



Legislation Text

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EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

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INTRODUCTORY*

CITY OF BALTIMORE
COUNCIL BILL

Introduced by: The Council President
At the request of: The Administration (Department of Housing and Community Development)

A BILL ENTITLED

AN ORDINANCE concerning
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.

BY authority of
Article 13 - Housing and Urban Renewal
Section 2-6

Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That Ordinance 87-986, which established the Key Highway East - Industrial, and last amended by Ordinance 08-71, is repealed.

SECTION 2. AND BE IT FURTHER ORDAINED, That area known as Key Highway South, as more particularly described in Section 3, is established.

SECTION 3. AND BE IT FURTHER ORDAINED, That the Urban Renewal Plan for Key Highway South is adopted to read as follows:

Urban Renewal Plan

Key Highway South

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 the property line a distance of 205 feet, to the northern property line of 1407 Key Highway; thence northwesterly along the 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 the 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 the 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 the center line, a distance of 144 feet to the center line of a 9-foot alley north of Harvey Street; thence southwesterly along the center line a distance of 105 feet to intersect the southwest property line of 1414 Key Highway; thence southwesterly along the 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 the center line, a distance of 277 feet to the center line of Fort Avenue (82 feet wide); thence southeasterly along the 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

a. To facilitate the physical transformation of the area from industrial land uses to a premier waterfront residential and commercial mixed-use development.

b. 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.

- c. To provide land for open space, recreation areas, and adequate community facilities that link to and engage the waterfront.
- d. 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.
- e. 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 listed under the B-2 category of the Zoning Code of Baltimore City. 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.

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 that does not conform to the applicable use regulations of the district in which it is located, according to the Zoning Code of Baltimore City. Nonconforming uses shall be permitted to continue subject to the provisions of Title 13, titled "Nonconformance".

4. Noncomplying 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 must be carried out in accordance with the Appendix A: Design Guidelines of this Renewal Plan.

(1) 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 plans for the proposed work. Plans for new construction or renovation must 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.

(2) 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.

(3) 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. 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.

(4) 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 A.2 of the Renewal Plan 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 successors or assigns, 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 assigns, shall advise the Department of its recommendations regarding the acceptability and/or priority concerns regarding 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 its successors or assigns; 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 and the owners of the included properties.

2. Zoning

All appropriate provisions of the Zoning Code of Baltimore City apply to properties in the Key Highway South Renewal Area. Any change in the Zoning Code embodied in the Renewal Plan and designated on Exhibit C, "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 Renewal 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 a 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 satisfy the dedicated public open space requirement.

D. Planned Unit Developments

To the extent of any conflict 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 must be held by the Planning Commission. The Key Highway Task Force, or its successor, shall receive, at least 15 days prior to the hearing, written notice of the time and place of the 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 the land whose interests therein are materially affected by the changes shall receive at least 15 days prior to the hearing written notice of the time and place of the 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 this Plan or the application of it 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 this 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 of 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.

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 Urban Renewal 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 and 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 the 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 the 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 a 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 the 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 feet 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 feet on center within a minimum 5-foot wide tree zone. Trees shall be a minimum of 3 inches 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 that provide storm water permeability. Roadways shall be designed to minimize stormwater runoff.

V Massing and 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 Zoning Code of Baltimore City, 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 facade as outlined below if they are no more than 25% of the facade 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 feet for a building above 35 feet along Harvey Street, except for the area that is within 70 feet of a lot line along Lawrence Street that must continue a minimum setback of 12 feet along Harvey Street for a building above 65 feet.

12 feet from a lot line for a building above 65 feet along Key Highway, Lawrence Street, and Boyle Street.

Landside Area B

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

Maximum Building Height - 100'

Minimum Building Height - 40'

Stepbacks:

20 feet from a lot line for a building above 65 feet along Fort Avenue beginning 120 feet from the corner of Lawrence Street and E. Fort Avenue.

Landside Area C

This area includes properties that are adjacent to both existing neighborhood row homes 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 feet for a building above 40 feet 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 for a building 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 feet 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 feet. 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 feet.

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 Areas "B" and "C"

Properties in Areas 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 set back a minimum of 18 feet 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 that 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 facade 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 that 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 facade 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 facade 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 facade 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 facade 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 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 facade 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 headlight 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

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:	1 space per room
Marina:	1 space for every 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:

1. The required number of spaces for each use is calculated according to the parking requirements of the Urban Renewal Plan.
2. 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.
3. The numbers are sum for all land uses within each time frame and the highest sum total in a time frame is the required number of spaces.

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