


FROM	NAME & TITLE	THOMAS J. STOSUR, DIRECTOR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 8 TH FLOOR, 417 EAST FAYETTE STREET		
	SUBJECT	CITY COUNCIL BILL #11-0674 / URBAN RENEWAL – KEY HIGHWAY- AMENDMENT		

TO

DATE:

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

June 17, 2011

At its regular meeting of June 16, 2011 the Planning Commission considered City Council Bill #11-0674, for the purpose of amending the Urban Renewal Plan for Key Highway to modify the boundaries of the Renewal Area, to remove certain definitions of general uses in the Plan, to remove Development Areas B and C from the Plan, and to amend certain Exhibits to reflect the changes in the Plan; waiving certain content and procedural requirements; making the provisions of this Ordinance severable; providing for the applications of this Ordinance in conjunction with certain other ordinances; and providing for a special effective date.

In its consideration of this Bill, the Planning Commission reviewed the attached staff report which recommended approval of City Council Bill #11-0674 and adopted the following resolution; six members being present (six in favor).

RESOLVED, That the Planning Commission concurs with the recommendation of its departmental staff, and recommends that City Council Bill #11-0674 be passed by the City Council.

If you have any questions, please contact Mr. Wolde Ararsa, Division Chief, Land Use and Urban Design Division at 410-396-4488.

TJS/WA

Attachment

cc: Ms. Kaliope Parthemos, Deputy Mayor
Mr. Peter O'Malley, Chief of Staff
Ms. Angela Gibson, Mayor's Office
The Honorable Bill Henry, Council Rep. to Planning Commission
Mr. David Tanner, BMZA
Mr. Geoffrey Veale, Zoning Administration
Ms. Nikol Nabors-Jackson, DHCD
Ms. Barbara Zektick, DOT
Ms. Elena DiPietro, Law Dept.
Ms. Karen Randle, Council Services



Stephanie Rawlings-Blake
Mayor

PLANNING COMMISSION

Wilbur E. "Bill" Cunningham, Chairman

STAFF REPORT



Thomas J. Stosur
Director

June 16, 2011

REQUEST:

- City Council Bill#11-0674/Urban Renewal – Key Highway – Amendment
For the purpose of amending the Urban Renewal Plan for Key Highway to modify the boundaries of the Renewal Area, to remove certain definitions of general uses in the Plan, to remove Development Areas B and C from the Plan, and to amend certain Exhibits to reflect the changes in the Plan; waiving certain content and procedural requirements; making the provisions of this Ordinance severable; providing for the application of this Ordinance in conjunction with certain other ordinances; and providing for a special effective date.
- City Council Bill#11-0675/Urban Renewal – Key Highway South – Renewal Area Designation and Urban Renewal Plan
For the purpose of repealing the Urban Renewal Plan for Key Highway East - Industrial and replacing it by designating as a "Renewal Area", an area situated in Baltimore City, Maryland known as Key Highway South, bounded generally by Fort Avenue to the alley behind Woodall Street to Key Highway, then moving north up Key Highway to the property line of 1459 Key Highway, east along the property line to the pierhead line, following the pierhead line to the property of 1401 Key Highway, moving west along the property line to the northern property line of 1321 Key Highway to the center of Key Highway, then continuing south on Key Highway to the alley behind Webster Street, to the alley behind Harvey Street, to the property line of 1414 Key Highway back to Harvey Street, from Harvey Street, south to Lawrence Street and back up to Fort Avenue; approving a Renewal Plan for Key Highway South; establishing the objectives of the Plan; establishing permitted land uses in the Renewal Area; providing for Planning Department and Community review of development in the Renewal Area; providing that the provisions of the Zoning Code apply to the properties in the Project Area; providing that certain City-owned land and property interests within the Project Area may be sold, leased, conveyed, or transferred; creating disposition lots; providing that certain land is dedicated to public open space; providing for the establishment of any easements, to the extent reasonably feasible, by the developer prior to any issuance of building permits for new development; providing that where there may be a conflict between the provisions of the Renewal Plan and the provisions of any Planned Unit Development, the provisions of the Planned Unit Development control; providing for the term of the Plan; establishing procedures for amending the Plan; providing that in the event of any question regarding the provisions of the Plan, the interpretation by the Commissioner of the Department of Housing and

Community Development is final and binding; approving exhibits and an appendix to the Plan; providing for design guidelines; waiving certain content and procedural requirements; making the provisions of this Ordinance severable; and providing for the application of this Ordinance in conjunction with certain other ordinances.

RECOMMENDATIONS:

- City Council Bill#11-0674/Urban Renewal – Key Highway – Amendment – Approval.
- City Council Bill#11-0675/Urban Renewal – Key Highway South – Renewal Area Designation and Urban Renewal Plan – Amend and Approve.

