

# EXHIBIT E

## DESIGN OBJECTIVES

### Glen Burnie Town Center Enhancement Area Plan Anne Arundel County, Maryland

#### **I. PURPOSE OF DESIGN OBJECTIVES**

- A. Serve as criteria to the County and its consultants in the selection, review and approval of final redevelopment proposals.
- B. Guide potential developers and designers in the preparation of proposals

#### **II. OVERALL DESIGN OBJECTIVES**

The following objectives apply to the Glen Burnie Town Center Enhancement Area Project as a whole, and development in each parcel shall be in conformity with these objectives and regulations.

##### **A. Building Design Objectives**

1. Each building unit whether existing or proposed, shall be an integral element of the overall site design, and shall reflect and complement the character of the surrounding area.
2. All buildings in the area shall be located with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights-of-way and off-street parking, and height and bulk.
3. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style, cornice lines, and exterior materials. Such buildings must also be compatible, in both style and material, to buildings in the surrounding area.
4. Buildings shall be designed to present an attractive appearance from all vantage points. Arcades, window treatment, landscaping, coordinated building materials, and other architectural features shall be used to achieve pedestrian scale and to relate structures to the pedestrian system. In addition, features such as black/opaque glass, that limit views, should be discouraged with regard to all ground floor retail units.
5. New development and renovations in the Town Center Core area should be constructed to the property line, allowing for either no setbacks or minimal setbacks to occur. New development and renovations in the remainder of the TCEA should be as close to property lines as possible to maximize parking behind the buildings.
6. Building entrances along the corridors identified in the TCEA Plan as the Town Center Core area's "Main Streets" should front on those streets, or at their front corners. Secondary access, however, from rear parking areas would also be allowed.
7. Building height in the Town Center Core area should not exceed 3-4 stories.

8. Appurtenances on buildings and auxiliary structures, such as mechanical equipment or water towers, carports, stair bulkheads, garages or storage buildings shall receive architectural treatment consistent with that of principal buildings, but not be included in the computation of the building height.
9. In the transitional areas (i.e., those located between commercial and residential areas), density should “step down” as appropriate in order to maintain compatibility with the adjacent residential community. Within these areas, architectural style, materials, and scale should also respect the adjoining residential uses, and landscape buffering should be required to soften the transition from one land use to another.

## **B. Parking and Loading Design Objectives**

1. Off-street parking and loading areas shall be designed with careful regard to their relationship to the uses served and to the objectives for other open space. They shall be coordinated with the public street system serving the area in order to avoid conflicts with through traffic or obstruction to pedestrian walks.
2. Parking and loading facilities shall be landscaped and/or screened from public view in accordance with the landscape Design Objectives and to the extent necessary to eliminate unsightliness and monotony of parked cars and paved parking area. For open parking areas with the capacity for more than 25 cars, landscaping shall be provided as dividing strips, islands, walks, or other dividers of similar nature. The goal for such landscaping should be a minimum of 3' in depth of evergreen plant materials.
3. Parking and loading areas and any islands used for dividers contained therein shall be properly curbed with a durable material other than asphalt.
4. In the Town Center Core area, parking lots located in front of buildings shall be discouraged; they should be located at the sides or rear of all buildings in this area. Parking lots should be shared by property owners where possible.
5. On-street parking should be provided throughout the Town Center Core area in order to slow traffic, provide convenient short-term parking for shoppers and other visitors, and present a protective edge for pedestrian safety.
6. In locations where parking areas abut street rights-of-way, these areas shall be landscaped on the periphery with shrubs, trees or ground cover or otherwise screened with materials harmonious to adjacent construction in accordance with the Landscape Design Objectives. In addition, pedestrian paths shall be maintained between sidewalks and building entrances through parking areas.
7. Every parcel of land hereafter used as a public or private off-street parking or loading area shall be maintained in good condition, free of hazards and deterioration. All pavement areas, sidewalks, curbs, drainage facilities, lighting, bumpers, guard rails, markings, signs, landscaping and other improvements shall be maintained in workable, safe and good condition. Parking areas shall be designed and equipped to facilitate proper maintenance and upkeep.
8. Required off-street loading spaces shall have unobstructed access to a street, alleyway or service drive.

