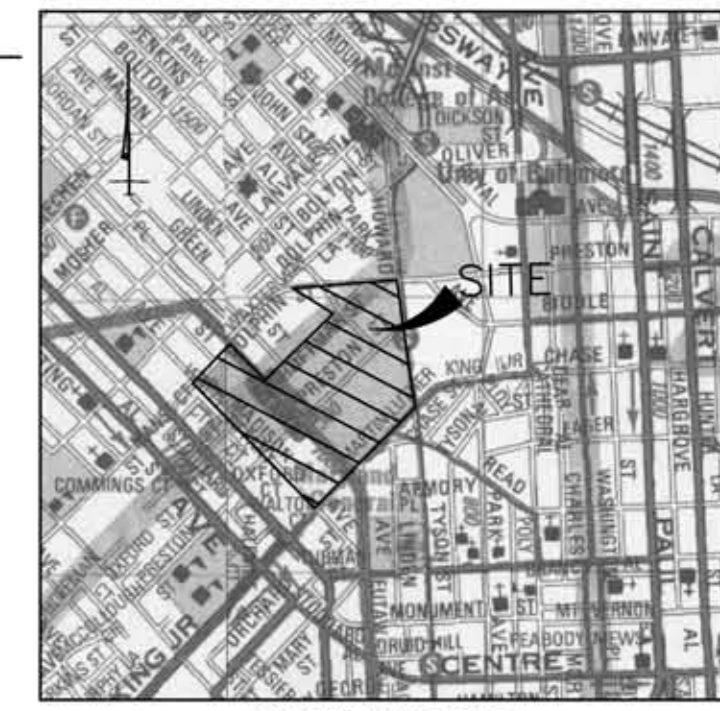


- LEGEND:**
- ZONING LINE
 - LIMIT OF PROP. PLANNED UNIT DEVELOPMENT
 - — — — — APPROX. AREA LIMIT OF HISTORIC DISTRICTS
 - — — — — PROP. BUILDING ENVELOP



GENERAL NOTES:

1. DEVELOPER: MARYLAND DEPARTMENT OF GENERAL SERVICES
300 WEST PRESTON STREET, STE 600
BALTIMORE, MD 21201
ATTN: MICHAEL GANES
ASSISTANT SECRETARY, REAL ESTATE
410.665.4343
2. SITE ADDRESS CHART:

OWNER	STREET ADDRESS	BLOCK	LOT	PARCEL AC	EX. ZONING
STATE OF MARYLAND	100 W TOTAW STREET	459	2	2,399 AC	B-2-4
STATE OF MARYLAND	NO ADDRESS	459	2	1,08 AC	B-2-4
STATE OF MARYLAND	NO ADDRESS	459	3	2,740 AC	B-2-4
BOARD OF TRUSTEES	237 29TH DIVISION ST.	460	3	2,884 AC	B-2-4
5TH REG. ARMORY					
STATE OF MARYLAND	300W PRESTON STREET	460	1	2,423 AC	B-2-4
STATE OF MARYLAND	NO ADDRESS	460		1,791 AC	B-2-4
STATE OF MARYLAND	301 W PRESTON STREET	478	1	3,041 AC	B-2-4
STATE OF MARYLAND	201 W PRESTON STREET	478	2	3,780 AC	B-2-4
*CITY OF BALTIMORE	ARMORY PARKING LOT E			1.02 AC	B-2-4
*CITY OF BALTIMORE	ARMORY PARKING LOT E			0.65 AC	B-2-4
TOTAL PARCEL AREAS				21.83 AC	
3. TOTAL AREA WITHIN PROPOSED PLANNED UNIT DEVELOPMENT: 32.65 +/- AC
4. ZONING: EXISTING: B-2-4 AND PROPOSED PUD
5. DENSITY AND F.A.R.:
 - ALLOWABLE DENSITY: 218 UNITS PER ACRE 218.3 X 218.5 +/- 4996 UNITS (includes gross density 100 units)
 - PROPOSED DENSITY: 2500 UNITS
 - ALLOWABLE AND PROPOSED F.A.R.: B-2-4 (218.3 X 4.3560 X 7.50) 4,986,223.7 SQUARE FEET (includes gross density 100 units)
6. PROPOSED PROGRAM:

