

BALTIMORE INNER HARBOR 2.0



September 2013

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ACKNOWLEDGEMENTS



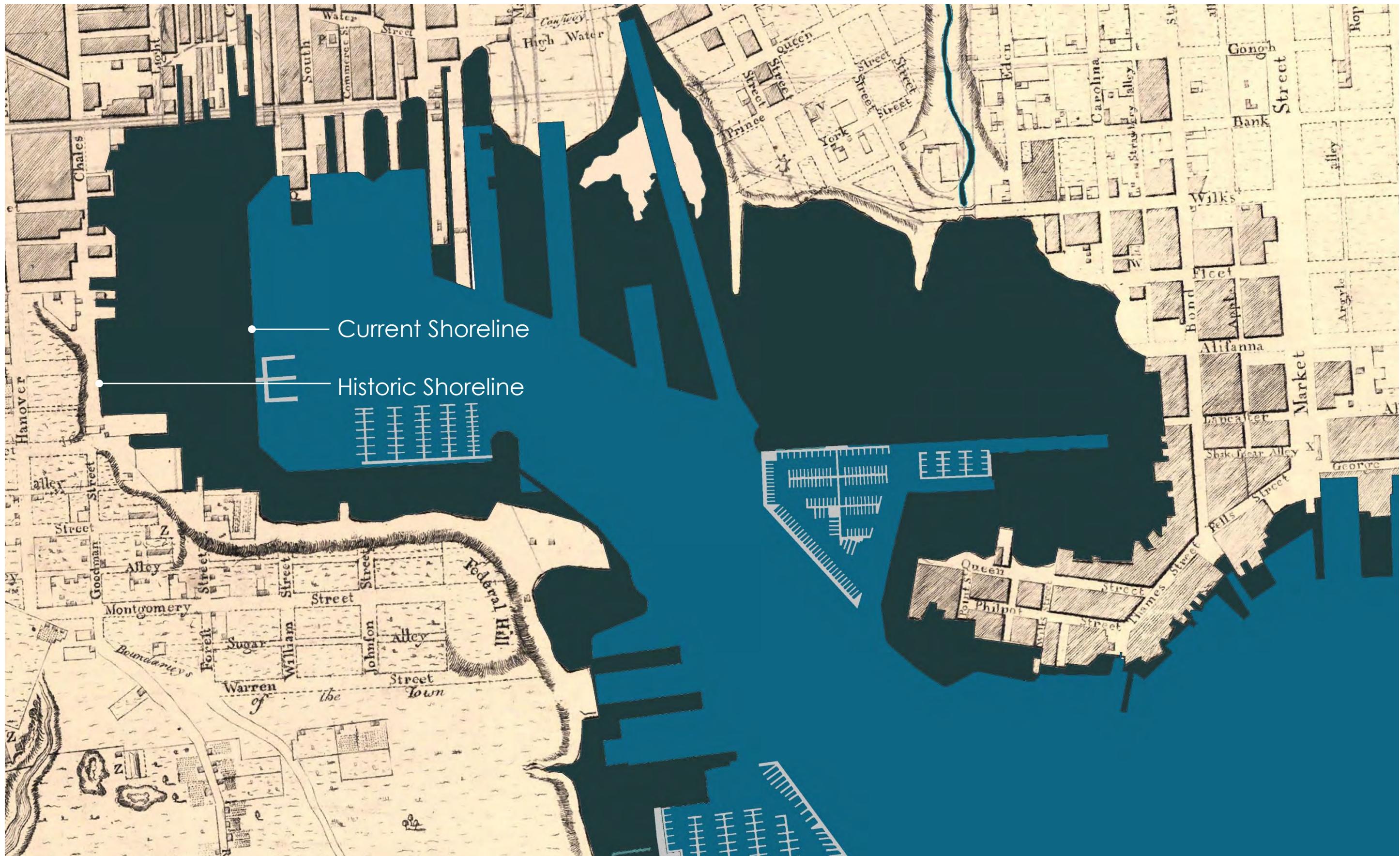
INTRODUCTION

Forty years ago, state and city leaders had the vision and the resourcefulness to transform Baltimore's Inner Harbor from a declining industrial port into a **world renowned** destination for tourists and city residents. The successes of that plan were extraordinary, and the Inner Harbor continues to be one of America's greatest destinations, as well as a source of pride for Baltimore City and the State of Maryland.

