However, it is an independent process managed by the City's Department of Transportation. A TIS agreement with the State Center team ultimately must be reached before the City will issue building permits.

9) Why do State Center inclusionary goals exceed the 20% inclusionary requirement of the City?

Recognizing the good location and substantial amenities available at State Center, as well as the established principles of mixed-income housing development, the State commits (based on an overall economically viable plan) to build a project whose residential component is predominantly market-rate, with the inclusionary housing commitment of 30 % affordable and

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workforce housing maximum. The State Center development team is also committed to achieving a balanced diversity in housing types and tenures for people of all ages, cultures, and income groups.

10) What are the components of the first phase of the State Center project?

Preliminary phasing suggests Parcel G, located at the corner of Martin Luther King Blvd and Madison Street will be the first phase of new construction to be developed at State Center. This phasing is predicated on the desire to begin development activity in an area of the site where none currently exists, and when developed, will ensure that State workers need only to move once into their new space. Additionally, the first project phase is envisioned to include a mix of uses that will help further the viability and success of the project. Parcel G is planned to consist of the following:

<i>PARCEL G</i>	<i>Office</i>	<i>Retail</i>	<i>Residential</i>	<i>Parking</i>	<i>Total</i>
<i>Gross Sq. Feet</i>	<i>503,400</i>	<i>87,2000</i>	<i>166,600</i>	<i>461,800</i>	<i>1,219,000</i>
<i># of Units/ Spaces</i>			<i>130</i>	<i>1,218</i>	

Community Feedback

The following project enhancements were endorsed by the Mount Royal Improvement Association board of directors on June 3, 2008.

The **State Center Public Private Partnership (SCPPP) Responses** are the result of a continued dialogue with MRIA representatives. These responses have not been formally endorsed by MRIA and continue to be refined by both parties.

MRIA 10 PROJECT ENHANCEMENTS

MRIA Suggestion #1 – Narrow, eliminate or landscape Dolphin Street or use other mechanisms to encourage traffic levels be maintained or lowered.

Design principles: pedestrian links; traffic calming; safe and secure

*State Center Public Private Partnership (SCPPP) Response to **Suggestion 1**:*

Future planning for the streets around State Center will be developed based on the TIS process. We support re-establishing a more robust street grid and maximizing traffic to State Center on Division Street.

We believe that Dolphin Street should be narrowed to slow down traffic and create a more walkable experience between Bolton Hill and State Center. We support a diversion of traffic to State Center by way of 29th Division Street thereby further relieving traffic on Dolphin. We will work with MRIA with their concern on cut through traffic and related issues (speed and parking) as they identify them. We also believe that this is an excellent opportunity to create other developable sites along Dolphin Street thereby reducing the “dead zones” currently existing in that corridor. We support the northern transition zone per the guidelines in Suggestion #4 below.

Execution: SCPPP will request a meeting with the City and MRIA to set up a process and timeline for addressing cut through traffic concerns in affected neighborhoods such as Bolton Hill. SCPPP will also create a critical path schedule to show the relationship between the TIS process and the PUD and how each relates to the critical path of the project. This schedule will be shared at the Sept 4th and 9th CityScaping meetings (page 5 of this update book) and will be posted on the web.

MRIA Suggestion #2 – Preserve, support and enhance Contee-Parago Park without disturbing the historical intent. Provide ideas and resources to enhance the walk from the individual neighborhoods to the State Center transit, shops and dining to make the experience safe and inviting.

Design principles: compatible scale/transition zone; green, transit oriented;
safe and secure

*SCPPP Response to **Suggestion 2**:*

In conjunction with the transition zone (#4 discussed below) and the effort to ensure viable green spaces in and around State Center, SCPPP will support neighborhood-led initiatives to improve

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their individual green spaces. As such, we support MRIA's efforts to improve Contee-Parago Park.

SCPPP will support MRIA and other neighborhoods efforts with the City to improve public open space along the route to State Center.

Execution: SCPPP will develop ideas to improve the edges of State Center to increase accessibility and desirability of the area. SCPPP will advocate for those ideas that are met with consensus from the neighborhoods and will assist in fundraising activities to achieve the desired results.