PARCEL ACRES	FLOORS	CIVIC SF	CENT PLANT SF	RETAIL SF	OFFICE SF	RESIDENTIAL SF
A 1.75 AC	0	0	0	0	0	0
B 2.78 AC	0	340,000	0	0	0	0
C 1.22 AC	0	0	17,200	0	0	250,800
D 1.84 AC	0	58,800	22,200	0	0	617,300
E 2.25 AC	0	0	0	23,500	438,500	103,500
F 2.95 AC	0	0	87,700	503,400	98,600	0
H1 3.50 AC	0	0	13,000	0	0	277,600
H2 1.98 AC	0	0	34,200	342,300	0	0
I 2.42 AC	0	0	24,000	483,000	0	0
J 0.78 AC	0	0	23,000	313,000	0	0
K 0.48 AC	0	0	9,500	0	0	0
		345,000	58,800	283,800	2,083,200	2,927,000

*THIS IS A PRELIMINARY PROGRAM AND FOR ILLUSTRATIVE PURPOSES ONLY. THE PROGRAM MAY CHANGE OVER THE COURSE OF MARKET CONDITIONS. THE PROGRAM MAY CHANGE AS LONG AS IT IS WITHIN SUBSTANTIAL COMPLIANCE WITH THE LIMITATIONS OUTLINED IN THE PUD.

7. PARKING REQUIREMENTS:

State Center PUD Parking Calculation

Use	Square Footage	Required Parking Ratio	Required
Retail	250,800 SF	0	0
Office	2,083,200 SF	1 per 2000 SF in excess of 50,000	1,042
Residents	1,540 units	1 per 2 DU's	771
TOTALS			1814