At the same time, not much has been done to the Inner Harbor since the National Aquarium, Harborplace and the Science Center first opened. Significant signs of wear are evident throughout the Inner Harbor, from infrastructure conditions like the degrading promenade, to unmet opportunities of water front sites like Rash Field and Piers 5 & 6. One could argue that Baltimore's crown jewel has been significantly tarnished, and that the city's international standing of having a world class waterfront attraction has been eclipsed by countless other cities in the US and abroad.

To provide a new dynamic vision for the Inner Harbor, this master plan looks to build upon the successes of the original 1970's plan, while providing bold new ideas. The overall intent is to provide a visionary and realistic plan which can be implemented as funds are available. This includes smaller items like recommendations for consistent street furniture and lighting, to larger capital projects such as the redevelopment of Rash Field. As the plan is implemented, we believe Baltimore's Inner Harbor will once again take its place as one of the World's most successful and admired civic places. Some elements of the plan include:

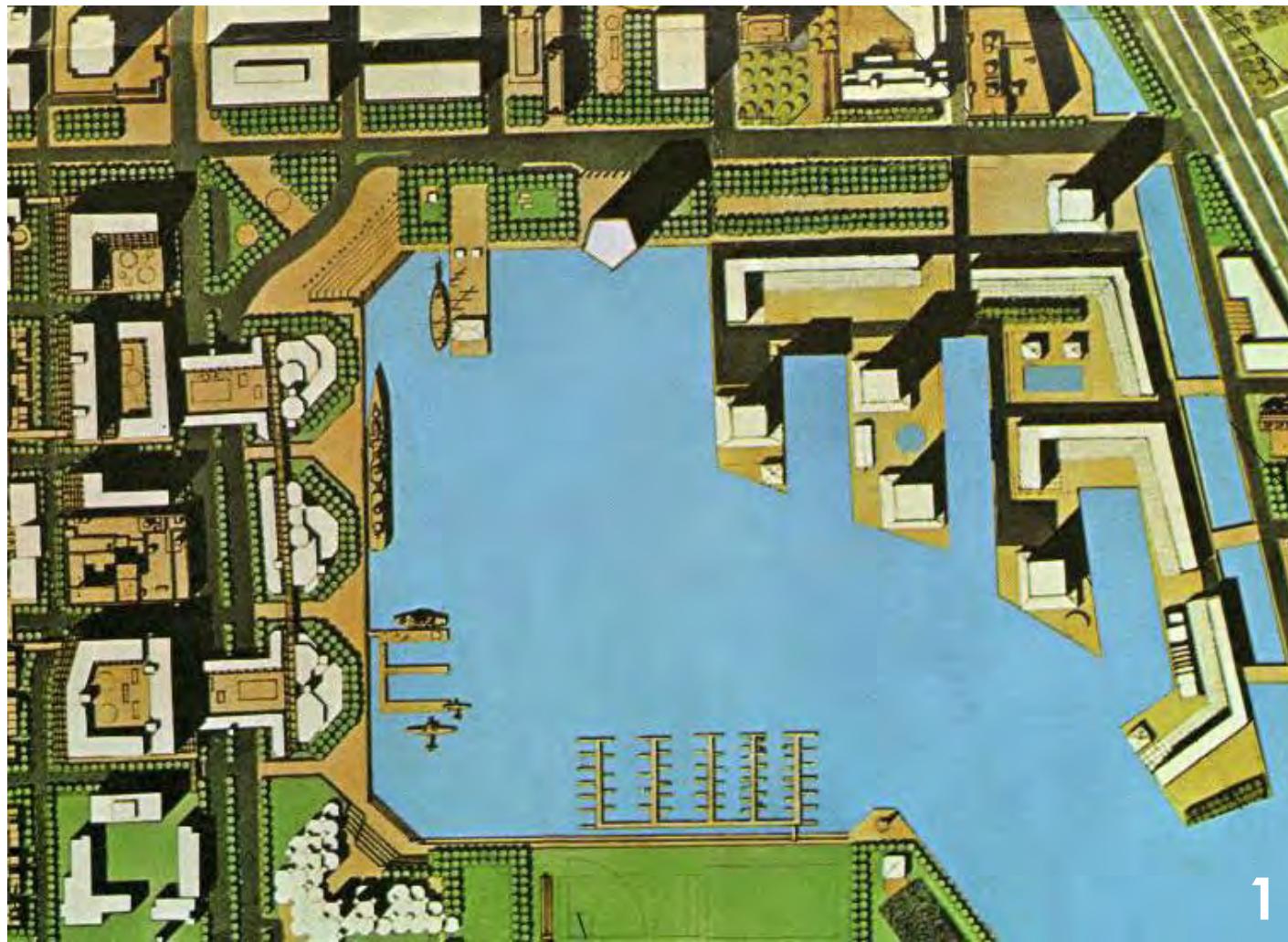
- Creating clear thresholds and entry points to the harbor
- Developing new civic spaces and pedestrian connections within the public realm
- Identifying new destinations and programs
- Integrating green infrastructure systems
- Balancing the need for service and parking
- Providing a flexible framework which can accommodate changes in priorities, timing, and funding