MRIA Suggestion #3 – Discourage “through traffic” in Bolton Hill and reduce illegal behaviors/speeds/unrelated parking in the 1100 and 1200 blocks of Bolton Street. Ensure that Bolton Street remains one way out discouraging cut through traffic and cannot become a back door to State Center development.

Design principles: pedestrian links; traffic calming; safe and secure

SCPPP Response to Suggestion 3:

SCPPP supports MRIA's position on Bolton Street and we support their efforts to approach the City regarding traffic calming measures. We do not want State Center traffic to cut through neighborhoods – including Bolton Hill. SCPPP will work with the City to develop traffic patterns that discourage the use of surrounding neighborhood streets. We will also look at ways to create traffic calming measures for Bolton Street as it is affected by the State Center development. Our intent is to connect on all sides of State Center with no backdoor to a community.

Execution: Same as Suggestion #1 execution section. Furthermore, SCPPP acknowledges that the TIS was completed during the summer of '08 while schools were closed and workday traffic was not at its peak usage. We will raise this fact with the transportation consultants to understand how they adapt information to fill these gaps.

MRIA Suggestion #4 – Develop a transition zone along Dolphin which looks outward toward Bolton Hill that could include market rate scale and rhythm compatible with housing/live-work (not to exceed 50 feet above the street – based on maximum 48 feet height of Bolton Street).

Design principles: compatible scale/transition zone; value-adding retail;
market conditions for economic success; balanced diversity;
safe and secure

SCPPP Response to Suggestion 4:

State Center will have a transition zone on all sides touching a neighborhood. SCPPP sees the value in having a comprehensive PUD that addresses every edge of the site. SCPPP will work diligently with neighboring property leaseholders and owners, including Mid-City Urban to cooperate with one another so that the best possible plan, consistent with State Center's PUD and design principles, can be developed. A height limit of 50 feet has been written in the PUD documents for the Dolphin Street Armory lot. We support maintaining the view shed and designated height limit across all of the City owned property along the southern edge of Dolphin Street.

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Each Building at State Center will have to obtain UDARP review and Planning Commission approval before proceeding.

Execution: SCPPP will meet with Mid City Urban and a representative from the City to review their plans and look for ways to collaborate in keeping with the stated design parameters in this document. SCPPP will also offer to facilitate communication between Mid-City Urban and MRIA.

MRIA Suggestion #5 – Re-work the plaza by the Metro entrance so that it is better located in relation to Eutaw – encouraging more visibility and safe usage in off time periods.

Design principles: compatible scale/transition zone; value-adding retail; market conditions for economic success; balanced diversity; green, transit oriented; safe and secure

SCPPP Response to Suggestion 5:

We are improving connectivity to and between Light Rail and Metro with improved sidewalks, street level retail, neighborhood scale lighting, and activity along Preston, clearly marked pedestrian crosswalks for all streets. We will create signage and way finding, at the appropriate time.

Execution: As plans are developed, these concepts will be shown more fully.

MRIA Suggestion #6 – Project needs to embrace but not exceed the City’s inclusionary housing requirements in order to ensure the project’s viability (both retail and housing) and it should work with McCulloh Homes’ residents to improve their quality of life and economic opportunities.

Design principles: value-adding retail; market conditions for economic success; balanced diversity

SCPPP Response to Suggestion 6:

Recognizing the good location and substantial amenities available at State Center, as well as the established principles of mixed-income housing development, the State commits (based on an overall economically viable plan) to build a project whose residential component is predominantly market-rate, with the inclusionary housing commitment of 30 % affordable and workforce housing maximum. In the event that the State is unable to meet its target number of residential units without additional affordable units (below 80% AMI), the State will defer additional residential development until such time as 80% AMI or higher development is feasible. SCPPP is also committed to achieving balanced diversity in housing types and tenures for people of all ages and income groups.

Through our ongoing “human capital” planning SCPPP will continue to take into account the needs of the surrounding communities and look for ways to provide opportunities for the residents to benefit through jobs, increased shopping choices, diverse restaurant choices, inviting public spaces, and better community services through the redevelopment of State Center. Our commitment to green, sustainable design, and promoting healthy lifestyles will also help to improve the quality of life for State Center users.

