



REQUEST FOR PROPOSALS

Redevelopment Opportunity for Property Located at

1407 KEY HIGHWAY



RFP Issue Date: Monday, March 23, 2026

Proposals Due: Friday, May 22, 2026

Issued by:

Baltimore Development Corporation (BDC)
Otis Rolley, III, President & CEO

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I. Equity Statement

The Baltimore Development Corporation (BDC) commits to the development of a more equitable economy by supporting emerging commercial corridors and individual businesses in historically disinvested communities of color. Within BDC, we are driven by principles of intentional inclusion and collaboration, and we encourage our partners to do the same.

II. Introduction

The Baltimore Development Corporation (BDC), on behalf of the Mayor of Baltimore (the “City”), through this Request for Proposals (RFP), is seeking written Proposals from qualified Respondents for the purchase and redevelopment of City-owned Property located at 1407 Key Highway, on the south shore of Baltimore’s Inner Harbor. The Property represents one of the most significant waterfront redevelopment opportunities in the City of Baltimore.

The intent of this RFP is to promote the redevelopment of the Property in a fashion that will achieve the City’s objectives including the creation of a premier waterfront mixed-use development, job creation, tax generation, public waterfront access, and a development that fits within the context of the surrounding community and the Key Highway South Urban Renewal Plan.

Immediate Environs

The Property is situated on the south shore of the Inner Harbor along Key Highway, in the Federal Hill/Locust Point area. It lies within the boundaries of the Key Highway South Urban Renewal Plan (the “URP”). The surrounding area has experienced significant investment in recent years, with notable residential, commercial, and mixed-use developments along the Key Highway corridor. The Property is adjacent to the Baltimore Museum of Industry and in proximity to the American Visionary Art Museum, Federal Hill, and the Locust Point neighborhood. Key Highway provides direct vehicular access to Interstate 95 and the downtown core.

Waterfront Significance

As a waterfront parcel with direct frontage on the Inner Harbor branch of the Patapsco River, this Property carries particular importance to the City. The successful redevelopment of this site will advance Baltimore’s long-term vision for an activated, publicly accessible harbor shoreline, centered on the approximately 7-mile Baltimore Waterfront Promenade. Respondents should recognize the unique responsibility and opportunity that accompanies waterfront development in Baltimore and should propose projects of commensurate quality, ambition, and public benefit.

Historic Considerations

The existing structure at 1407 Key Highway was constructed in 1963 and historically served as a Baltimore City Fire Department Repair Shop. While the building itself is not listed on the National Register of Historic Places, Respondents should be sensitive to the industrial heritage of the Key Highway corridor and are encouraged to incorporate design elements that acknowledge this history where appropriate. The adjacent Baltimore Museum of Industry tells the story of how work and industry shaped Baltimore and the lives of the people who built the city.

III. Property Description

The Property consists of approximately 1.541 acres of fast (dry) land and approximately 0.869 acres of submerged land, totaling approximately 2.41 acres. The site includes a masonry garage/industrial building of approximately 43,321 square feet, constructed in 1963. The Property has frontage on Key Highway and extends to the waterfront with direct harbor access.

Property Detail	Description
Property Address	1407 Key Highway, Baltimore, MD 21230
Block & Lot	Ward 25 - Section 01 - Block 0897 - Lot 001
Land Area (Fast Land)	Approximately 1.541 acres (67,126 sq. ft.)
Land Area (Submerged)	Approximately 0.869 acres
Existing Building	Approximately 43,321 sq. ft. masonry garage/industrial building (1963)
Current Zoning	C-2 / W-1
Additional Land Use Regulations	Key Highway South Urban Renewal Plan; Chesapeake Bay Critical Area; Waterfront Promenade Easement Required
Disposition Lot	Lot #1 per Exhibit D of the Key Highway South Urban Renewal Plan

The Property is identified as Disposition Lot #1 in the Key Highway South Urban Renewal Plan. Per the URP, the parcel may be subdivided or combined at the discretion of the Department of Planning. The site is designated for Mixed Use and Public land uses under the URP Land Use Plan.

IV. Intent of Offering

The Baltimore Development Corporation is seeking Proposals from qualified developers or interested parties (the "Respondent"), to purchase and redevelop the Property, in accordance with the objectives, goals, and regulations as stated herein (the "Proposal"). Given the significance of this waterfront site, the City has high expectations for the quality, ambition, and public benefit of the selected development. The goals of the City in offering this Property for sale include, but are not limited to, the following:

- To facilitate the physical transformation of the site from industrial use to a premier waterfront residential and commercial mixed-use development consistent with the Key Highway South Urban Renewal Plan.
- To provide meaningful public access to the waterfront, including a publicly accessible waterfront promenade, open spaces, and view corridors connecting Key Highway to the harbor.
- To create a development of exceptional architectural quality that respects the existing neighborhood context, acknowledges its adjacency to the Museum of Industry, preserves visual links to the harbor, and promotes buildings of appropriate scale.
- To increase place-based economic activity that is in alignment with and inclusive of community goals, generating quality jobs for local residents and producing positive tax revenue for the City.

- To dedicate the equivalent of approximately 1.5 acres of public open space as required by the URP, distributed between 1407 Key Highway (approximately 0.3 acres) and 1425–1447 Key Highway (approximately 1.2 acres), with final locations to be determined by the Planning Commission.
- To achieve a development that contributes to the transformation of Key Highway into a pedestrian-oriented boulevard street with active ground-floor uses.
- To complete reactivation of the Property in a timely fashion.
- To obtain fair market value for the Property, reflective of its waterfront location and development potential.

V. Evaluation Criteria

Proposals shall be evaluated based on, but not limited to, the following criteria:

- The scope, quality, and degree to which the Respondent's Proposal addresses the RFP's goals, intents, and terms of offering.
- The quality and ambition of the proposed waterfront public access plan, including promenade design, open spaces, and view corridors.
- The Project's equity impact and alignment with community needs.
- Respondent's ability to provide or obtain sufficient financial resources to start and complete the Project.
- Respondent's track record of completing similar projects in a timely fashion, particularly waterfront or large-scale mixed-use developments.
- The quality of the proposed development in terms of design, construction, environmental sustainability, and impact on the surrounding community.
- The Project's synergy with the character of the neighborhood and conformance with the Key Highway South Urban Renewal Plan and its Design Guidelines.
- The Purchase Price and terms to be paid by the Respondent.
- Financial returns to the City.
- Conformity of the proposed development to Federal, State, and City laws, ordinances, and regulations.
- Job creation impacts of the Project.
- The extent to which the Proposal complies with and meets the goals of the Employ Baltimore Program and the City's MBE/WBE program.
- Respondent's ability to undertake redevelopment of the Property in a timely fashion.

VI. Zoning, Land Use, Urban Renewal Plan Requirements, and Chesapeake Bay Critical Area Requirements

The Property is currently zoned C-2 / W-1 (Small to Medium Commercial Use / Overlay District). Responses should be in accordance with the uses permitted under the C-2 category of the Baltimore City Zoning Code, subject to the prohibited uses enumerated in the URP.

Prohibited Uses

The following uses are prohibited within the Key Highway South Urban Renewal Plan area:

- Automobile accessory stores, including related repair and installation services

- Check cashing agencies
- Garages, other than accessory, for storage, repair, and servicing of motor vehicles
- Gasoline service stations
- Pawnshops
- Poultry- and rabbit-killing establishments
- Restaurants: drive-in
- Taxidermist shops
- Undertaking establishments and funeral parlors

Urban Renewal Plan

The Property falls within the boundaries of the Key Highway South Urban Renewal Plan, approved in November 2011. The URP establishes a comprehensive framework for the redevelopment of the Key Highway waterfront, including land use designations, design guidelines, massing and bulk controls, waterfront promenade requirements, view corridor standards, and streetscape guidelines. All Proposals submitted in response to this RFP should be generally consistent with the URP and its Design Guidelines (Appendix A). A copy of the complete URP is available from BDC and is incorporated by reference into this RFP.

Be advised that all Proposals submitted in response to this RFP should be generally consistent with the applicable zoning, the Key Highway South Urban Renewal Plan, and all applicable Baltimore City regulations.

Chesapeake Bay Critical Area Requirements

Any development activity within the Baltimore City Critical Area or the Buffer, including the construction, reconstruction, rehabilitation, demolition, alteration, or expansion of structures, or the filling, dredging, mining, storing materials, excavation, clearing, grading, paving, or improvement of land, must comply with the applicable development requirements of the Critical Area Program Document (the "CAMP Document"), as amended from time to time.

Development in the Critical Area is subject to Critical Area review and requirements each time one or more of the following actions occur:

- ☐ Building/grading permit
- ☐ Zoning variance
- ☐ Conditional use or special exception
- ☐ Subdivision or lot consolidation
- ☐ Rezoning
- ☐ Other City, State and Federal project requirements

The above actions may include construction, reconstruction, modification, expansion of structures, placement of fill, dredging, drilling, mining, grading, paving, land excavation, vegetation clearing, land improvement, or storage of materials.

Once one of the above actions triggers the Critical Area review process, the project is evaluated by the Department of Planning to determine whether the proposed development is "significant development."

Table 1 specifies which actions in Baltimore City are "significant" and require a full review and notification to the CAC in accordance with COMAR 27.03.01.

Table 1: Summary of Notification Requirements

Type of Application	IDA	RCA
Disturbance to a Habitat Protection Area	Y	Y
Physical Distance to the Buffer	Y	Y
Variance from Critical Area provisions	Y	Y
Development resulting in less than 5,000 SF of disturbance	N	N
Development resulting in between 5,000 and 10,000 SF of disturbance	N	Y
Development resulting in greater than 10,000 SF of disturbance	Y	Y
Subdivision of 10 lots or fewer	N	Y
Subdivision of greater than 10 lots	Y	Y
Subdivision affecting growth allocation	Y	Y
Rezoning that would occur wholly or partially within the Critical Area	Y	Y
Special exception or conditional use for industrial, commercial, institutional, non-residential, or multi-family	Y	Y
Substantial alteration to applications previously submitted to the Critical Area Commission (CAC)	Y	Y
Expenditure for improvements to the property equal to or greater than 50% of the assessed value (only first instance applies; see exemption criteria in COMAR 27.01.02.07)	Y	Y

IDA = Intensely Developed Area; RCA = Resource Conservation Area; "Y" indicates that the action requires a full Critical Area Review and notification to the CAC. "N" indicates that the project will be reviewed by the Department of Planning only. Mitigation for vegetation removal is required even when a full review is not necessary.

If a development is deemed "significant," an applicant must meet all the requirements of the CAMP. Plans, worksheets and other requirements are listed in Section 12: Forms and Additional Resources.

Development projects and uses may be considered significant development when a property is developed over time, or through obtaining multiple building or use and occupancy permits. Development of any size within the Buffer always trigger Critical Area review. In cases where the cumulative impact of the use or development ultimately results in meeting the significant development definition above, the project or use will be subject to Critical Area review.

All projects permitted or that have approval for mass grading prior to the effective date of the latest CAMP are reviewed under the 2002 edition of the CAMP Manual.