Amendments #1

Page 5, Item C.1.a.(3) Remove paragraph and replace with:

“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.”

Amendment #2

Page 5, C.1.b, line 32-34, remove and replace with:

“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.”

Amendment #3

Page 6, Item C.6. Add Paragraph:

“6. Industrial Use Adjacencies

All Developers and those who purchase, lease or take a security interest from said Developers in property within the Urban Renewal Area, are hereby put on constructive notice of the following:

Developer and its successors and assignees agree and acknowledge that the property being developed is located in close proximity to industrially zoned land. Developer and its successors and assignees understand and accept that the use of the nearby industrially zoned land may be 24 hours/day, 7 days/week and could cause vibrations, bright lights, dust, noise, truck traffic, noxious odors or other disruption of or interference with the quiet enjoyment of the Developer’s property. Developer and its successors and assignees acknowledge that they take title to their interest in the Developer’s property, subject to all the rights of such industrial users, owners or lessees.”

Amendment #4

Page 7, line 31, replace sentence "Given its important... urban design and architecture." with:

"Given its important role and mix of residential, commercial, and industrial uses, it is necessary to establish controls to ensure a successful and high quality redevelopment of the waterfront using the best practices of urban design and architecture to be respectful of industry which continues to be a working part of Baltimore's Harbor."

Amendment #5

Page 8, line 21. Add the following sentence after "Development.":

"Where deemed necessary or appropriate, development plans should allow for the creation of buffers or barriers to industrial uses."

Amendment #6

Page 8, Item II. Waterfront Promenade:

In Line 26, Delete ", including an 8-foot bike path". And in Line 30, delete "and bike path"

Amendment #7

Page 16, line 5, Parking Requirements; Hotel:

Remove '1 space per room' and replace with "Per Zoning Code."

STAFF: Anthony Cataldo

PETITIONER: The Administration (Department of Housing and Community Development)

OWNER: Multiple

HISTORY

- The Key Highway East Industrial Area Urban Renewal Plan was established by Ordinance 87-989, dated June 29, 1987
- The Key Highway Waterfront Study was approved by the Planning Commission on May 1, 2008, which includes the subject properties.
- City Council Bill #08-0028 and #08-0029 which amended the Key Highway East Industrial URP and rezoned some properties from Industrial to B-2-4 was approved by the Planning Commission on August 7, 2008.

CONFORMITY TO PLANS

The Key Highway Waterfront Study, dated May 1, 2008, instituted the vision for this stretch of Key Highway and the harbor waterfront. These City Council Bills amend the existing Key Highway URP to remove two properties and incorporate them in a new Key Highway South URP which repeals and replaces the existing Key Highway East Industrial URP; specifically called for as a part of the Key Highway Waterfront Study. The project is also consistent with the Comprehensive Master Plan's LIVE section, Goal Two: Elevate the Design and Quality of

the City's Built Environment, Objective One: Improve Design Quality of Baltimore's Built Environment.

SITE/GENERAL AREA

General Area: The Key Highway South URP area is generally from the intersection of Key Highway East extension and Key Highway north to the intersection of Clement St. and Key Highway. The properties included within the URP are those along the waterfront as well as landside beginning from Webster St. south to the alley between Woodall St. and Key Highway as it travels under the over pass.

Site Conditions: This area is the transition zone between the MIZOD area, denser Inner Harbor Development, and the existing rowhouse community fabric of Baltimore. The properties are currently industrial (M-1-3/ M3) and commercially (B-2-4) zoned parcels with a mix of uses and vacant lots. Many businesses exist within the area including General Ship Repair, The Baltimore Museum of Industry, Little Havana Restaurant, community business within the Azola Property, BP and Royal Farms and have been involved with the planning process. These properties are currently improved with one to three-story buildings in various states of repair. All of the parcels within this area are located within the Key Highway East Industrial Urban Renewal Plan and the Key Highway Urban Renewal Plan areas.

ANALYSIS

Origin of Key Highway Area study

Since the late 90's there has been increasing development pressure on both the waterfront and the neighborhoods of the South Baltimore Peninsula. Meanwhile former industrial properties within the Peninsula were no longer viable for industrial purposes and were being heavily speculated by real estate developers. In December 2004 the Baltimore Development Corporation approached the Planning Department about conducting a study to enable the sale of the City's Fire Department Repair Facility. The Planning Department met with Peninsula community representatives and at their recommendation agreed to conduct a more comprehensive study of the entire Key Highway waterfront area and its adjacent neighborhoods.