The edge of the original Inner Harbor shoreline, as shown in the tan historical map, is compared to the current shoreline, identified by the turquoise area. This exercise highlights how much fill has occurred throughout the harbor's history and reinforces the goal to preserve the current water's edge as well as help restore the water's natural ecology.



From its beginnings the street grid of Baltimore connected the City to the water. This was influenced by the fact that the Inner Harbor existed as a working harbor up until the 1970s.



1. Master Plans developed in the 1970's treated the road network around the Inner Harbor in a more suburban way, and a large diagonal was introduced at the intersection of Pratt and Light Street.
2. Luckily, a plan to introduce a highway bridge from Fells Point through the Harbor was defeated by a neighborhood grass roots movement headed by Barbara Mikulski.



PROJECT OVERVIEW

The collaborative planning process allowed for significant input from Harbor stakeholders, downtown and neighborhood residents, Baltimore youth, the Baltimore business community, and representatives from Baltimore's design community. The project team worked directly with Baltimore City as a partner in this effort. Throughout the plan development, the design team met with these groups to gather qualitative information, develop design suggestions, and hear critique of design alternatives. Public survey responses reinforced the most treasured and challenged aspects of the Inner Harbor. The refined proposals reflect the outcomes of these meetings and findings.

Analysis and Conversation

In order to develop a sound master plan, the design team began with a thorough observation phase, wherein a wide range of the quantitative and qualitative aspects of the Inner Harbor were analyzed and assessed. This provided an overall picture of the challenges that need to be addressed along with insights towards the plans development. These findings analyzed current development projects, aesthetic character, infrastructure needs, open space quality, and the overall needs for the public realm and the buildings that ring the Inner Harbor. Much of this analysis was based on conversations with key stakeholders which helped identify areas of concern and opportunities for enhancement. The following predominant issues were identified:

- Aging infrastructure throughout the harbor
- Physical separation of the harbor from adjacent neighborhoods by major roadways
- Inconsistent quality of promenade and open space, particularly elements like paving, benches, lighting, and other street furniture
- Underutilized waterfront parcels, specifically parking lots
- Conflict of service and pedestrian experience
- Lack of visual connection from the city to the harbor
- Ongoing maintenance and enforcement concerns
- Lack of shade along the waterfront
- Lack of activity nodes at key spots such as Rash Field, the Harbor Place pavilions, Area 10, and Piers 5 & 6



Workshops included sessions with the Baltimore design community of architects, landscape architects, and City planning officials. This included engaging The Waterfront Center, an international organization focused on urban waterfronts.