VII. Waterfront Development Standards

Given the waterfront location of this Property, the following standards from the Key Highway South Urban Renewal Plan are of particular importance. Respondents are expected to address each of these requirements in their Proposals.

a. Waterfront Promenade

When complete, the approximately 7-mile Baltimore Waterfront Promenade will provide a continuous, publicly accessible, multi-modal pathway from two planned trailheads: Canton Waterfront Park and the Museum of Industry. Public access to the waterfront shall be provided through a publicly accessible shoreline promenade

established by public easement granted to the City. The Waterfront Promenade shall be land-based and a minimum of 30 feet in width where possible, of which a minimum of 20 feet must be permanently constructed hardscape for pedestrian use, including allowance for an 8-foot-wide bike path, if applicable. The remaining area shall be a landscaped buffer. The promenade shall fully connect at all property lines to adjacent paths where existing. Easement improvements shall be built concurrent with redevelopment.

b. View Corridors

View corridors connecting Key Highway sidewalks to the waterfront promenade are required. All view corridors shall include public access ways that are a minimum of 20 feet in width and must be permanently constructed hardscape. Activating ground-level building frontage along view corridors is highly encouraged. The location and minimum width of corridors shall comply with Figure 1 of the URP Design Guidelines.

c. Public Open Space

The equivalent area of 1407 Key Highway minus the required public promenade has been dedicated to public open space (approximately 1.5 acres). This open space requirement may be satisfied on two locations: approximately 0.3 acres at 1407 Key Highway and approximately 1.2 acres on 1425–1447 Key Highway, with final and exact location to be determined by the Planning Commission. The required public promenade area does not satisfy the dedicated public open space requirement.

d. Massing and Bulk Controls — Waterside Area

The Property falls within the “Waterside Area” as defined in the URP. Buildings in this area are encouraged to be tall, slender towers on a low-height base to create generous open space and views of and access to the waterfront. The following controls apply:

- Minimum Building Height along Key Highway: 35 feet
- Maximum Base Building Height: 60 feet
- Stepbacks: 15 feet for building above 40 feet along Key Highway
- Towers (building above 60-foot base): Maximum floor plates above 60 feet of 11,000 Gross Square Feet; spaced no less than 100 feet from another tower
- Maximum Total Building Height: 140 feet
- Priority Open Space Bonus: Additional height and density above 140 feet may be earned for development of priority open space at a rate of 10 GSF building per 1.0 GSF of priority open space provided. Maximum building height with bonuses shall not exceed 290 feet.

e. Building Setbacks — Waterside Area

The sidewalks on the north side of Key Highway along the waterside properties are narrow and not suitable for street-level pedestrian retail or commercial activity. To provide adequate width for pedestrian activity and appropriate streetscaping, all new buildings shall be set back a minimum of 18 feet from the existing curb line of Key Highway.

f. Industrial Use Adjacencies

The Property is located in close proximity to industrially zoned land, which may be used 24 hours/day, 7 days/week and could cause vibrations, bright lights, dust, noise, truck traffic, noxious odors, or other disruptions. Respondents should address these adjacencies in their site and building designs to ensure compatibility.

VIII. Development Incentives

Respondents that intend to utilize tax credits or any other incentive should incorporate the incentives into their sources/uses and pro-forma statements (see Exhibits D and E).

The City will not offer any additional funds or subsidy for this project beyond the incentives that are outlined in the RFP.

a. Opportunity Zone

This site is within one of Baltimore City's Opportunity Zones, enacted into federal law through the Tax Cuts and Jobs Act of 2017 to spur private investment in distressed communities. The program provides a federal tax incentive for investors through deferral and partial tax reductions of reinvested capital gains, and forgiveness of tax on new capital gains. For further information, please consult with the Maryland Department of Housing & Community Development.

b. Enterprise Zone Tax Credit

The site is located within an Enterprise Zone (EZ). Businesses within an EZ are eligible for a ten-year credit against local real property taxes on the commercial, non-residential portion of real property improvements. Businesses are also eligible for EZ income tax credits if new employees meeting certain requirements are hired. To obtain more information regarding Enterprise Zone tax credits, contact BDC.

c. High-Performance Housing Tax Credit

The site may be eligible for the High-Performance Tax Credit (HPTC) for market-rate rental housing. HPTC is by-right for market-rate residential projects that contain ten (10) or more residential rental units and either meet Baltimore City's green building standards via the International Green Construction Code (IgCC) or achieve a LEED Silver or equivalent rating.

d. Priority Open Space Density Bonus

As provided in the Key Highway South Urban Renewal Plan, additional height and density above 140 feet may be earned through the development of priority open space areas identified in the URP, at a rate of 10 GSF of building area per 1.0 GSF of priority open space provided. Maximum building height with bonuses shall not exceed 290 feet. This represents a significant development incentive for Respondents who propose meaningful public open space contributions.

IX. Standards and Controls

All appropriate provisions of the Zoning Code of Baltimore City, the Key Highway South Urban Renewal Plan and its Design Guidelines, and all applicable building/fire codes of Baltimore City shall apply to the Project.

The Property may contain environmental hazards that will require remediation by the Respondent prior to redevelopment. Given the Property's industrial history and waterfront location, environmental conditions may include but are not limited to soil contamination, groundwater impacts, and conditions related to the Chesapeake Bay Critical Area Management Program. Neither BDC nor the City make any representation, guaranty, or warranty, expressed or implied, concerning any site conditions, including the possible presence of environmentally hazardous materials.

Reliance on public financial assistance, other than any applicable Opportunity Zone Credits, Enterprise Zone Tax Credits, High Performance Market-rate Residential Tax Credits, the Priority Open Space Density Bonus, or other such available credits, is not offered. The Respondent understands that the City is offering the Property in an “As-Is” condition.

The design/layout of all parking areas, including on-street and off-street, driveways, or entrances/exits shall be approved by BDC and the Department of Transportation (DOT), and shall be reviewed by the Site Plan Review Committee (SPRC), if required. All parking shall comply with the parking requirements specified in the URP Design Guidelines.

All plans for permanent improvements (including signs, lighting, and the waterfront promenade) are subject to design approval by the Department of Planning, which may exercise its option for final design review approval by the Planning Commission. The Department may fully utilize its Urban Design and Architectural Review Panel (UDARP) to work with developers in the achievement of high-quality site, building, landscape, and urban design.

Exterior building materials should be compatible with the materials palette specified in the URP Design Guidelines, which may include granite, brick, limestone, other naturally occurring stone or cast stone, architecturally distinct masonry products, glass curtain wall, metal, and pre-cast concrete of high architectural quality. Stucco or stucco-like materials are discouraged.

All mechanical equipment visible from adjacent streets or the waterfront promenade shall be screened from view and integrated into the architecture of the building.

The selected Respondent shall be responsible for obtaining, at its sole cost, all permits, approvals, and engineering and environmental studies as required. All costs of this Proposal and subsequent Project shall be borne by the Respondent.

Proposals should include an identification of signage concepts and areas proposed for signage and should follow the sign guidelines in the URP. Free-standing and pole-mounted signs are not permitted.

X. Proposal Content and Submission Requirements

All Proposals must be received by the Baltimore Development Corporation no later than Noon EST on Friday, May 22, 2026.

One original and one copy of the Proposal and one electronic version of the Proposal are required for submission. All materials must be submitted with a \$500 non-refundable fee payable to the Baltimore Development Corporation.

Electronic version of the proposal should be emailed as a PDF, except as otherwise noted below, to jwatson@baltimoredevelopment.com. Hard copy versions of the Proposals should be mailed or hand delivered to:

Baltimore Development Corporation

36 South Charles Street, Suite 2100

Baltimore, Maryland 21201

Attention: Jeremy Watson, Chief Real Estate Officer

Proposals must include a table of contents referencing each of the sections listed below in the order indicated.

- 1) A detailed Project Summary including, but not limited to: Project name; narrative Project description, including how the proposed development addresses the waterfront public access, open space, and design quality objectives of this RFP and the URP; proposed ownership structure, entity or entities, individual members, and ownership percentages; names of Project Team members including the developer(s), architects and engineers of all appropriate disciplines, general contractor or construction manager, real estate consultants, environmental consultants, marine/coastal engineers, and other professional consultants, and proposed tenants, if any; and the proposed purchase price, terms of operation if applicable, and any and all conditions of settlement.
- 2) Concept Plans including: elevation plans for all sides of structures clearly delineating all proposed building materials; a massing plan demonstrating compliance with URP massing and bulk controls for the Waterside Area; typical floor plans; a waterfront promenade and public open space plan, including dimensions, materials, landscaping, and connection points to adjacent properties; a view corridor plan demonstrating compliance with Figure 1 of the URP Design Guidelines; and concept-level plans showing all proposed on-site and off-site construction.
- 3) A detailed Development Schedule from Proposal submission to completion and stabilized occupancy, to include milestones and time frames for negotiations, financing, design and entitlements, environmental remediation, construction, and absorption periods.
- 4) A detailed Project Feasibility Statement defining the marketability of the project including the market assumptions that support cost and revenue projections.
- 5) Project Financial Information including a detailed Sources and Uses Statement (see Exhibit D), a detailed Development Budget clearly identifying all hard, soft, and financing costs, and a detailed ten-year Operating Pro-Forma (see Exhibit E). The pro-forma must be provided as a Microsoft Excel file in the electronic submission package.
- 6) Respondents must disclose whether they are developing for a fee or whether the Respondent will hold the Property for income purposes. If the proposed development is for a fee, the third-party owner must be identified. All associated development and/or management fees must be disclosed.
- 7) Evidence and specific terms of all debt and equity financing for the Project. Term sheets or commitment letters from lending or equity sources should be included if available.
- 8) Estimates of construction and permanent full-time and full-time-equivalent jobs (see Exhibit F, Economic Impact Metrics).
- 9) A completed Equity Impact Assessment (see Exhibit G).
- 10) Signed Employ Baltimore Certification Statement (see Exhibit H).
- 11) Signed Commitment to Comply Form with the City of Baltimore's MBE/WBE Program (see Exhibit I).
- 12) An Environmental Assessment Plan describing the Respondent's approach to environmental investigation and remediation, including any known or suspected environmental conditions and proposed remediation strategies.
- 13) Supplemental information including detailed narrative of previous experience, list of relevant projects, and resumes of the Project Team.

XI. Contract Terms and Conditions

Laws: The laws of the State of Maryland shall govern the Contract.

Liability: All Respondents are independent contractors. BDC assumes no liability for the injury to the contractor's agents or employees, unless BDC, BDC's agents or employees cause such injury by gross negligence or intentional acts. The contractor will be liable for any damage caused by negligence of the

contractor, its agents or employees. Neither party shall be liable to the other for any incidental or consequential damages arising from the Contract.

Insurance: The selected Respondent will furnish insurance certificates as a condition of the contract award naming the City of Baltimore and the Baltimore Development Corporation as additionally insured. The Respondent must maintain the required coverage throughout the length of the contract. The coverage must contain a 30-day notice of cancellation.

XII. Pre-Proposal Access and Inspection

The site is available for inspection at the Pre-Proposal Conference, which will be held on Thursday, April 23, 2026 at 11:30 AM (meeting in front of 1407 Key Highway). Given the waterfront location and industrial condition of the site, durable clothing, sturdy close-toed footwear, and appropriate safety equipment are required. BDC will provide hard hats if needed.

For further information, please contact:

Jeremy Watson

Baltimore Development Corporation

36 South Charles Street, Suite 2100

Baltimore, Maryland 21201

E-mail: jwatson@BaltimoreDevelopment.com

All Requests for Information (RFI) related to the RFP process, the preparation of the Proposal, or the Property shall be made in writing prior to the RFI deadline on Friday, May 1, 2026. RFIs shall be submitted electronically via info@baltimoredevelopment.com with the subject line "Request for Information: 1407 Key Highway RFP." All responses to the RFI shall be provided by BDC in writing and delivered to all registered Respondents or alternatively may be issued as an Addendum to the RFP. BDC shall issue all written responses to RFI or shall issue an Addendum at least seven (7) days prior to the Closing Date.

XIII. Award Procedures

BDC will not be limited solely to the information provided by the Respondent but may utilize other sources of information useful in evaluating Respondent's ability to perform. All Proposals submitted in response to this RFP must be mailed or hand delivered. No e-mailed or faxed Proposals will be accepted. Proposals arriving after the deadline may not be accepted.

Respondents may be required to make a presentation or presentations, at a mutually convenient time, to community stakeholders to obtain feedback prior to final approval by BDC. Given the significance of this waterfront site, community engagement will be an important component of the review process. All such meetings will be arranged by BDC. The respective community stakeholders, including the Key Highway Task Force or its successor, may submit written comments about the Project to BDC, to which the Respondent may be required to respond in writing within ten (10) business days.

BDC may convene a Review Panel to evaluate the Proposals. The Review Panel may include members of the BDC Board of Directors and BDC staff, representatives from other City and State agencies, and community stakeholders.