8. THE PARKING SHALL BE CALCULATED FOR THE PUD AS A UNITARY PLAN AND NOT ON A LOT-BY-LOT BASIS. WHILE THIS IS A MINIMUM SHARED PARKING IS ENCOURAGED.
9. ARMORY: AS THE PROJECT EVOLVES, THE TEAM WILL CONSIDER APPROPRIATE USES AND FUNCTIONS FOR THE ARMORY WITHIN THE GOAL OF RETAINING HISTORIC CHARACTER OF THE ARMORY AND PROMOTING ITS ADAPTIVE REUSE AND INCORPORATION INTO THE STATE CENTER TOD PLAN.
10. PLANS ARE SUBJECT TO FINAL DESIGN APPROVAL, AS SPECIFIED IN THE PUD.
11. HANDICAP ACCESSIBLE SPACES, INCLUDING VAN SPACES TO BE PROVIDED IN ACCORDANCE WITH ADA AND OTHER APPLICABLE LAW.
12. TRASH PICKUP: TRASH ENCLOSURES ARE TO BE INSIDE BUILDINGS. IT IS ANTICIPATED THAT TRASH COLLECTION, RECYCLING AND REMOVAL WILL FOLLOW "GREEN" GUIDELINES. WHERE EVER POSSIBLE, TRASH AREAS ARE NOT TO BE LOCATED IN THE MAIN PEDESTRIAN ROUTES, I.E. IN CONTIGUOUS AND PRESTON STREETS.
13. LOADING:
 - A. MOVING: MOVING WILL BE HANDLED BY MOVING TRUCKS STAGING IN ON-STREET PARKING AREAS AS IS DONE THROUGHOUT DOWNTOWN. THE DEVELOPER IS AWARE OF THE PARKING AUTHORITY'S REQUIREMENTS.
 - B. SERVICE: MOST OF THE RETAILERS ARE ANTICIPATED TO BE SMALLER RETAILERS, RESTAURANTS AND SERVICE USES. THE MAJORITY OF THE SERVICE VEHICLES ARE ANTICIPATED TO BE STEP VANS AND SMALL TRUCKS. IT IS LIKELY THAT PEAK HOUR LOADING ON-STREET WILL BE THE STANDARD.
 - C. SERVICE: GROCERY STORE: IT IS ANTICIPATED THAT A GROCERY STORE COULD BE LOCATED IN PARCELS G. THE FIRST LEVEL OF THE GARAGE IS PROPOSED TO BE DESIGNED TO ACCOMMODATE THE TRACTOR TRAILERS.
14. BUS STOPS: AS THE PLAN EVOLVES THE DEVELOPMENT TEAM WILL WORK WITH THE MASS TRANSIT ADMINISTRATION TO STRATEGICALLY LOCATE BUS STOPS.
15. CAB STANDS: AS THE PROJECT EVOLVES THE TEAM WILL CONSIDER APPROPRIATE LOCATIONS FOR CAB QUELING.
16. BIKES: THE TEAM GOAL IS TO INCORPORATE THE CITY'S BICYCLE MASTER PLAN WHEREVER FEASIBLE.
17. DRIVEWAYS: DRIVEWAYS ARE SHOWN AS CURB RADI WITH HANDICAPPED RAMPS. AS THE PLAN EVOLVES, THE DEVELOPMENT TEAM WILL SEEK DRIVEWAY APPROX. WHENEVER POSSIBLE IN ORDER TO PROVIDE ENHANCED PEDESTRIAN CONNECTIVITY.
18. URBAN RENEWAL AREA: THE SITE IS NOT LOCATED WITHIN ANY URBAN RENEWAL PLAN BOUNDARY.
19. HISTORIC DISTRICT: THIS SITE IS NOT LOCATED WITHIN A DESIGNATED HISTORIC DISTRICT.
20. CRITICAL AREA: THIS SITE IS NOT LOCATED WITHIN THE CRITICAL AREA MANAGEMENT PROGRAM.
21. FLOOD PLAN: THIS SITE IS NOT WITHIN THE 100-YR FLOOD PLAN PER FIRM MAP 140087 0011 D.
22. FOREST CONSERVATION: THE FOREST STAND DELINEATION AND FOREST CONSERVATION WORKSHEET WAS SUBMITTED JUNE 25, 2008.
23. STREET CONFIGURATIONS: THIS PLAN MAY REQUIRE STREET CLOSINGS AND RIGHT-OF-WAY RELOCATIONS.
24. THIS BASE PLAN WAS CREATED BY COMPILED INFORMATION FROM VARIOUS SOURCES INCLUDING BALTIMORE CITY DATA SERVICES CENTER. ALL SURVEY REVISED THROUGH MAY 2007. STV CAN NOT GUARANTEE THE ACCURACY OF THE INFORMATION DEPICTED ON THIS PLAN. USER SHALL VERIFY INFORMATION TO HIS/HER SATISFACTION.
25. CONTACT INFORMATION: STV INCORPORATED
ATTN: SUSAN WILLIAMS, DIRECTOR URBAN PLANNING
7125 AMBASSADOR ROAD, SUITE 200
BALTIMORE, MD 21244
(410) 944-9112



PROPOSED DEVELOPMENT PLAN

SHEET 2 OF 5

STATE CENTER TRANSIT ORIENTED DEVELOPMENT BUSINESS PLANNED UNIT DEVELOPMENT

DATE: JULY 9, 2008

DATE	REVISIONS

PRESIDENT OF CITY COUNCIL _____ DATE _____

MAYOR _____ DATE _____

ORDINANCE NUMBER _____



STATE CENTER TRANSIT ORIENTED DEVELOPMENT BUSINESS PLANNED UNIT DEVELOPMENT

DESIGNCOLLECTIVE