A stark difference can be seen between areas which are quite beautiful and highly functional and areas of disrepair and underutilization. Here, some of the best areas are shown in green on the map, and in photos : (left to right) Walter Sondheim Fountain, National Aquarium Entry Plaza, Pierce's Park, and Bond Street Pier.



Here, shown in orange, are some of the areas of disrepair and underutilization, including (left to right) Kaufman Pavilion, Rash Field service access, Pier Six surface parking lot, and Pier Six Concert Pavilion service access.



Other underutilized areas include a series of unsightly parking lots, many of which are sited right adjacent to the harbor, increasing run off of storm water.

Precedent Study

Along with the analysis of Baltimore's Inner Harbor, the design team studied a series of precedent waterfronts from around the world. Collaboration with The Waterfront Center provided a forum to discuss the successes of other waterfronts and lessons that could be applied to Baltimore's Inner Harbor. Site visits to some of New York City's most successful waterfronts allowed the Steering Committee to experience both new and established waterfronts in person, again highlighting the opportunities that exist at our harbor.

This study of precedent projects reinforced what waterfronts can be to their cities and can bring to Baltimore:

- Active public open spaces
- Centers of public life and activity
- Important urban connectors
- Great destinations that bring young people to the water
- Increased quality of life for residents
- A showcase for public art
- Habitat for native species
- Opportunities for the community to experience the water
- Environmental solutions to storm water management

A few examples of great waterfronts have been highlighted on the following pages.





BROOKLYN BRIDGE PARK

Brooklyn, NEW YORK

Brooklyn Bridge Park is an 85-acre post-industrial waterfront site stretching 1.3 miles along Brooklyn's east river's edge. The site spans from the Manhattan and Brooklyn bridges in the north to Pier 6 and Atlantic Avenue in the south. The site is long and narrow with a crenulated edge formed by the piers. The park, includes Piers 1-6, empire Fulton ferry, and Main Street. In addition, two historic properties- the civil war-era empire stores and the tobacco warehouse, will be integrated into the park. The park provides green space for active and passive uses including playing fields, sport courts, playgrounds, lawns, and running and bicycle paths. A calm water area is available for kayaking and canoeing. Construction of the park began in January 2009.

Cost: Annual ground lease and PILOT revenues generated by five residential buildings, a mixed hotel/residential building, a mixed commercial/retail building, and associated parking account for 96.1 % of the park's annual projected operating revenues (\$15,969,026). Concessions and event revenues account for the remaining 3.9% (\$644,328). The total annual budget was \$16,031,976 in 2011.

Project Relevance: Brooklyn Bridge Park is a great example of a water's edge community park with artful use of stormwater management, flexible open spaces, and a variety of scale and types of spaces within a larger context.