BDC, on behalf of the Mayor, or another appropriate designee of the City, will issue an Exclusive Negotiating Privilege (ENP) to the selected Respondent. The Term of the ENP shall be determined by BDC. The ENP will specify the terms and conditions under which the City will negotiate with the selected Respondent, the requirements and deadlines for commencing and completing said negotiations, and the terms and conditions under which the City will consider entering into a Land Disposition Agreement (LDA) for the development of the Property. A fee will be charged for the ENP.

BDC shall issue a Right-of-Entry (ROE) to the selected Respondent setting forth the terms and conditions by which the Respondent may access the Property during the ENP period, including for environmental analysis, parcel surveys, soil boring data and analysis, marine/coastal assessments, and architecture and engineering studies. A fee for the Right of Entry will be charged.

Upon the successful completion of negotiations pursuant to the ENP, BDC will present a Land Disposition Agreement to the City's Board of Estimates (BOE) setting forth the terms and conditions of sale and redevelopment. Final acceptance of any redevelopment Proposal and disposition of the Property is subject to the approval of the Board of Estimates of Baltimore City in its sole discretion.

Upon execution of the Land Disposition Agreement, the Respondent may be required to provide the City with a Purchase Price Deposit. Any Deposit will be credited towards the Purchase Price at Settlement. The Deposit will be retained by the City should the Respondent fail to settle on the Property due to no fault of the City.

XIV. Schedule of Events

Event	Due Date
RFP Issued	Monday, March 23, 2026
Pre-Proposal Conference & Site Visit	Thursday, April 23, 2026
Request for Information – Deadline	Friday, May 1, 2026
RFP Closing Date	Friday, May 22, 2026 at Noon EST
Oral Presentations & Review Panel	To Be Scheduled If Necessary
Community Stakeholder Presentations	To Be Scheduled
Award Exclusive Negotiating Privilege	Q3 2026

XV. Rights Reserved and Administrative Information

- Should it become necessary to revise any part of this RFP, provide additional information, or respond to written inquiries, BDC reserves the right to issue an Addendum to RFP registrants by posting such Addendum on its website.
- BDC reserves the right to extend any dates in this RFP by a reasonable time period.

- BDC reserves the right, in its sole discretion, to recommend the award of a contract related to this RFP based upon the written Proposals received without prior discussion or negotiation. All portions of this RFP will be considered part of any contract awarded and will be incorporated by reference. Any contract awarded shall be subject to approvals as required by City law, including approval by the Board of Estimates.
- BDC specifically reserves the right to review and approve the drawings, plans and specifications for redevelopment with respect to their conformance with the goals and requirements of this RFP and the Key Highway South Urban Renewal Plan.
- BDC reserves the right to turn down any drawings, plans or specifications that are not suitable or desirable for aesthetic or functional reasons, taking into consideration the suitability of schematic drawings, architectural treatment, building plans and elevations, materials and color, construction details, access, parking, loading, landscaping, signage, exterior lighting, waterfront access and promenade design, and the synergy of the plan with its surroundings.
- BDC reserves the right to select proposals notwithstanding any inconsistencies or ambiguities within the URP and the underlying zoning.
- BDC reserves the right to accept or reject any and all Proposals, at its sole discretion, received as a result of this RFP, to waive minor irregularities, and to conduct discussions with any or all responsive Respondents, to serve the best interests of the City of Baltimore.
- Neither the City of Baltimore, nor BDC shall be responsible for any cost incurred by any Respondent in preparing and submitting a Proposal.

XVI. Employ Baltimore and Commitment to Comply

In responding to this RFP, the Respondent covenants and agrees to comply with the City's Employ Baltimore Program and Executive Order (see Exhibit H, Employ Baltimore Agreement) and be subject to compliance with Article 5, Subtitle 28 of the Baltimore City Code regarding participation by Minority Business Enterprises (MBE) and Women's Business Enterprises (WBE) (see Exhibit I, Commitment to Comply). Respondent covenants and agrees to use all reasonably good faith efforts to meet the Employ Baltimore and MBE/WBE participation goals for this Project.

Baltimore City has an interest in and policy of encouraging the equitable utilization of minority-owned businesses and women-owned businesses. The selected Respondent is strongly encouraged to make every good faith effort to equitably utilize the services of City-certified MBEs and WBEs.

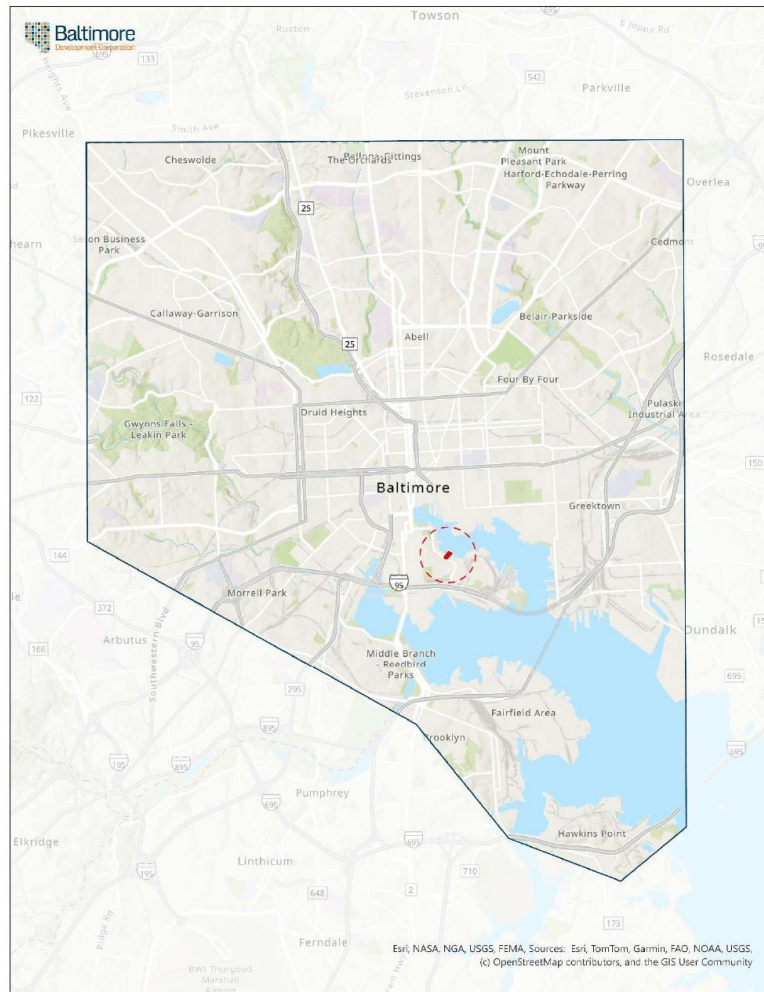
XVII. Exhibits

The following Exhibits are incorporated by reference and are available from BDC as part of the complete RFP package:

- Exhibit A – Location Map
- Exhibit B – Vicinity Map
- Exhibit C – Aerial Site Map
- Exhibit D – Sample Sources & Uses Statement
- Exhibit E – Sample Pro Forma
- Exhibit F – Sample Economic Impact Summary
- Exhibit G – Equity Impact Assessment

- Exhibit H – Employ Baltimore Certification Statement
- Exhibit I – Commitment to Comply Form
- Exhibit J – Key Highway South Urban Renewal Plan (Full Document)

Exhibit A: Location Map



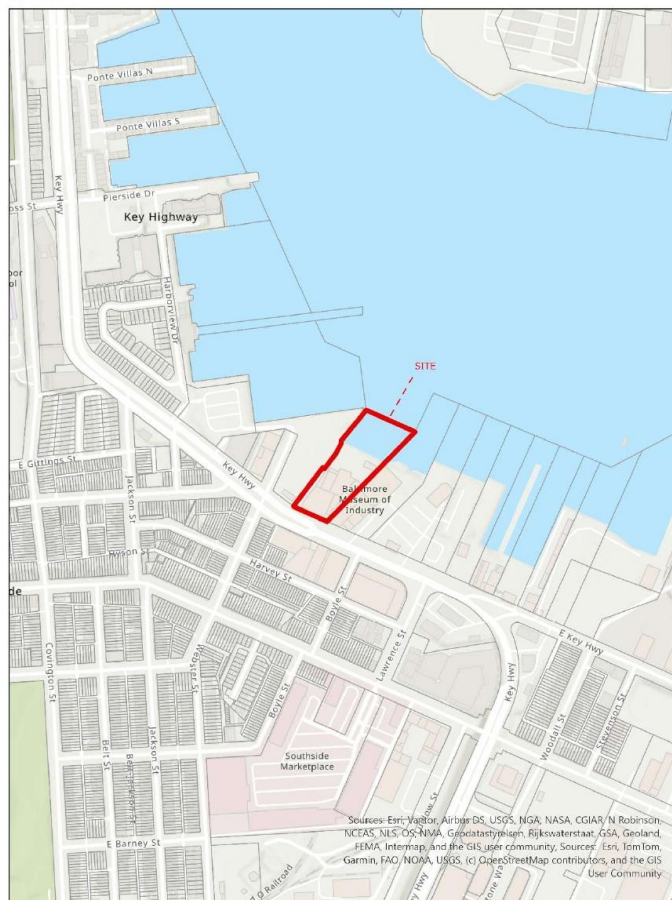


Exhibit C: Aerial Site Map

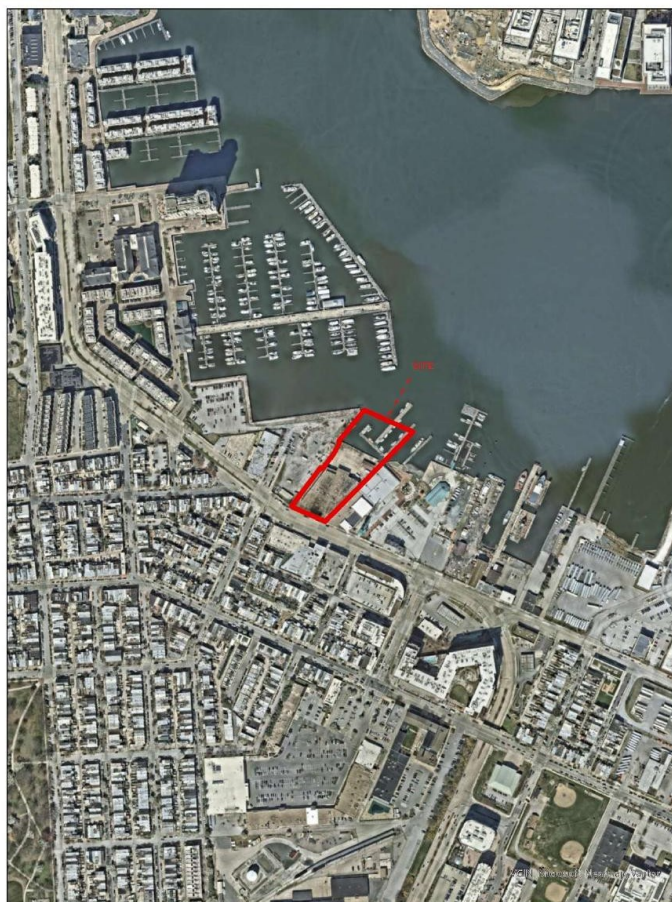


Exhibit D: Sample Sources & Uses Statement

(To be completed by Respondent)

Please provide supportive documentation for all Sources including Letters of Commitment from lending institutions, bank statements, etc. Specific terms of all debt and equity financing should also be disclosed. A sample statement follows; Respondents should add a new line for each additional source:

Uses

Uses	\$	% of Total
Land & Acquisition	-	-
Soft Costs	-	-
Hard Costs	-	-
FFE	-	-
Marketing Costs	-	-
Tenant Costs	-	-
Financing Fees	-	-
Developer's Fee	-	-
Total Project Uses	-	-