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In addition, SCPPP understands the importance of developing a phasing plan that not only focuses on physicality, but also is structured in such a way to support the rolling out of retail to create the sense of place and activity that is intended by the overall plan.

Execution: We have defined the terms “Affordable” per the below guidelines.

Affordable- Housing built for residents who have an income of \$ 62,560 or less which represents 80% MFI and below in accordance with FY 2008 Median Family Income for Baltimore City which will be updated annually.

Work Force: Housing built for residents who earn between \$62,561 and \$93,840 which represents between 80% to 120% MFI in accordance with FYI 2008 Median Family Income for Baltimore City which will be updated.

We have also created a working housing the chart to further illustrate the intent of our diverse housing goals (see page 11).

MRIA Suggestion #7 – Reconsider development of Armory – open it up physically to the project providing better amenities to the project and surrounding community.

Design principles: pedestrian links; compatible scale/transition zone;
value-adding retail; market conditions for economic success;
safe and secure

SCPPP Response to Suggestion 7:

SCPPP recognizes that accessibility and connectivity are important goals for the redevelopment of the Armory. SCPPP believes there are ways to make the Armory more a part of the development increasing its use and accessibility and still maintain its historic structure. The redevelopment of the Armory is dependent upon historic tax credits and renovations must be approved through the historic tax credit process.

Execution: SCPPP has investigated the possibility of a film and sound stage for the movie industry as well as a shared athletic facility for MICA, UB and the community. Any plan for the armory and surrounding property will include the goal of activating the space to make it a vital part of the project and a welcoming edge to its neighbors. Our desire is to make the Dolphin Street perimeter an accessible and inviting gateway into State Center.

MRIA Suggestion # 8 – Require re-working of all failed and potentially failing intersections along both Howard Street and MLK Boulevard prior to the completion of the first phase of work.

Design principles: pedestrian links; traffic calming; safe and secure

SCPPP Response to Suggestion 8:

SCPPP will take the lead, in cooperation with MRIA and other neighborhood groups and organizations and the City, in bringing about the reworking of all failed and potentially failing intersections along Howard St and MLK, which are most critical to the success of State Center and the adjacent communities, consistent with the TIS and City phasing of infrastructure work.

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SCPPP believes that the correction of the Howard and MLK intersection is paramount to being able to proceed with the State Center development plan.

Execution: SCPPP will create a critical path schedule to show the relationship between the TIS process and the PUD and how each relates to the critical path of the project. This schedule will be shared at the Sept 4th and 9th CityScaping meetings and will be posted on the web. The proposed infrastructure phasing plan by building phase is shown on the illustration page 25.

MRIA Suggestion #9 – Create a green space that is supported (by design and financially) by the project as an amenity for the additional housing units that are being developed. Ensure that neighborhood parks will not be adversely affected by adjacent development. Ensure that the main plaza for State Center is not built in the shadow lines of the tallest buildings inhibiting its use throughout most of the year.

Design principles: pedestrian links; compatible scale/transition zone;
green, transit oriented; safe and secure

SCPPP Response to Suggestion 9:

We have several major green (open) spaces. There is a “village green” planned for the center of the project and there area several plaza spaces created between and around building sites. We also anticipate rooftop terraces/gardens – “green roofs.” To be a part of the final build out plan and LEED certification.

The PUD plan has maximized daylight on all public open spaces per UDARP review. Furthermore, each building’s A&E team will conduct the necessary studies to achieve a minimum of LEED silver rating and examine consequences of building heights including shadow lines. We believe having some shade on the plaza offers an option for those who do not want to be in the sun to enjoy the public space.

Each building will have to obtain UDARP review and planning commission approval before proceeding.

MRIA Suggestion #10 – Provide sufficient (e.g., number, location, affordability) parking (during each phase) to support increased housing and activities without burdening surrounding neighborhoods.

Design principles: traffic calming; value-adding retail;
market conditions for economic success; green, transit oriented;
safe and secure

SCPPP Response to Suggestion 10:

SCPPP will build parking spaces needed per each tenant’s lease and market requirements. The parking will be convenient to State Center uses and commensurate with Midtown parking rates.