In the spring of 2005, the Department of Planning organized a Key Highway Taskforce of South Baltimore peninsula community leaders, property owners, and local business groups to investigate and make recommendations for the future of the Key Highway Waterfront and how it should be developed. The Taskforce completed a report of guiding principles and recommendations in the Fall of 2005.

The Taskforce includes representatives from the Federal Hill Neighborhood Association, Federal Hill South Neighborhood Association, Friends of Federal Hill Park Inc., Locust Point Civic Association, Riverside Neighborhood Association, Key Highway Community Association, HarborView Properties Development Co., Baltimore Museum of Industry, General Ship Repair, Azola Building Services, Shapiro Company, General Electric, Obrecht Corporation, Downtown Sailing Center, Little Havana, and YWGG Realty. The Taskforce is also joined by members from the Mayor's Office, Baltimore Development Corporation, Department of Housing, Department of Planning, and the Baltimore City Council.

Key Highway Waterfront Study

Following the recommendations of the Key Highway Taskforce, the Department of Planning completed a Key Highway Waterfront Study. Begun in May 2007, the Waterfront Study contained input from the Key Highway Taskforce and resulted in detailed recommendations for the future of the Key Highway Waterfront Area. The completed document was approved by the Planning Commission in May 2008.

City Council Bill #11-0674

The effects of the amendments to this URP will remove the two southern most properties from the existing Key Highway URP in order for them to be included in the Key Highway South URP. To accomplish this action, the amendment proposes an adjustment of the boundary line to exclude the two properties as well as removes all text references and regulations to the parcels within the URP. The existing Key Highway URP governs these sites and lists them as Industrially zoned with industrial land use controls. All of the exhibits are to be replaced to reflect these changes. There is also a slight modification of the north boundary of the URP in order to align it with the adjacent Inner Harbor URP boundary line. This act is simply a 'clean up' of the lines and does not propose any changes to those properties or regulations.

City Council Bill #11-0675

In order to codify the goals, principles, and design guidelines explored in the Waterfront Study, a new Urban Renewal Plan was needed to replace the existing Key Highway East Industrial URP that governed the land within the focus area. The process of creating the new URP began following the approved Waterfront Area Study in 2008. Together with the Taskforce, the Department of Planning worked to incorporate the recommendations of the Waterfront Study with appropriate urban design and techniques that allow implementation of the desired outcomes as a whole. The final draft of the new Key Highway South URP represents many meetings, working sessions, and compromises from all parties involved in order to move forward in the most positive way, allowing for flexibility while preserving some level of predictability as the redevelopment areas move forward.

Urban Renewal Objectives

- 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.

Acquisition and Disposition

The plan does not include any acquisition parcels. There are two parcels listed for disposition and they are shown on Exhibit D within the plan. The parcels are 1407 Key Highway and the Public Right-of-way at the corner of Lawrence St. and Key Highway.

Land Use

The Urban Renewal Plan includes a Land Use map for Key Highway South (Exhibit B). Only the use categories shown on the Land Use Plan are permitted within the Project Area. These are Mixed Land Use and Public. Accessory uses including landscaping, off-street parking, and loading will be permitted. In addition, certain uses will be permitted to continue, subject to the provisions governing non-conforming uses set forth in Section C.1.c.

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 1 ½ 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, of the Plan.

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

Generally, the land use map follows the Key Highway Waterfront Study approved in 2008.

Zoning

The Urban Renewal Plan Zoning map recommends changing the zoning to match the land use recommendations. Two of the parcels on the land side have already been rezoned to the

proposed B-2-4 recommended by the Study. For those parcels which are currently Industrial, the proposed zoning is B-2-4.

Design Standards

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 and mix of residential, commercial, and industrial uses, it is necessary to establish controls to ensure a successful and high quality redevelopment of the waterfront using the best practices of urban design and architecture to be respectful of industry which continues to be a working part of Baltimore's Harbor. 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:

- 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.
- 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 too all Baltimoreans.
- 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.
- 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.

Appendix A of the Urban Renewal Plan is the Design Standards. There are four 'areas' within the plan, each with their own set of design standards, as indicated on Figure 3: Area Map. For each area, the Design Standards specify the building massing and building setback requirements.

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.

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'.

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 are 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.

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 at a future Final

Design Approval. Required public promenade area does satisfy the dedicated public open space requirement.

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. The remaining area shall be a landscaped buffer and shall 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 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.”

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 in the Key Highway South URP 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 twenty 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.

Building Design Guidelines

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.