Sources

Sources	\$	% of Total	Interest Rate
Developer Equity	-	-	-
Institutional Equity	-	-	-
Primary Loan	-	-	-
Secondary Loan 1	-	-	-
Secondary Loan 2	-	-	-
Tax Credits (please specify entity)	-	-	-
Tax Credits (please specify entity)	-	-	-
Other Sources (please describe)	-	-	-
Total Sources	-	-	-

Exhibit E: Sample Pro Forma

Please provide an attachment including a summary of any assumptions including rent per month per unit size, vacancy allowance, inflation rates, etc. A sample pro forma follows:

Revenue

Line Item	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Residential Rent										
Commercial Rent										
Parking Income										
Developer Fee (%)										
Other Revenue (specify)										
Total Gross Revenue										

Deductions from Revenue

Line Item	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Vacancy Losses										
Collection Losses										
Other Deductions (specify)										
Total Effective Revenue										

Expenses

Line Item	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
City of Baltimore Real Property Taxes										
State of Maryland Real Property Taxes										
Personal Property Taxes										
Parking Taxes										
Payroll and Fringe Benefits										
Repairs and Maintenance										
Common Area Maintenance (CAM)										
General/Administrative										
Management Fee										
Utilities										
Security										
Insurance										
Other Mgmt Costs (specify)										

Other Expenses (specify)										
Total Expenses										
Net Operating Income										

Debt Service

Primary Lender: _____

Secondary Lender: _____

Other Debt Service (Lender name): _____

Line Item	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Total Debt Service										

Cash Flow

Line Item	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Net Cash Flow										

Exhibit F: Sample Economic Impact Summary

(To be completed by Respondent)

Please provide an attachment including a summary of, and underlying assumptions for, projected economic impacts, including the following:

Construction Period

- Permit Fees (\$)
- Transfer Taxes (\$)
- Recordation Taxes (\$)
- Total Construction Payroll (\$)
- Average Construction Salary (\$)
- % Construction Workers that are City Residents (%)
- % of Employment for Certified MBEs (%)
- % of Employment for Certified WBEs (%)

Post-Construction

- Permanent Employees (Full-time) (#)
- Permanent Employees (Part-time) (#)
- % of Permanent Employees that are City Residents (Full-time) (%)
- % of Permanent Employees that are City Residents (Part-time) (%)
- Residents (#)
- % of Residents that are New City Residents (%)
- Net New Taxes Generated to the Benefit of the City (List/Describe) (\$)

Exhibit G: Equity Impact Assessment

(To be completed by Respondent)

1. Team

Please submit an organizational table displaying each of your team members in this project using the template below.

Team Position	Name/Firm	MBE (Y/N)	WBE (Y/N)	Baltimore City Based (Y/N)
Equity Investor(s)				
Developer				
General Contractor				
Architect				
Consultant (Other)				

2. Desired Impact Goals

Please indicate which of the following racial equity opportunity areas this project will impact.

- ☐ Education – Increasing access to quality, affordable education for residents regardless of socioeconomic standing, race, gender or disability.
- ☐ Community Development & Improvement – Extending the capacity for an existing community development organization or otherwise improving the daily quality of life for the residential and commercial community.
- ☐ Community Wealth Building – Facilitating the creation of generational community financial literacy and wealth through ownership structures, community-based equity funds, community land trust, or other similar community-based efforts.
- ☐ Public Health – Increasing access to quality, affordable healthcare for all community residents, regardless of economic disparities.
- ☐ Criminal Justice – Introducing and/or amplifying community-based methods of justice, including restorative justice and community mediation.
- ☐ Workforce Development – Utilizing existing programs for training, mentoring, and placement into livable-wage employment for community residents.
- ☐ Housing – Increasing quality, affordable housing options for community residents.
- ☐ Environmental Sustainability – Utilizing practices that reduce waste and minimize the carbon output during construction and operation of the project.
- ☐ Other (please describe)

Please describe in detail how your project will affect each of the boxes checked above.

3. Community Engagement

What stakeholders and community organizations have you identified surrounding this project? How will you partner with stakeholders and community organizations for long term positive change? Please describe your strategies for community engagement in the following areas:

- Partnership – Any organizations that you may engage for planning, design, or other advisory purposes.
- Policy – Any internal policies pertaining to equity that you currently uphold or anticipate.
- Program – Any planned programming that may be integral or relevant to the continual community engagement with the project.

4. Evaluate Impacts & Communication

How will you evaluate, and report impacts on racial equity at the time of the project's delivery? How will you retain stakeholder participation and ensure internal and public accountability? What resources, partnerships, support, or services can BDC provide to better assist this project's community engagement?

Exhibit H: Employ Baltimore Certification Statement

Contracting City Agency	Bid Number	Bid Due Date

To promote the commitment to utilize Employ Baltimore to meet employment needs, all businesses awarded contracts, franchises and development opportunities with the City of Baltimore, shall comply with the terms of the Executive Order as described in the bid specification. Under this agreement, contract awardees will complete and submit this certification statement with the bid package.

Excluded from this Executive Order are professional service contracts, emergency contracts, and contracts for \$49,999.00 or less.

Additionally, companies awarded construction contracts of \$300,000 or more that fully participate in the Employ Baltimore program and submit and comply with the certification statement, may receive an early release of or reduction in the retainage fee assigned to the contract.

Certification Statement

As a representative of (Name of Company): _____

(Print Name and Title): _____

Certify that a company representative will schedule a meeting with the Mayor's Office of Employment Development within two weeks of contract award to review the workforce plan required for this contract.

If there is a need for additional employees, I agree to post the new job openings with MOED's One Stop Career Center Network for seven (7) days prior to publicly advertising these openings. I agree to interview qualified Baltimore City residents referred from MOED. I agree to submit an Employment Report on June 30th and December 31st identifying the total number of workers on this project and total number of Baltimore City residents on payroll during each year of the contract and at the contract completion as a condition of release of the final payment or any retainage due.

Name: _____

Telephone: _____

Company Address: _____

Email: _____

Exhibit I: Commitment to Comply Form

In consideration for receiving fiscal assistance from or through the City of Baltimore, the Developer covenants and agrees to comply with Article 5, Subtitle 28 of the Baltimore City Code (2007 Edition) regarding participation by Minority Business Enterprises (MBE) and Women's Business Enterprises (WBE) in its development of the Project known as _____. Developer covenants and agrees to use all reasonably good faith efforts to meet the overall MBE participation goal and the overall WBE participation goal for the Project. The dollar amounts of the overall MBE goal and the overall WBE goal will be calculated using the following percentages:

Goal	Percentage
MBE	27%
WBE	10%

Prior to the commencement of construction, Developer agrees to submit to the City written documentation, including executed contracts, service agreements, or utilization commitment forms which shall identify the particular minority and women's business enterprises (i) contracting directly with the Developer, or (ii) subcontracting with prime contractors who have contracted directly with the Developer. The executed contracts, service agreements, or utilization commitment forms submitted to the City shall specify the dollar value of the participation, the type of work to be performed, and such other information as may be reasonably required by the City.

In the event that after reasonable and good faith efforts to meet the goals, Developer is able to demonstrate to the satisfaction of the City that sufficient qualified and willing MBE's and WBE's are unavailable in the market area of the Project as defined by City law, then the Developer may request a waiver or reduction of the MBE and/or WBE goals.

The City's Minority and Women's Business Opportunity Office (MWBOO), or its successor, is designated to administer the provisions of the law on behalf of the City. Developer shall comply with the rules and regulations of the MWBOO or its successor in meeting the requirements of the law.

THE UNDERSIGNED DO SOLEMNLY DECLARE AND AFFIRM THAT THEY ARE AUTHORIZED TO MAKE THIS COMMITMENT.

For: _____

By: _____

By: _____

Date: _____

Chief, Minority and Women's Business Opportunity Office: _____

Anticipated Starting Date of Construction: _____

Exhibit J: Key Highway South Urban Renewal Plan (Full Document)

KEY HIGHWAY SOUTH URBAN RENEWAL PLAN

FINAL — November 2011

Table of Contents

A. Project Description

1. Boundary Description
2. Urban Renewal Objectives

B. Land Use Plan

1. Permitted Land Uses (Mixed Land Use, Public, Nonconforming, Noncomplying Structure)

C. Techniques Used to Achieve Plan Objectives

1. Review of Development (Department & Community Review)
2. Zoning
3. Land Disposition
4. Easements
5. Open Space
6. Industrial Use Adjacencies

D. Planned Unit Developments

E. Duration of Provisions and Requirements

F. Procedures for Changes in Approved Plan

G. Separability

H. Interpretation

Exhibits: A. Project Boundary | B. Land Use Map | C. Proposed Zoning | D. Disposition Map

Appendix A: Design Guidelines (Introduction; Waterfront Promenade & Public Access Corridors; View Corridors; Streetscape Guidelines; Massing & Bulk Controls; Building Design Guidelines; Figures 1–4)

A. Project Description

1. Boundary Description

Beginning at a point on the north side of Key Highway East (66 feet wide) at the intersection of the eastern property line of 1020 Key Highway East; thence northwesterly along Key Highway East, 226 feet to the western property line of 1000 Key Highway East; thence northeasterly a distance of 733 feet, more or less, to intersect the Pier Head Line of Baltimore Harbor; thence northwesterly along the Pier Head Line a distance of 805 feet, more or less, to the western property line of 1415 Key Highway; thence southwesterly along said property line a distance of 205 feet, to the northern property line of 1407 Key Highway; thence northwesterly along said property line a distance of 238 feet to the western property line of 1407 Key Highway; thence southwesterly a distance of 30 feet, more or less, along said property line; thence north a distance of 32 feet, more or less; thence westerly along the northern property line of 1401 Key Highway, a distance of 481 feet; thence south a distance of 46 feet, to the northern property line of 1321 Key Highway; thence westerly along said property line a distance of 148 feet; thence southwesterly and along the western property line of 1321 Key Highway a distance of 105 feet to the center line of Key Highway (106 feet wide); thence southwesterly along the center line of Key Highway a distance of 405 feet, more or less, to a point formed by the intersection with the center line of a 9-foot alley east of Webster Street and extended to the center line of Key Highway; thence southwesterly along said center line, a distance of 144 feet to the center line of a 9-foot alley north of Harvey Street; thence southwesterly along said center line a distance of 105 feet to intersect the southwest property line of 1414 Key Highway; thence southwesterly along said property line and extending to the center line of Harvey Street (50 feet wide), a distance of 107 feet; thence southeasterly along the center line of Harvey Street, a distance of 613 feet, more or less, to the center line of Lawrence Street (87 feet wide); thence southwesterly along said center line, a distance of 277 feet to the center line of Fort Avenue (82 feet wide); thence southeasterly along said center line a distance of 644 feet, more or less; thence northeasterly and along the southeastern property line of 1465 Key Highway a distance of 573 feet to the point of the beginning.

2. Objectives and Reasons for the Various Provisions of this Plan

- To facilitate the physical transformation of the area from industrial land uses to a premier waterfront residential and commercial mixed-use development.
- To establish a framework for new development that respects the existing neighborhood context by preserving visual links to the harbor, and promoting buildings that are of boulevard scale.
- To provide land for open space, recreation areas and adequate community facilities that link to and engage the waterfront.
- To provide public access to the water's edge by: providing open space, preserving key views to and from the water, and creating waterfront pathways/promenade appropriate for pedestrians and cyclists.
- To provide adequate design controls and guidelines that recognize the mixed land use character of an urban waterfront and improve the environmental quality, water quality, and wildlife habitat.

B. Land Use Plan

Only the use categories shown on the Land Use Plan, Exhibit B, are permitted within the Project Area. Accessory uses including landscaping, off-street parking, and loading will be permitted.

1. Mixed Land Use

In the area designated as Mixed Land Use on the Land Use Plan, the uses allowed are those as listed under the B-2 category of the Baltimore City Zoning Code. The following uses are prohibited in the Key Highway South Urban Renewal Plan:

- Automobile accessory stores—including related repair and installation services
- Check cashing agencies
- Garages, other than accessory, for storage, repair, and servicing of motor vehicles not over 1½ tons capacity—but not including body repair, painting or engine rebuilding
- Gasoline service stations
- Pawnshops
- Poultry- and rabbit-killing establishments
- Restaurants: drive in
- Taxidermist shops
- Undertaking establishments and funeral parlors

The intent of a Mixed Land Use category is to allow a diversity of uses in areas near the waterfront. All development in the Mixed Land Use category must conform to the controls and restrictions enumerated in Appendix A: Design Guidelines.