9. Parking shall be provided in such manner, quantity, and location as to maximize the joint-use of parking facilities.

**C. Street, Pedestrian Walkways and Open Space Objectives**

1. Maximize the use of sidewalks and clearly demarcated pedestrian crossings throughout the TCEA.
2. Streets, pedestrian paths and open spaces shall be designed as an integral part of the overall site design, properly related to adjacent existing and proposed buildings.
3. Interior drives within redevelopment parcels shall be aligned to provide access to buildings and parking areas, and shall be designed to discourage through traffic. Interior drives within parking areas shall be treated as streets, with sidewalks, plantings, trees and lighting. In addition, the use of curb cuts shall be minimized.
4. Building access drives shall be well lit and provided with adequate turnaround space.
5. Sidewalks and plazas shall be attractively and durably paved using materials compatible with those in surrounding parcels, and should be adequately lit. Pedestrian access shall be provided between all elements of the project, with respect to lines of most intense use, particularly between building entrances and streets and parking areas.
6. Open space shall be located to provide for maximum use by residents of and visitors to the TCEA, and to create a harmonious relationship between buildings and open spaces throughout the TCEA. In addition, opportunities for allowing adjacent parcels to “share” (i.e., consolidate) open space should be encouraged.
7. All public utilities should be installed underground where feasible. Any supporting equipment, which will necessarily be located above ground, will be adequately screened from view and public access in an attractive manner.
8. The design of all streets, sidewalks, and open space within public rights –of-way will be consistent with overall design objectives set forth in the TCEA Plan. Street furniture will be selected to be compatible with the design standards established for the TCEA and shall include a consistent system of signs and street lighting facilities of compatible design meeting modern standards of illumination.
9. Along the “Outer Main Street” areas defined in the TCEA Plan, street trees and street furnishings shall be coordinated to provide a comfortable scale for pedestrians and to buffer commercial properties from the road. These should be consistent with the standards established through SHA’s Neighborhood Conservation Program.

**D. Landscape Design Objectives**

1. A comprehensive landscape/streetscape program shall be established for the entire TCEA area per the recommendations contained in the TCEA Plan. This program should be coordinated with SHA’s Neighborhood Conservation Program plans for B & A Boulevard and Crain Highway.

2. A landscape design plan shall be developed for each parcel incorporating 1., above as well as illustrating treatment of service areas. It shall emphasize the relationship of these elements to proposals for adjoining parcels. Such plan, which shall be submitted to the County, shall indicate all materials and location, size and quantity of various existing and new plant species to be used in landscaping.
3. Existing trees shall be retained where possible and shall be integrated into the landscape design plan.
4. All open spaces and pedestrian walks shall be designed as integral parts of the overall site design, properly related to adjacent and proposed buildings and coordinated with the recommendations contained in the TCEA Plan for other parcels. Walks shall be designed for maximum safety and, where appropriate, shall be clearly separated from vehicular traffic.
5. Materials and design of paving, retaining walls, fence, curbs, benches and other design features shall be harmonious in appearance and easily maintained.
6. Landscape treatment shall consist primarily of nondeciduous shrubs and ground cover and street trees that are appropriate to the character of the project area, and compatible with standards established by the Glen Burnie Neighborhood Conservation Program.
7. Landscape materials selected should be appropriate to the growing conditions of the environment, with use of native plants encouraged.
8. For the "Outer Main Streets" and the portion of Ritchie Highway included in the TCEA, 36" (height and width) evergreen hedges shall be maintained between the sidewalk and all parking areas to buffer the visual impact of these areas. This height will need to be adjusted at intersections in order to allow adequate sight-lines for traffic safety.
9. Along the segment of Ritchie Highway included in the TCEA, street trees shall be installed with an initial height of 16' to 18' (i.e., 4" caliper) and an open area between the ground and the first limbs of at least 6' to 7' to allow for immediate open views of adjacent businesses.

#### **E. Lighting Design Objectives**

1. It is recommended that standardization of lighting occur throughout the TCEA, including individual disposition parcels, to present a cohesive design. Emphasis shall be placed on lighting fixtures visible to the public used to illuminate pedestrian walks, parking lots, streets, and other open spaces.
2. Lighting used to illuminate parking, loading or other service areas shall be arranged to deflect light away from adjoining development.
3. No flashing, revolving or intermittent lighting shall be provided.

#### **F. Sign Objectives**

1. The County shall make every effort to assure that permanent signs throughout the TCEA are of uniform quality and do not detract from the overall appearance of the area.

2. Coordinated graphic standards will be designed for the entire area with emphasis placed on simple and easily understood graphic guides and controls rather than the written word, particularly those aimed at directing traffic.
3. Signs not directly related to the project are prohibited except that the temporary display of signs in connection with special events or activities of a public or nonprofit character shall be permitted.
4. Permanent or regularly displayed signs shall be reviewed and approved by the County before construction.
5. All signs shall be of a design compatible with the building to which they pertain and to their surrounding context. Signs on adjacent buildings located on the same parcel shall be of similar design and character.
6. All signs shall be limited to the parcels to which they pertain. A sign not directly related to a use contained in the TCEA shall not be permitted.