The State has committed to creating a transportation Management Association (“TMA”) for all the tenants of State Center. The TMA makes carpooling, transit, bikes, shared cares (e.g. zip car) and walking easy and efficient.

The State provides free transit for all of its employees. With very little promotion of transit, 18% of current State employees use transit.

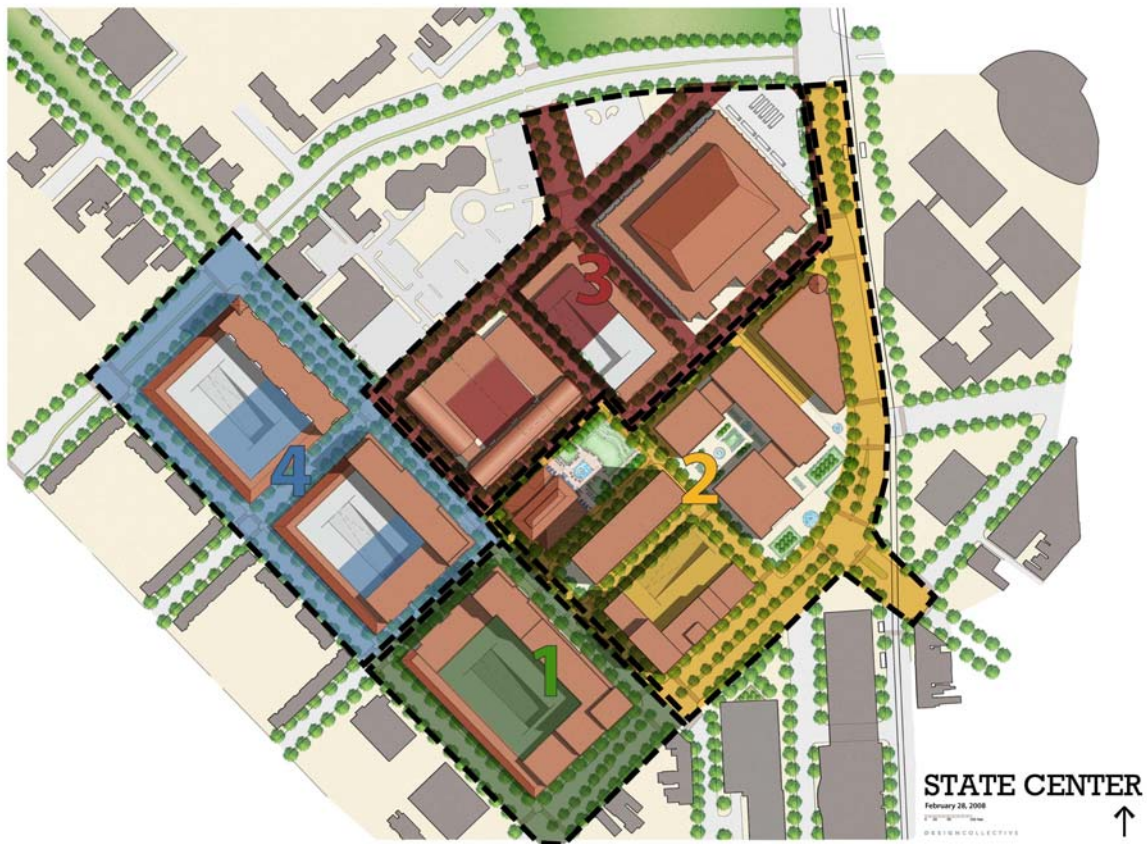
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SCPPP agrees that residents and employees at State Center will not be eligible for District 3 Residential Parking Permits. SCPPP agrees to support MRIA in seeking expansion of Bolton Hill's Residential Permit Parking program from the five weekdays to seven days a week."