2. Public

In the area designated as Public on the Land Use Plan, uses are limited to parks, pavilions, playgrounds, promenade, plazas and landscaped areas for active and passive recreation.

3. Nonconforming Use

A nonconforming use is any lawfully existing use of a building or other structure, or of land which does not conform to the applicable use regulations of the district in which it is located, according to the Zoning Code of Baltimore City. Non-conforming uses shall be permitted to continue subject to the provisions of said Title 13, titled “Non-Conformance”.

4. Nonconforming Structure

A noncomplying structure, as set forth in Title 13 of the Zoning Code, is any lawfully existing structure that does not comply with the bulk regulations of the zoning district in which it is located. These noncomplying structures shall be permitted to continue subject to the provisions of Title 13.

C. Techniques Used to Achieve Plan Objectives

1. Review of Development

a. Planning Department Review

All plans for permanent improvements (including signs, lighting and the promenade) are subject to design approval by the Department of Planning. The Department may exercise its option for final design review approval by the Planning Commission to ensure that the plans are consistent with the objectives and requirements of the Renewal Plan. All new construction and rehabilitation of existing structures shall be carried out in accordance with the Appendix A: Design Guidelines of this Renewal Plan.

- Prior to the issuance of a building permit for new construction or rehabilitation within the Renewal Area, the developer or property owner or his representative shall submit to the Department of Planning (hereafter referred to as “the Department”) plans for the proposed work. Plans for new construction or renovation shall be in sufficient detail to show site planning, architectural design and layout, materials, colors, building construction, landscape design, access, signs, lighting, servicing, streets and sidewalks.
- The review of such plans shall be concerned with, but not necessarily limited to, urban design standards, site planning, architectural treatment, materials, colors, building construction, landscape design, environmental integrity and sustainability, access, signs, lighting, servicing, streets, sidewalks, and rehabilitation details.
- The Department may fully utilize its Urban Design and Architectural Review Panel (UDARP), or its successor, to work with developers in the achievement of high quality site, building, landscape, and urban design. Review of developments adjacent to existing industrial land and structures shall consider these adjacencies within their site and building designs to ensure compatibility. Upon the completion of project review by UDARP the project will be referred to the Department of Planning for final design approval. Upon approval by the Department of Planning (that the proposed work is consistent with the requirements and objectives of the Renewal Plan) a building permit will be approved.
- The Director of the Department of Planning may request that the Planning Commission waive compliance with one or more of the standards or controls in the “Design Guidelines” section of the plan, provided the proposed waivers do not adversely affect the objectives enumerated in Section “B – Urban Renewal Objectives” or Section I in the “Design Guidelines,” for the Key Highway South Urban Renewal Area.

b. Community Review

The Department shall submit to the Key Highway Task Force, or its successor or assignee, for review and comment, the form and content of all plans and proposals for development or rehabilitation of any property. The Key Highway Task Force, or its successor or assignee, shall advise the Department of its recommendations regarding the acceptability and/or priority concerns regarding of all plans and proposals. The written comments shall be transmitted to the Department no later than 30 days after the proposals and plans have been submitted to the Key Highway Task Force, or their successor or assignee; otherwise, it is presumed that the proposals and/or plans are acceptable. The Planning Department retains the authority to approve or disapprove a recommendation of all plans, new construction, substantial renovation, and dispositions of redevelopment land to the Commissioner of the Department of Housing and Community Development. The Department will review proposals with the option of requiring final design approval by the Planning Commission if deemed appropriate by the Director.

The Key Highway Task Force is comprised of the presidents/leaders of the neighboring community organizations/associations or their designees, the owners of the included and adjacent properties, and the Baltimore Industrial Group (BIG), or its successors or assigns.

2. Zoning

All appropriate provisions of the Zoning Code of Baltimore City apply to properties in the Project Area. Any change in the Zoning Code embodied in the Renewal Plan and designated on Exhibit C, Proposed Zoning, shall be approved by ordinance in accordance with the procedural requirements of the Zoning Code and Article 66-B of the Annotated Code of Maryland.

3. Land Disposition

a. Certain land and property interests owned by the City within the Project Area will be disposed of by sale, lease, conveyance or transfer or other means available to the City, in accordance with Exhibit D, “Disposition”. These properties will comply with the uses noted on Exhibit D and shall adhere to the Massing and Bulk Controls that are found in Appendix A.

b. The parcels shown on Exhibit D are schematic and approximate. The Department shall have the right, in its discretion, to fix their precise boundaries and size. For purposes of disposition, the parcels or lots, as shown on Exhibit D as #1 – 1407 Key Highway and #2 – Public Right-of-Way at the corner of Lawrence St. and Key Highway, may be subdivided or combined.

4. Easements

Any and all easements required by this plan shall be established, to the extent reasonably feasible, by the developer prior to any issuance of building permits for new development on the subject property.

5. Open Space

The equivalent area of 1407 Key Highway minus the required public promenade has been dedicated to public open space (approximately 1.5 acres). This open space requirement may be satisfied on two locations as shown on Exhibit B “Land Use”; approximately 0.3 acres at 1407 Key Highway and approximately 1.2 acres on 1425-1447 Key Highway. Final and exact location of this open space is to be determined by the Planning Commission. Required public promenade area does not satisfy the dedicated public open space requirement.

6. Industrial Use Adjacencies

The property being developed is located in close proximity to industrially zoned land, which may be used 24 hours/day, 7 days/week and could cause vibrations, bright lights, dust, noise, truck traffic, noxious odors or other disruptions of or interference with the quiet enjoyment of the surrounding property.

D. Planned Unit Developments

To the extent of any conflicts between the provisions of this Renewal Plan and the provisions of any PUD, or to the extent that standards and controls, permitted uses, or any other provisions contained in any PUD are not contained in the Renewal Plan, the standards and controls, permitted uses, or any other provisions of the PUD, including without limitation those affecting use, parking, aesthetic controls, setbacks, specific lot controls, and building heights, shall control.

E. Duration of Provisions and Requirements

The Key Highway South Urban Renewal Plan, as it may be amended from time to time, shall remain in full force and effect for a period of 20 years from the date the plan is approved by the Mayor and City Council of Baltimore.

F. Procedures for Changes in Approved Plan

The Department shall submit to the Key Highway Task Force, or its successor, for review and comment, all proposed amendments to the Renewal Plan no later than 15 days from the time the proposed amendments are submitted to the Director of the Department of Planning. The written comments and recommendations from this review shall be submitted to the Department no later than 30 days after they have been submitted to the Key Highway Task Force, or its successor; otherwise, it is presumed the proposed changes are satisfactory.

Prior to passage of any ordinance amending the Renewal Plan, a public hearing shall be held by the Planning Commission. Key Highway Task Force, or its successor, shall receive, at least fifteen days prior to such hearing, written notice of the time and place of such hearing. With respect to any land in the Project Area previously disposed of by the City for use in accordance with the Renewal Plan, the then owner of such land whose interests therein are materially affected by such changes shall receive at least fifteen days prior to such hearing written notice of the time and place of such hearing and information as to where a copy of the proposed amendments may be inspected.

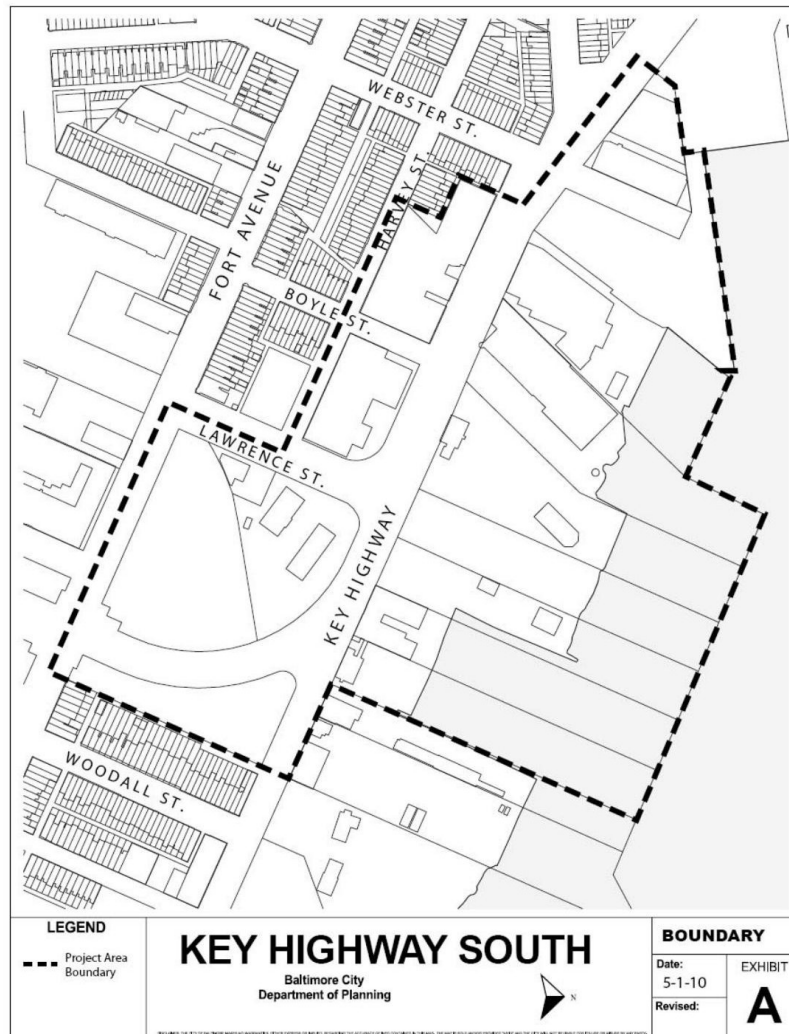
G. Separability

In the event it be judicially determined that any word, phrase, clause, sentence, paragraph, section or part in or of the Renewal Plan or the application thereof to any person or circumstances is invalid, the remaining provisions and the application of such provisions to other persons or circumstances shall not be affected, thereby, it being hereby declared that the remaining provisions of the Renewal Plan without the word, phrase, clause, sentence, paragraph, section or part, or the application thereof, so held invalid, would have been adopted and approved.

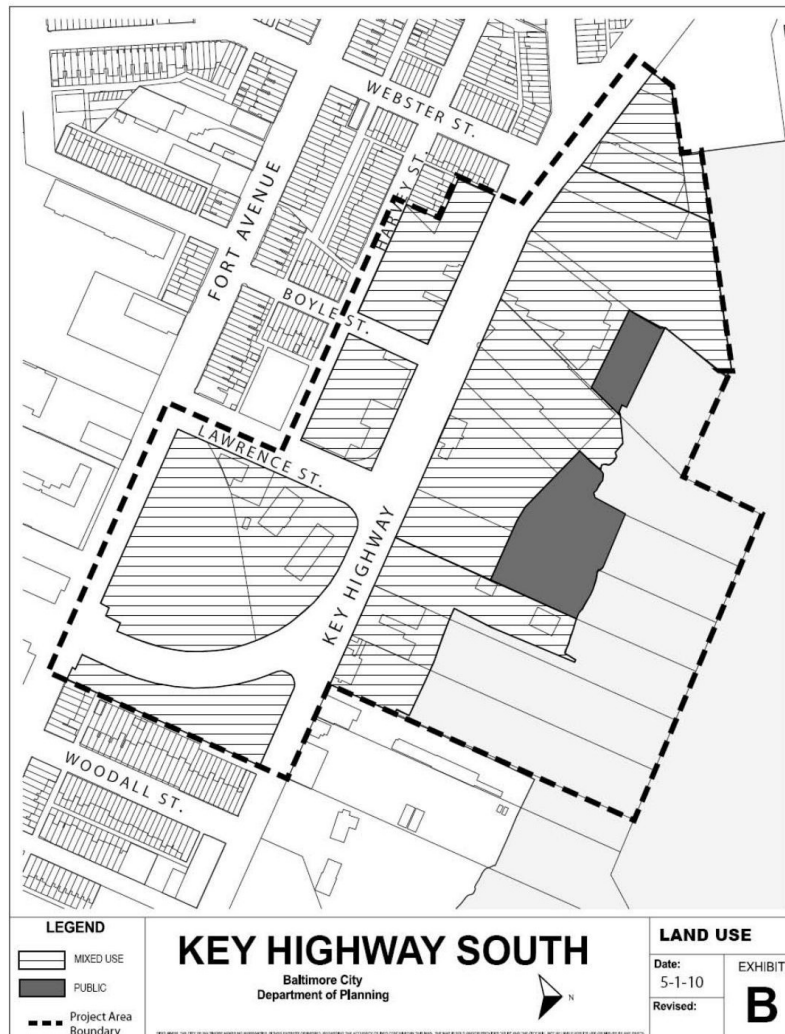
H. Interpretation

In the event of any question regarding the meaning of these standards and controls or other provisions of the Renewal Plan, the Director of Planning shall provide a recommendation to the Commissioner of the Department of Housing and Community Development. The interpretation placed thereon by the Commissioner of the Department of Housing and Community Development shall be final and binding, provided that any such interpretation shall not be unreasonable or arbitrary.