Parking

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. 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 design guidelines outlined in the URP. 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

Residential -Single Family:	2 spaces per Dwelling Unit
Residential -Multi-Family:	
Studio (<400 SF)	1 space per Dwelling unit
1 bedroom or studio (>400 sf)	1.25 spaces per Dwelling Unit
2 bedroom	1.75 spaces per Dwelling Unit
3-4 bedrooms	2.0 spaces per Dwelling Unit
5+ bedrooms	2.5 spaces per Dwelling Unit
Office:	2.5 spaces per 1,000 square feet of floor area
Retail:	3 spaces per 1,000 square feet of floor area
Hotel:	Per Zoning Code
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 of the URP. 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, according to the appropriate land use category, in the table below to determine the number of required spaces. This is done for each time category.
- (iii) The numbers are sum 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	Weekday			Weekend		
	Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	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 that confirms 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. A copy of the recorded agreement must be submitted to the Zoning Administrator.
- (iii) The off-site parking facilities for projects within the URP area are located within the URP boundary.

Streetscape

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. The standards within the URP establish appropriate requirements for the width, design and uses of public and private street rights-of-way (for traffic, parking, pedestrians, bicycles, and landscaping) for Key Highway as it travels through the Plan area.

Key Highway Taskforce

The Key Highway Taskforce is comprised of the presidents/leaders of the neighboring community organizations/associations or his/her designee, the owners of the included and adjacent properties, and the Baltimore Industrial Group (BIG), or its successors or assigns.

The Taskforce includes representatives from the Federal Hill Neighborhood Association, Federal Hill South Neighborhood Association, Friends of Federal Hill Park Inc., Locust Point Civic Association, Riverside Neighborhood Association, Key Highway Community Association, HarborView Properties Development Co., Baltimore Museum of Industry, General Ship Repair, Azola Building Services, Shapiro Company, General Electric, Obrecht Corporation, Downtown Sailing Center, Little Havana, YWGG Realty, Baltimore Industrial Group, and the Maryland Port Administration. The Taskforce is also joined by members from the Mayor's Office, Baltimore Development Corporation, Department of Housing, Department of Planning, and the Baltimore City Council Member.

Waivers

The Director of the Department of Planning may 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.

Department of Planning Amendments:

Following the introduction of CCB #11-0675, the Department of Planning continued meetings with stakeholders. The result of these meetings were seven amendments to the text of the ordinance. These amendments remain in keeping with the integrity of the URP and, although minor in nature, are important additions to the URP.

- Amendment #1 promotes enhanced compatibility of adjacent uses during design review. It was important to recognize the adjacent industrial users through the design process and this language directs the applicant and the public process to consider their industrial environment as they develop within context.
- Amendment #2 ensures participation in Task Force is open to all area stakeholders. This is clarification text that formally extends notification to the adjacent properties and Baltimore Industrial Group.
- Amendment #3 includes explicit notice to future developers and property owners that portions of the area are now and are planned to continue as industrial uses. The language added is of general information to future owners and developers that there are industrial uses adjacent to the Key Highway South URP area and that they will continue to operate in a manner required for their business. These operations can include noise, dust, truck traffic, etc. and should be considered an existing condition adjacent to the development site.
- Amendment #4 identifies industry as an important component of Baltimore’s Waterfront and reiterates the important need for design and compatibility between the new redevelopment and the existing uses.
- Amendment #5 reiterates that open space buffers and design barriers may be considered within development adjacent to industrial users.
- Amendment #6 is clarification text that the waterfront promenade paving width for pedestrian uses.
- Amendment #7 adjusts the parking requirement for Hotels only. The national trend for hotel parking is decreasing and this decrease in parking is represented in the draft Transform zoning code. Since the URP can only be more restrictive than zoning and the current zoning requires 1 space per room, replacing ‘1 space per room’ with ‘Per Zoning Code’ in the URP will allow for future zoning changes to be reflected in the current URP without causing conflict.

Staff Notification: Staff has held numerous community meetings to review proposals and drafts of the URP over the last few years. Prior to this hearing, staff notified the Baltimore Development Corporation, Federal Hill Neighborhood Association, Federal Hill South Neighborhood Association, Friends of Federal Hill Park, Inc., Locust Point Civic Association, Inc., Riverside Neighborhood Association, Key Highway Community Association, Federal Hill Main Street, Inc., HarborView Properties Development Co., Baltimore Museum of Industry, General Ship Repair, Azola Building Services, Shapiro Company, Caves Valley Partners, General Electric, Obrecht Corporation, Downtown Sailing Center, Treadstone LLC, Little Havana, AB Associates, FHK Properties LLC, Key Harbor General Partnership, Baltimore Industrial Group, and the Maryland Port Administration.

A handwritten signature in dark ink, appearing to read "Thomas J. Stosur". The signature is fluid and cursive, with the first name "Thomas" and last name "Stosur" clearly distinguishable.

Thomas J. Stosur
Director