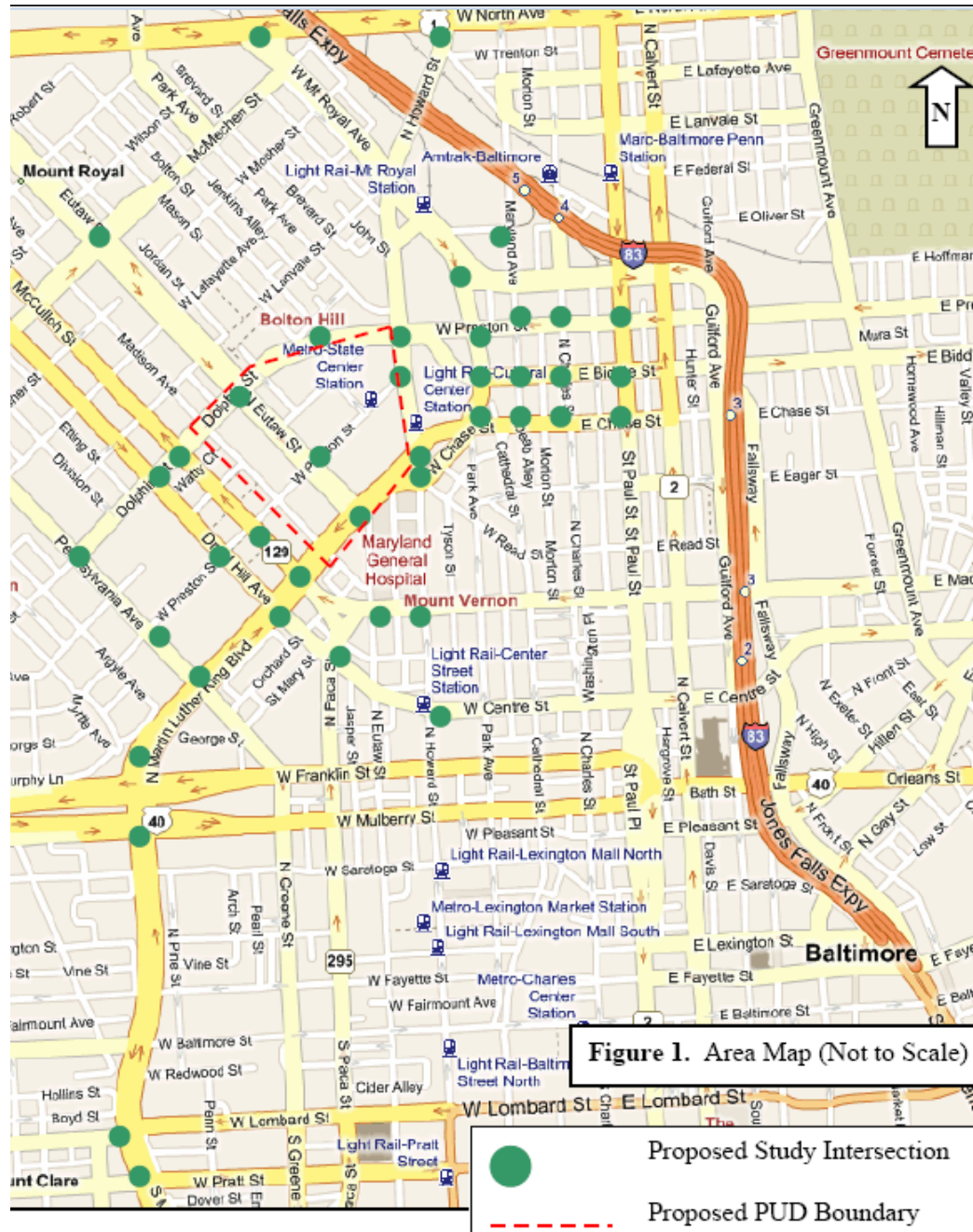
Execution: SCPPP will continue to work with MRIA and Councilman Cole on improving parking conditions on Bolton Street.