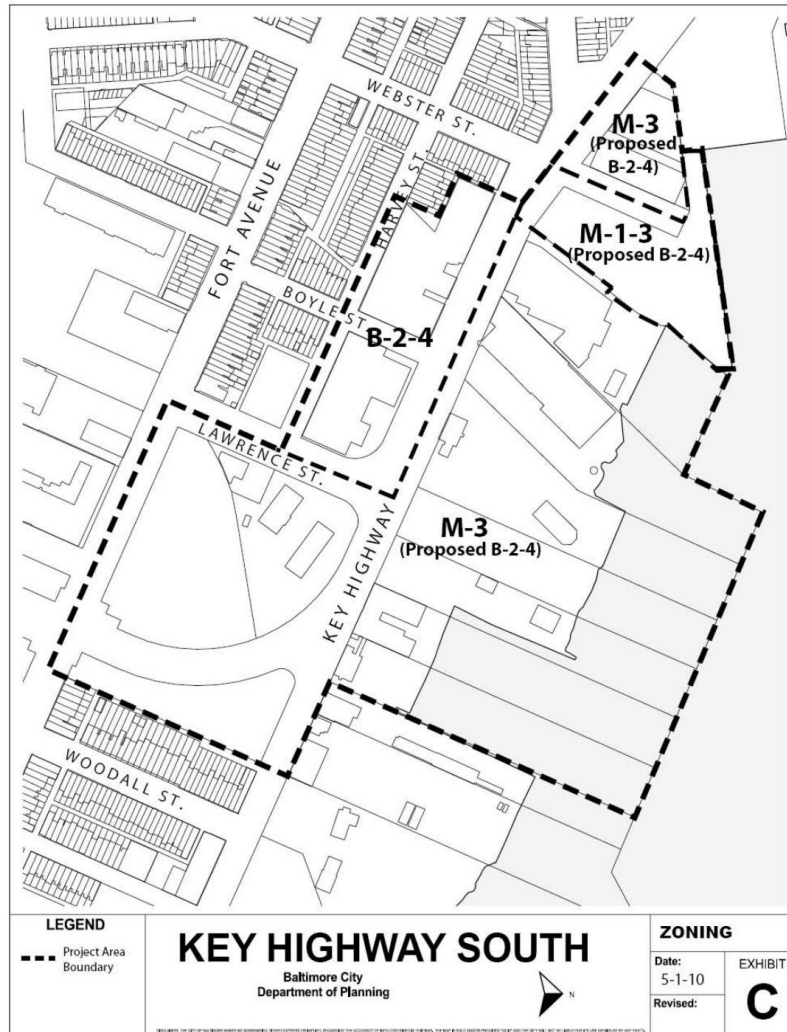
URP Exhibit A: Project Boundary



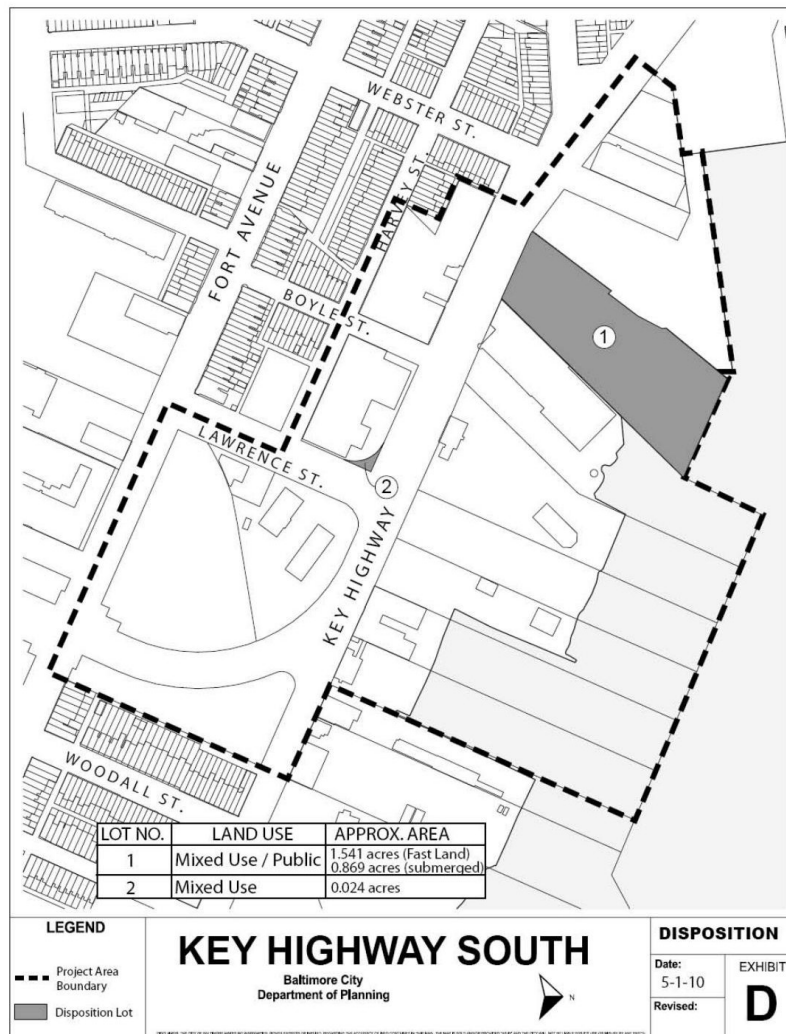
URP Exhibit B: Land Use Map



URP Exhibit C: Proposed Zoning



URP Exhibit D: Disposition Map



Appendix A: Design Guidelines

I. Introduction

The City's waterfront is a precious and limited resource, which has a prominent and lasting impact upon the skyline and visual identity of the City. Given its important role, it is necessary to establish controls to ensure a successful and high quality development of the waterfront using the best practices of urban design and architecture. The following principles have been established in the Key Highway Waterfront Study adopted by the Planning Commission on May 1, 2008 as keys to the successful redevelopment of the Key Highway Waterfront:

- 1. Requiring that new development respect the existing neighborhood context by preserving visual links to the harbor, protecting key views, and developing space within new buildings to promote the retention of existing, established businesses within the URP area. Preserving key views and links to the harbor ensures that new waterfront development will connect with existing neighborhood fabric and create lasting increased economic and social value to the entire area.
- 2. Ensuring pedestrian and bicycle access to the waterfront, and the creation of public waterfront open space. The Harbor is one of Baltimore's greatest assets and ensuring public access provides immense public benefit to all Baltimoreans.
- 3. Creating an active pedestrian-oriented environment along Key Highway with active ground floor spaces and boulevard streetscaping. Transforming Key Highway from a traffic artery to a street with shops, offices and restaurants has immense economic value to the neighboring residential areas providing them with easily accessible retail and employment opportunities. Additionally, a more pedestrian-friendly Key Highway encourages greater access to the waterfront.
- 4. Promoting high quality construction and design of buildings. This includes encouraging the use of durable high quality construction materials, providing adequate parking standards for development, and utilizing design guidelines to ensure quality design. Waterfront development is one of the City's most visible assets and, as such, must be of the highest quality.

II. Waterfront Promenade & Public Open Space

Public access to the waterfront shall be provided through a series of public open spaces leading from a public sidewalk to a public shoreline promenade. The promenade and open spaces shall be established by public easements granted to the City. Public pedestrian access on private property shall be subject to such reasonable rules and regulations as may be promulgated by the owner of such property and agreed to by the Department of Housing and Community Development. The design of the promenade and its access corridors are subject to final design approval by the Department of Planning.

Waterfront Promenade

The Waterfront Promenade shall be land-based and a minimum of 30 feet in width where possible, of which a minimum of 20 feet must be permanently constructed hardscape for pedestrian use, including an 8-foot wide bike path. The remaining area shall be a landscaped buffer and shall be maintained in a manner that is accessible to the public. Unless otherwise required, easement improvements shall be built concurrent with the redevelopment and maintained per the provisions of the controlling easement agreement. The Promenade and bike path shall fully connect at all property lines to adjacent paths where existing. Location of waterfront promenade is shown on Figure 1: "Waterfront Promenade and View Corridors."

III. View Corridors

In order to ensure public access to the Waterfront Promenade and to preserve and enhance views to the water, view corridors have been designated. The location and minimum width of the corridors is shown on Figure 1: “Waterfront Promenade and View Corridors.” All view corridors shall connect Key Highway sidewalks to the waterfront promenade with public access ways. Public access ways must be a minimum of 20 feet in width and must be permanently constructed hardscape. Activating ground level building frontage along view corridors is highly encouraged. Off-street parking may be permitted within these areas if approved by the Planning Commission. Landscaping, trees, lights, and other public amenities that will enhance, not impede, public view of the water shall be permitted. New development alongside the open spaces shall face the open space and provide entrances, windows, and visual articulation along the building wall. The following standards shall apply to the promenade and view corridors:

- 1. Lighting – Adequate lighting to provide public safety during evening hours.
- 2. Satellite dishes, utility connections or poles or any other obstacles to the pedestrian shall not be permitted. Bollards, statues, fountains, or other decorative elements may be permitted where sufficient space is available.
- 3. Off-street parking facilities adjacent to the promenade are not encouraged. However, if it is found to be necessary, the parking facility shall be screened from the promenade. Adequate landscaping sufficient to screen automobiles at the time of original planting may be used. Screening and landscaping shall be maintained in good condition by the property owner.
- 4. Automobiles, trucks, or other motorized vehicles shall not cross or otherwise use the pedestrian promenade except for those vehicles needed for service, maintenance or public safety of the promenade and adjacent structures or facilities or whose presence in the promenade is deemed necessary by the Director of Planning.
- 5. Trash Receptacles – One trash receptacle should be provided for every 150 feet of promenade.
- 6. Paving – The standard paving detail shall be a minimum of 16 feet of brick with 2 feet of concrete band on both the water’s edge and the landward edge. Alternative promenade configurations or methods of construction may be considered but will require Planning Commission final approval. Tidal step-downs or other elements in addition to the promenade may be constructed of wood.
- 7. Landscaping – Landscaping shall be provided in areas that are not hardscaped. Landscaping shall not impede or block public view or access to the promenade. Plants should preferably be native Maryland species and comply with Chesapeake Bay Critical Area Management Program’s planting standards.

IV. Streetscape Guidelines

Streetscapes are among the most important urban design features. Their appearance, character, and the impressions they evoke create the public image of the City. That image is significant to how residents and visitors think and feel about the City. These standards establish appropriate requirements for the width, design and uses of public and private street rights-of-way (for traffic, parking, pedestrians, bicycles, and landscaping).