*We have developed a parking demand chart based on State Center's proposed program and national demand standards as documented by the Urban Land Institute.
(see Parking Demand Chart page 10)*



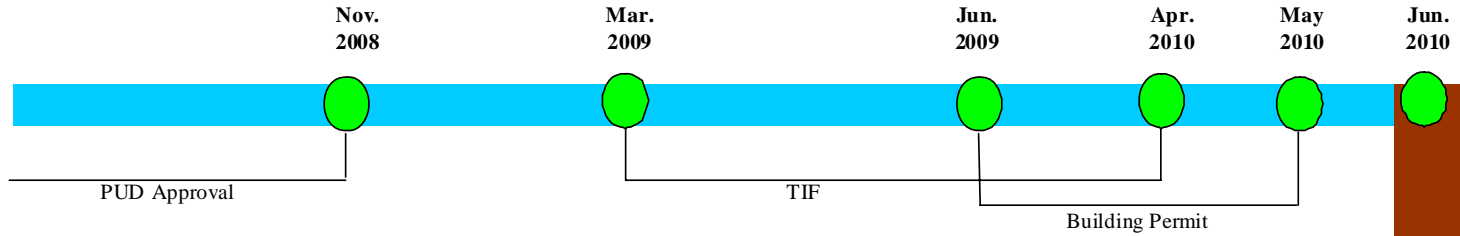
Traffic Impact Study Area

Source:
Sabra, Wang &
Associates, Inc.

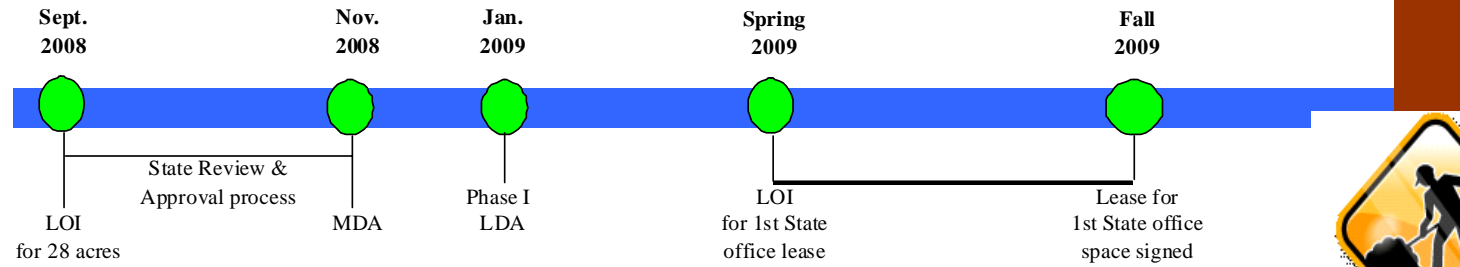


Critical Path to Phase I

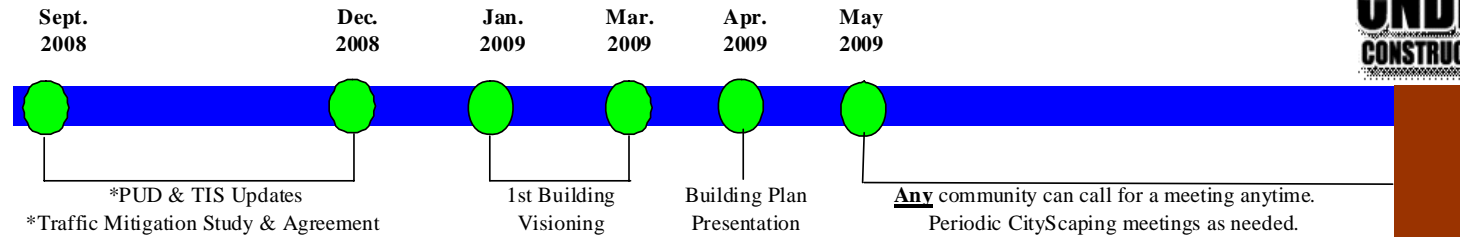
**City
Legislation**



State



CityScaping



Development

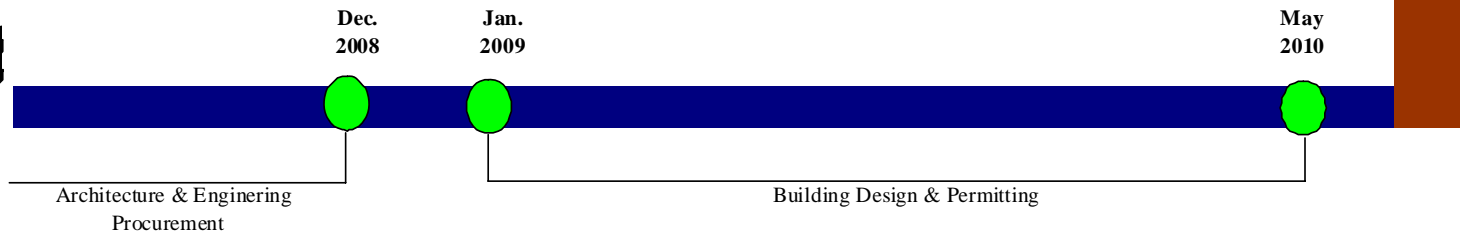


Chart subject to change upon further research and updating to the program.

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Glossary of Terms

Affordable Housing	<p>A residential unit that is required to be provided to a range of household incomes. Eligible households include:</p> <ul style="list-style-type: none">• A household having an income at or below 30% AMI (\$23,460)• A housing having an income great than 30% but not more than 60% AMI (\$46,920)• A household having an income greater than 60% but not more than 80% AMI (\$62,560)• A household having an income great than 80% but not more than 120% AMI (\$93,840)
Area Median Income (AMI)	<p>Area Median Income -The midpoint family income from a metropolitan area or a non-metropolitan county, calculated each year by the U.S. Department of Housing and Urban Development, for use in determining eligibility for housing programs. Adjustments are made for family size and areas with unusually high or low income-to-housing-cost relationships. For Baltimore City and the five surrounding counties which make the metropolitan area, the AMI is \$78,200 for a family of four.</p>
CityScaping	<p>Integrates the planning of the future buildings with the planning of community needs to achieve a healthy and prospering environment and embraces the project core values of Shared Prosperity, Diversity, Inclusion and Transparency.</p>
Diversity	<p>We believe diversity enriches the human experience and brings better solutions and long term value to everything we do. We know that diverse systems are healthy systems. Diversity comes in several forms: *Architecture, *Uses, *Density, *Transpiration, *Age, *Experience, *Culture, *Income.</p>
Inclusion	<p>We involve internal and external stakeholders every step of the way. We believe the many, when informed, make better decisions than the individuals, therefore, we learn and create together, everyone has a voice. We know that individual commitment comes from personal involvement.</p>
Joint Venture (JV)	<p>A Joint Venture is a group of equity investors working together in contractual partnership to develop a project. The JV for State Center LLC is Struever Bros. Eccles & Rouse, McCormack Baron Salazar and Doracon Development.</p>
Land Disposition Agreement (LDA)	<p>Land Disposition Agreement (LDA) is a disposition agreement made between two parties in which one party disposes of land to a second party. Often times there are binding terms within the agreement which hold the receiver of land accountable to completing cretin due diligence on the land.</p>
LEED	<p>Leadership in Energy & Environmental Design (LEED) is the Green Building Rating System, developed by the U.S. Green Building Council and provides a suite of standards for environmentally sustainable construction. LEED was created to accomplish the following: 1) Define "green building" by establishing a common standard of measurement, 2) promote integrated, whole-building design practices, 3) recognize environmental leadership in the building industry, 4) stimulate green competition, 5) raise consumer awareness of green building benefits, 6) transform the building market.</p>