The following standards and guidelines apply to both the design and construction of public right-of-way improvements and privately financed improvements within the public right-of-way in conjunction with proposed development. All design of streetscapes shall be coordinated with the Department. Figure 2: “Schematic Key Highway Streetscape” illustrates the design direction and minimum area widths for Key Highway. The following standards should be followed in the design and construction of any and all streetscape improvements to Key Highway.

Key Highway

- 1. Sidewalk Width – Sidewalks shall be designed to accommodate the active, lively use that is generated by a mixed use environment. To ensure cafe seating, comfortable walking space, and lush street trees and landscaping with new construction, sidewalks shall be a minimum of 18’ wide. If necessary, new buildings shall set back the necessary distance from the existing curb to provide the minimum specified width.
- 2. Sidewalk Pavement – Pavement should be designed to define the various areas of a sidewalk. Tree pit areas may be fenced and planted to discourage pedestrian use and encourage storm water permeability. In walking and cafe seating areas use of high quality concrete is encouraged for both maintenance and pavement consistency. Special paving to differentiate properties or buildings is discouraged.
- 3. Street Trees and Landscaping – Street trees should be planted every 25’–35’ on center within a minimum 5’ wide tree zone. Trees shall be a minimum of 3” caliper when planted. Where feasible, trees should be planted with continuous soil trenches to provide adequate growing room for tree roots. Large shade trees are highly preferred for their shade and survivability properties. All landscape and planting plans within the public right-of-way must be approved by the Department of Planning. Additional tree pit and curbside landscaping such as planters and light pole flower baskets is also highly encouraged.
- 4. Street Furniture and Amenities – Providing street furniture ensures a comfortable and inviting pedestrian experience. Where advantageous, street furniture such as benches, trash cans, and bike racks shall be provided along the sidewalk.
- 5. Lampposts and Lighting – Separate pedestrian-scaled lighting is required along Key Highway. Highway or street lighting shall enhance and not detract from pedestrian spaces. Additionally, specific attention should be paid to reducing light pollution and concentrating lighting on paved surfaces rather than building facades or the sky. Contemporary non-highway-oriented lamp posts are encouraged. Cobra head lights are specifically discouraged. All non-standard lighting fixtures are subject to approval by the Director of the Department of Transportation.
- 6. Parking and Roadway Design – On-street parallel parking is required on both sides of Key Highway to ensure pedestrian safety and availability of retail parking. Parking lanes are encouraged to be designed with “bump-outs” or comparable design elements to narrow pedestrian crossings and calm traffic. Pavement in parking areas shall be defined by pavers or brick which provide storm water permeability. Roadways shall be designed to minimize stormwater runoff.

V. Massing & Bulk Controls

The primary design objectives for development along Key Highway are the transformation of Key Highway into a boulevard street, ensuring a harmonious relationship between new development and the neighborhood fabric, and preserving public connection to the waterfront through views and vistas. This is achieved by promoting buildings of “boulevard scale”, 5 to 8 stories, along Key Highway; promoting neighborhood scale development for properties within the neighborhood; and maintaining a low height base along the waterfront to preserve views and provide pedestrian scale to the waterfront. Height and massing of buildings shall adhere to the following controls for areas as noted in Figure 3 “Area Map”. All heights mentioned in this section are absolute maximums without exception or exemption as defined by the Baltimore Zoning Code, unless specifically stated otherwise. Tower and entrance elements of the building may not adhere to the stepback requirements along a portion of the building’s façade as outlined below if they are no more than 25% of the façade along the lot line and approved by the Department of Planning.

Building Massing — Landside Area A

Area A includes properties which directly face Key Highway and are situated below the elevation of the existing neighborhood. Buildings in this area are encouraged to be of boulevard scale, 5 to 8 stories, to provide both an appropriate scale to Key Highway and ensure a harmonious relationship to the adjacent rowhouse neighborhood. Building heights in this area shall be measured from the mean elevation of Key Highway along a building’s lot line.

- Maximum Building Height – 90'
- Minimum Building Height – 45'
- Stepbacks: 30' for building above 35' along Harvey Street, except for the area that is within 70' of a lot line along Lawrence Street that must continue a minimum setback of 12' along Harvey Street for building above 65'.
- Stepbacks: 12' from lot line above 65' along Key Highway, Lawrence Street, and Boyle Street.

Landside Area B

This area includes properties that are adjacent to both existing neighborhood rowhomes and commercial buildings.

- Maximum Building Height – 100'
- Minimum Building Height – 40'
- Stepbacks: 20' from lot line above 65' along Fort Avenue beginning 120' from the corner of Lawrence Street and E. Fort Avenue.

Landside Area C

This area includes properties that are adjacent to both existing neighborhood rowhomes and commercial buildings.

- Maximum Building Height – 60'
- Minimum Building Height – 40'

Waterside Area

This area includes properties between Key Highway and the waterfront. Buildings in this area are encouraged to be tall, slender towers on a low height base in order to create more generous open space and views of and access to the waterfront. Open space in this area should focus and engage the promenade and activate the waterfront.

- Stepbacks: 15' for building above 40' along Key Highway
- Maximum Base Building Height – 60'
- Minimum Building Height along Key Highway – 35'
- Towers (building above 60' base building height): Maximum floor-plates above 60' – 11,000 Gross Square Feet (GSF); spaced no less than 100' from another tower
- Maximum Total Building Height – 140'

Priority Open Space Bonus: In this area, additional height and density above 140' may be earned for the development of priority open space as labeled on Figure 4: "Priority Open Space," at a rate of 10 GSF building / 1.0 GSF of priority open space provided. Only bonus density may be used above 140'. Priority open space does not include the required Promenade and is to be built and maintained by the landowner for credit. Open spaces shall be established by public easements granted to the City. Public pedestrian access on private property shall be subject to such reasonable rules and regulations as may be promulgated by the owner of such property and agreed to by the Department of Housing and Community Development. The design is subject to final design approval by the Department of Planning. Maximum building height with bonuses shall not exceed 290'.

Building Setbacks

Landside Area "A": Sidewalks on the south side of Key Highway, along the landside properties, are sufficient for street level pedestrian retail or commercial activity; therefore there are no setback restrictions for this area.

Landside Area "B" and "C": Properties in Area B and C have no setback restrictions.

Waterside Area: The sidewalks on the north side of Key Highway, along the waterside properties, are narrow and not suitable for street level pedestrian retail or commercial activity. To provide adequate width for pedestrian activity and appropriate streetscaping, all new buildings shall be setback a minimum of 18' from the existing curb line of Key Highway.

VI. Building Design Guidelines

Building Wall

These guidelines will ensure that Key Highway, Webster Street and Lawrence Street are lined with buildings that have sufficient windows and active ground floor uses to create safe, secure, human-scale and animated streets. The street-level floor shall be occupied by “active uses”. These “active uses” include retail, restaurants, cafes, service-type businesses which activate the street with pedestrian traffic, and building entries and lobbies. All Key Highway, Webster Street, and Lawrence Street frontage buildings shall, in their ground level street front façade and floor layout design, allow for potential retail uses. The guidelines require:

- Key Highway, as a boulevard pedestrian-oriented street, should have active uses on the ground floor such as retail businesses, cafes, or offices with storefront style windows and doors facing the street.
- Glass on the ground floor must be clear vision glass; no heavily tinted or highly mirrored glass is permitted.
- Upper floors must have street-facing windows or openings to provide “eyes-on-the-street”. Heavily tinted or highly mirrored glass is prohibited.
- Buildings fronting on Key Highway and Webster Street are encouraged to have their main entrance on one of those streets.
- Buildings should emphasize a distinct base which is composed of the first floor or first two floors of the building. Each base will be designed to give the appearance of greater height than any other single floor.
- Penthouse portions of the building should be designed to create a sense of distinctly finishing the building. This architectural finish may be accomplished by change in the window rhythm, change in apparent floor height, setback, or use of alternate materials, or a combination of these elements.
- Mechanical equipment and rooftop access must be screened and integrated into the architecture of the building through configuration, materials, coloration and surface design.
- Distinctive corner and entry treatments are encouraged in order to enhance the building facades.
- The ground floor of buildings on major streets should be designed to accommodate signage in a manner that allows retail/restaurant tenants to achieve a distinct identity.

Street Frontage

In order to ensure the vitality of street life along Key Highway, the building wall along the streets must have a certain amount of transparency through the incorporation of doors, windows, and openings. The following are design standards for window/door openings and transparency of building elevations:

Key Highway and Webster Street – Ground Floor: A minimum of 70% of the linear horizontal dimensions of the façade should be windows or doors. No heavily tinted or mirrored glass. Upper Floors: A minimum of 50–60% of the lineal horizontal dimension of the façade of each occupied floor should be windows or openings.

Lawrence Street Frontage – Ground Floor: A minimum of 40% of the linear horizontal dimensions of the façade should be windows or doors. No heavily tinted or mirrored glass. Upper Floors: A minimum of 50–60% of the lineal horizontal dimension of the façade of each occupied floor should be windows or openings.

Building Materials

These guidelines are intended to outline objectives regarding the use of materials, relative scale, and creation of a human-scaled environment at the pedestrian level. The materials palette for building facades may include a variety of different high quality cladding materials: granite, brick, limestone, other naturally occurring stone or cast stone of high architectural quality, architecturally distinct masonry products, glass curtain wall, metal, and pre-cast concrete or poured in place concrete of high architectural quality. In masonry-type walls, punched

windows are encouraged and should have a distinct rhythm. Continuous ribbon windows are discouraged. For tower or penthouse portions of buildings, glass curtain wall and metal panel is highly encouraged, to provide a sense of lightness, transparency, and openness. Stucco or stucco like materials are discouraged.

Curb Cuts and Servicing

In order to promote a lively urban character, it is essential to minimize the impact of parking garage entrances and service and loading areas on the pedestrian environment; and to provide an efficient and effective servicing environment.

- **Parking Garage Entrances:** Where feasible parking garage entrances shall not face Key Highway, Webster Street, or the Waterfront Promenade.
- **Loading and Servicing:** Loading and servicing areas must be internal to the blocks and typically accessed through service alleys, and not through the pedestrian-oriented streets. No overhead service doors shall face Key Highway or the Waterfront Promenade.
- **All service docks** will be internal to the building envelope, equipped with closable overhead doors. Bays will be dimensioned so that, during use, trucks (35 feet and less) will not project into the vehicular street space.
- **Service alleys:** Service alleys shall be screened from the pedestrian view as much as possible, with building facades and/or site walls with landscaping. Openings shall allow for the minimum vehicular cartway and shall be designed for pedestrian access where appropriate.

Parking Design and Requirements

It is important to minimize the impact of parking structures on the character of pedestrian spaces and streets, while providing for sufficient and convenient parking for residences and businesses.

Structured Parking

Parking shall be “wrapped” with residential, commercial or commercial uses and not visible from Key Highway, Webster Street, Lawrence Street or the Waterfront Promenade where feasible. If visible from other streets, the parking structure must respond to the urban context and adhere to the following guidelines:

- The materials palette for parking garage facades may include a variety of different materials: granite, brick, masonry, limestone, other naturally occurring stone or cast stone, glass curtain wall, metal, and pre-cast concrete or poured in place concrete of high architectural quality.
- Lighting of parking structures: Lighting should be adequate enough to provide safety and security, but should be screened, and controlled so as not to disturb surrounding residences and properties.
- Openings: Garage facades should be designed with a modulated system of vertical openings and facade detailing. False fronts pretending to enclose other uses are not encouraged. However, design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale and massing of surrounding structures is needed. As such, the size and pattern of openings is of particular concern and should be of a scale related to the systems of fenestration in the neighborhood. No continuous horizontal openings are allowed.
- Louvers and Grills: Openings should have some form of screening material to block views of cars on upper levels and to screen surrounding properties from garage lighting as it is usually brighter than adjacent buildings and street lights. Louvers for the upper floors and vertical grills for the ground floor are suggested. For public safety there should be a view into the garage at grade, but a combination of a low wall and/or landscaping should screen the bumpers, tires, and headlights of cars.