Letter of Intent (LOI)	Letter of Intent is the letter which precedes the MDA proclaiming the State of Maryland's intention to negotiate a contract with the selected developer.
Master Developers Agreement (MDA)	The Master Developers Agreement is a binding Agreement in which the State of Maryland has selected a developer or JV to lead in the development of a property or piece of land.
Memorandum Of Understanding (MOU)	Memorandum of Understanding (MOU) is a legal document describing a bilateral agreement between parties. It expresses a convergence of will between parties, indicating an intended common line of action, rather than a legal commitment. It is a more formal alternative to a gentlemen's agreement, but generally lacks the binding power of a contract. Many companies and government agencies use MOUs to define a relationship between departments, agencies or closely held companies.
Molecule	A molecule is the smallest physical unit of an element or compound. It is a sufficiently stable neutral group of at least two atoms in a defined arrangement held together by very strong chemical bonds.
Planning Commission	Is a nine member board composed of six citizens appointed by the Mayor, the Director of the Department of Public Works and or their designee, a member of the City Council and the Mayor and or their designee. The Commission does the following: Prepare and update plans showing physical development in the City; Develop a capital budget and six-year capital development program; Develop and maintain compressive City Master Plan; review all proposals for subdivisions; review all proposed amendments to the City's Zoning Ordinance and making recommendations to City Council. In relationship to the State Center PUD, the Planning Commission will review the staff report and hear testimony prior to voting and sending their recommendation to the City Council.
Planned Unit Development (PUD)	A PUD is a City Council Legislation approving a Master Plan for a specific site. The goal of a PUD is to provide a unitary master plan rather than a lot by lot regulation. This plan will produce a well designed development that can be implemented over time.
PUD Amendments	Major: A breach in the uses or maximums stipulated by the PUD legislation, or a change in boundaries. Minor: Revisions to the master plan (within those PUD standards) You cannot, however, change PUD text with a minor amendment. * Planning Department makes determination as to what is a major or minor amendment
Shared Prosperity	We operate from a place of abundance and shared prosperity. Every stakeholder's investment gets a return in the form of either financial, community +/- environmental benefits. Expected returns are clearly identified and monitored throughout the development process.
Site Plan Review Committee (SPRC)	A committee, chaired by the Dept of Planning, reviews and provides coordinated City agency comments to the Planning Commission for development plans accompanying building permit applications, subdivisions and development plans, residential developments (other than single family and semi-detached dwellings), commercial and institutional developments, renovations, and parking lots.

Sustainability Sustainable development meets the needs of the present without compromising the ability of future generations to meet their needs. Sustainability is an attempt to provide the best outcomes for the human and natural environments both now and into the indefinite future. One of the most often cited definitions of sustainability is the one created by the Brundtland Commission, led by the former Norwegian Prime Minister Gro Harlem Brundtland. The Brundtland Commission defined sustainable development as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs." Sustainability relates to the continuity of economic, social, institutional and environmental aspects of human society, as well as the non-human environment.

Tax Increment Financing (TIF) Tax Increment Financing or (TIF) is a tool which has been used for redevelopment and community improvement projects throughout the United States. TIF is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project such as a road, school, or hazardous waste cleanup is carried out, there is an increase in the value of surrounding real estate, and often new investment. This increased site value and investment creates more taxable property, which increases tax revenues. The increased tax revenues are the "tax increment". Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities.

Transit Oriented Development (TOD) Transit Oriented Development is a development approach that encourages intensifying the inter-mixing land uses such as residential, office, retail and entertainment around transit stations like metro, light rail and public buses.

Traffic Impact Study (TIS) Is a required study in order to evaluate a proposed development projects impact on the surrounding transportation network and communities. A study can be required for any type of development project such as residential, institutional, commercial, office, industrial or mixed use.

Transparency We realize that in sharing information openly we build trust and enable stakeholders to have ownership in the goals and greater commitment to the desired results. Information that facilitates pertinent understanding or assists in any team member in performing their work is fully shared.

Urban Design Architectural Review Panel UDARP is a six member panel with expertise in various aspects of architectural, urban and landscape design. The panel reviews the design, architecture, and landscape for all proposed master planning efforts and significant development projects. The UDARP panel members are appointed by an advisory to the Director of Planning. The Director of Planning, President of the Baltimore Development Corporation, and the Commissioner of Housing and Community Development are allowed to sit on the panel as ex officio members.

For more detailed information on the public approval process please visit:

<http://www.ci.baltimore.md.us/government/index.php> or
<http://cityservices.baltimorecity.gov/charterandcodes/Code/Art%2000%20-%20Zoning.pdf>

NOTES:

The State Center “Molecule”

A molecule is the smallest physical unit of an element or compound. A sufficiently stable neutral group of at least two atoms in a defined arrangement held together by very strong chemical bonds.

Environment

- Reuse
- Recycle
- Renew
- Rejuvenate
- Reduce

Daily Living

- Hakuna Matata
- Convenience
- Vibrance
- Opportunity Rich
- Ecoconscious

STATE Center

Culture

- Events
- Character
- Institutions
- Architecture
- Heritage & Tradition

Economics

- Jobs
- Entrepreneurship
- Financial Returns
- Tax Base Fortified
- Value Creation