Surface Parking

No permanent surface parking lots shall be permitted in areas designated as Mixed Use. Waivers may be approved by the Director of Planning.

Parking Requirements

Use	Requirement
Residential – Single Family	2 spaces per Dwelling Unit
Residential – Multi-Family: Studio (<400 SF)	1 space per Dwelling Unit
Residential – 1 bedroom or studio (>400 SF)	1.25 spaces per Dwelling Unit
Residential – 2 bedroom	1.75 spaces per Dwelling Unit
Residential – 3–4 bedrooms	2.0 spaces per Dwelling Unit
Residential – 5+ bedrooms	2.5 spaces per Dwelling Unit
Office	2.5 spaces per 1,000 sq. ft. of floor area
Retail	3 spaces per 1,000 sq. ft. of floor area
Hotel	1 space per room
Marina	1 space for every three (3) slips

Shared Parking

Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Table 16-2: Collective Parking Calculation. Table 16-2 is applied in the following manner: (i) the required number of spaces for each use is calculated according

to the Parking Requirements of this URP; (ii) the required number of spaces for each use is then applied to the percentages for each time period, according to the appropriate land use category, to determine the number of required spaces for that time category; (iii) the numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

Table 16-2: Collective Parking Calculation

Land Use	Wkdy Mid-7am	Wkdy 7am-6pm	Wkdy 6pm-Mid	Wknd Mid-7am	Wknd 7am-6pm	Wknd 6pm-Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	45%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	70%	100%	5%	70%	100%
Office	5%	100%	5%	0%	60%	10%
Industrial	5%	100%	5%	0%	60%	10%

An off-street parking facility may be alternately shared between two (2) or more uses, provided that use of such facility by each user does not occur at the same time. Alternately shared parking arrangements must meet the following conditions: (i) approval is obtained from the Zoning Administrator confirming that the use of such facility by each user does not take place at the same hours during the same days of the week; (ii) the users of the alternating shared parking arrangement must record an agreement to share parking facilities, subject to approval by the Zoning Administrator, and a copy of the recorded agreement must be submitted to the Zoning Administrator; and (iii) the off-site parking facilities for projects within the URP area are located within the URP boundary.

Sign Guidelines

All signs must be in accordance with the Zoning Code of Baltimore City. In addition, the following provisions apply:

- All signs shall be designed to be compatible with the surrounding neighborhoods and with the signage system and templates developed for each individual building design.
- When existing signs are removed, any holes or other damage shall be patched and painted as necessary to match the existing wall surface, and all unused brackets and conduits shall be removed.
- All lighting and electrical elements such as wires, conduits, junction boxes, transformers, ballasts, switches and panel boxes must be concealed from view.
- Flashing or moving signs are not permitted.

Size / Placement

- The total area of signs for a building façade may not exceed 2 square feet per linear foot of building frontage. This total area includes window signs, awning signs, logos, product signs, temporary signs, or any other signage. However, no sign identifying a building occupied by a single user may exceed 60 square feet; no sign identifying individual tenants in a multi-tenant building may exceed 25 square feet. All building signs must be mounted flat against the surface of the building to which it is attached.
- Signs shall not be placed so as to obstruct windows, storefronts, architectural details or cornices.
- In no case shall a sign extend above the roof line or be placed on mechanical penthouses.
- Any sign placed above the second floor of a building will be subject to the approval of the Planning Commission.

Flat Signs

Flat signs shall be placed parallel to the building face and shall not project more than 12 inches from the surface of the building.

Painted Signs and Cutout Letters

Painted signs on building surfaces or use of separate cutout letters shall be permitted in accordance with the above limits for flat signs.

Projecting Signs

- Projecting signs shall not extend more than 3 feet beyond the building surface.
- All signs shall be double-faced with a maximum thickness of 12 inches.
- No single projecting sign may exceed 12 square feet.

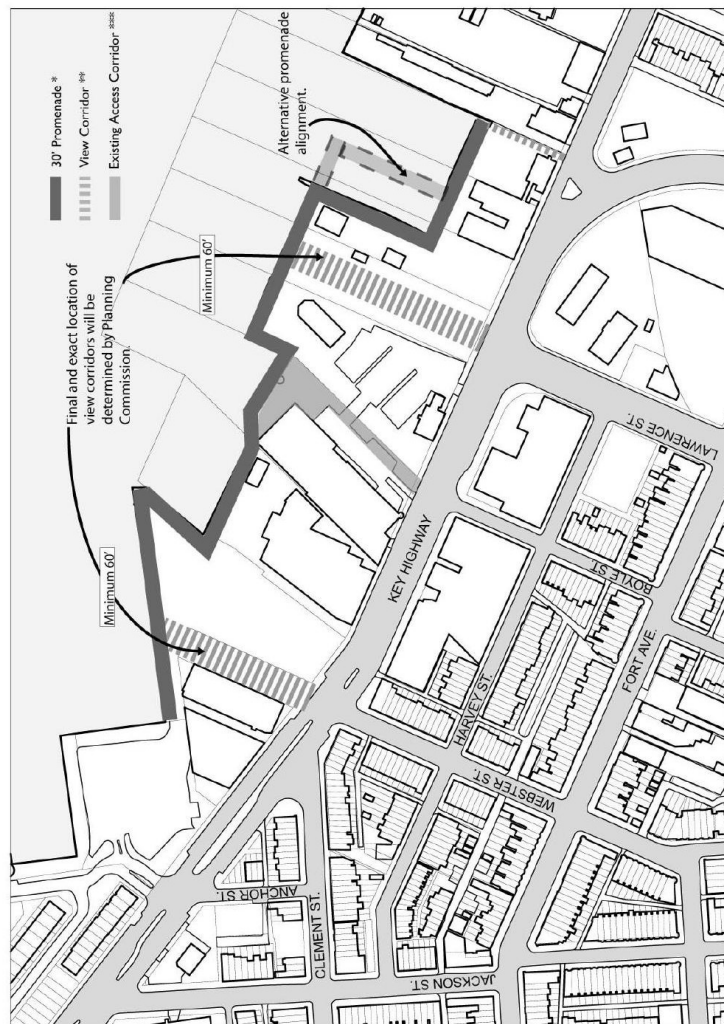
Flags and Banners

Flags and banners may be displayed on a temporary and permanent basis, subject to obtaining the necessary minor privilege, so long as the banner material is not faded, torn, or frayed, and the poles are well maintained. Banners may be displayed only from buildings at least 2 stories high and may not be less than 10 feet above the sidewalk. All banner poles along one street should be set at the same angle from the horizontal plane. Banners may project up to one-third the width of the sidewalk, but not more than 5 feet, whichever is greater. Provision for flags and banners must otherwise conform to the provisions of the City Ordinances.

Free-Standing and Pole-Mounted Signs

Free-standing and pole mounted signs are not permitted. The Key Highway Urban Renewal Plan area is envisioned to be a pedestrian friendly development along a boulevard street. Tall signs affixed to large poles or pylons, typical of a more commercial development, are not appropriate for the development area.

Figure 1: Waterfront Promenade and View Corridors



⁸⁸ See Section II "Waterfront Promenade"

⁸⁹ See Section II "View Corridors"

^{90a} Proposed relocation to Lawrence St. View Corridor

Figure 1: Waterfront Promenade and View Corridors

Figure 2: Schematic Key Highway Streetscape

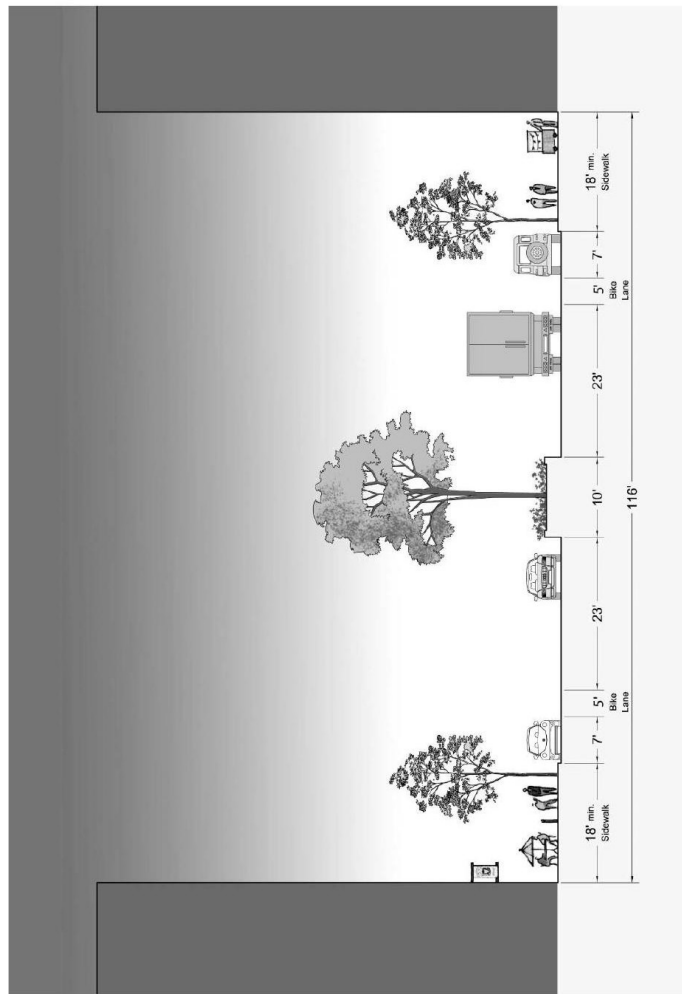


Figure 2: Schematic Key Highway Streetscape

Figure 3: Area Map



Figure 3: Area Map

Figure 4: Priority Open Space

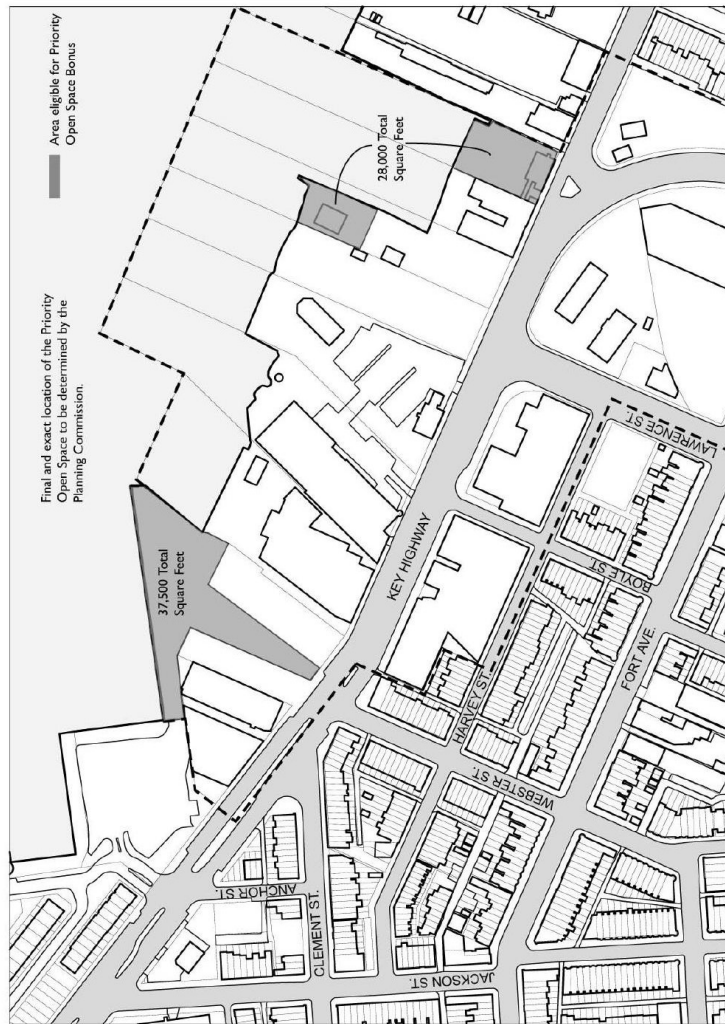


Figure 4: Priority Open Space