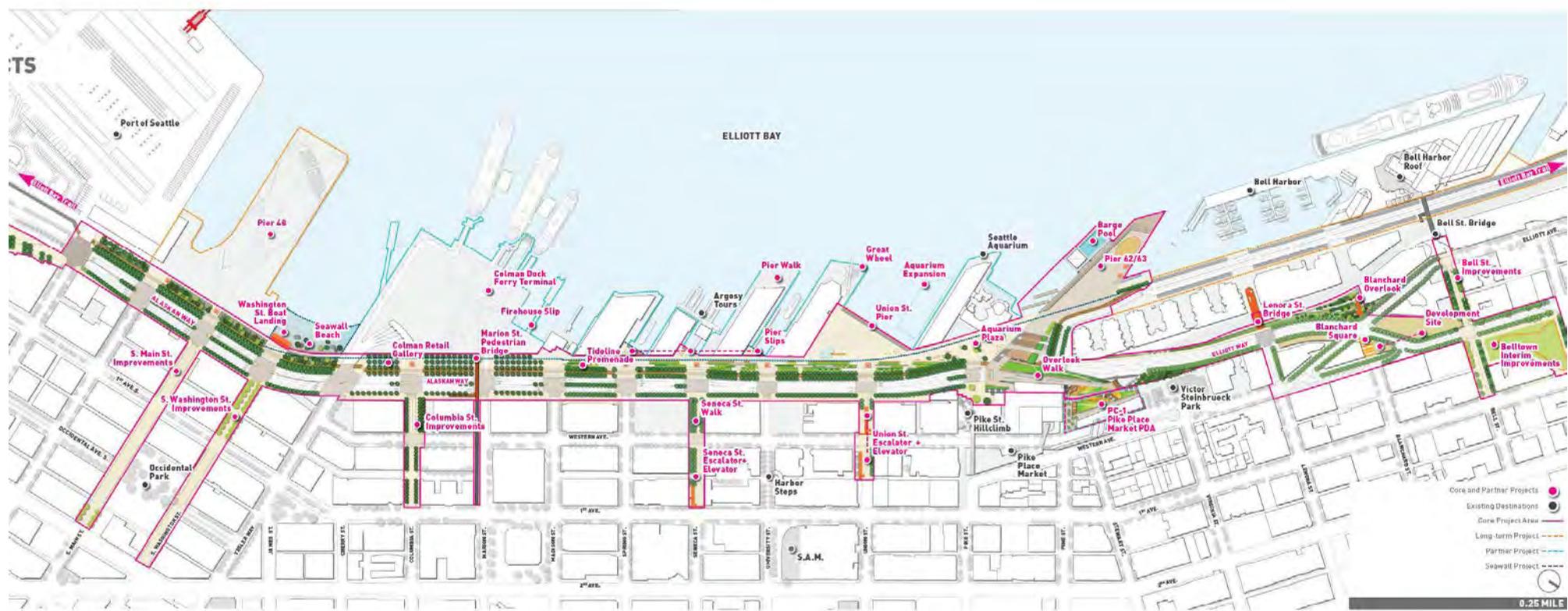
WATERFRONT SEATTLE

Seattle, WASHINGTON

Waterfront Seattle's project area extends 26 blocks from Pioneer Square to the Olympic Sculpture Park and envisions new parks and paths, access to the water, places to enjoy views, vibrant public and cultural spaces, and a new urban street that will accommodate all modes of travel and provide an important connection in the city's transportation system. Waterfront Seattle is a civic partnership between the City of Seattle and the entire community to create an inviting new public waterfront that the entire region can enjoy for generations. The project is jointly led by the Seattle Department of Transportation, the Department of Planning and Development and Seattle Parks and Recreation, in partnership with the Central Waterfront Committee (CWC). The project is still in the conceptual design stages, with Phase I construction scheduled to begin in 2016.

Cost: Construction is expected to take place from 2016 to 2019, and the project is estimated to cost \$1.07 billion.

Project Relevance: Waterfront Seattle proposals successfully engage people with the water's edge (boat launches, etc.), balance tourism with community use, maintain clear connections to the city, and accommodate the crossing of a major roadway.





TORONTO'S BLUE EDGE

Toronto, CANADA

A previously under used and unappreciated space in Toronto has been transformed into a public asset. Toronto's waterfront is the largest urban revitalization project in North America. It is larger than Lower Manhattan, south of Houston Street, and four times the size of Monaco. The total area being redeveloped is 800 hectares (1,977 acres) and brings together the most innovative approaches to sustainable development, excellence in urban design, real estate development, leading technology infrastructure and the delivery of important public policy objectives. Already, between 2001 and 2010, work on the waterfront generated approximately 9,700 full-time years of employment and contributed \$1.9 billion to the Canadian economy. Expected to take 25 years to complete, the new blue edge will create approximately 40,000 new residences and 40,000 new jobs. With an emphasis on parks and public spaces designed in a way that is both environmentally and economically sustainable.

Cost: This project is expected to take 25 years and approximately \$30 billion of private and public funding to complete.

Project Relevance: Toronto's Blue Edge is a successful example of the water's edge as a community park that links individual neighborhoods, maintains views to the water and greenway connections to/from the city. Its unique use of sand and beach have become an icon of the city. The park also highlights storm water management for educational purposes.

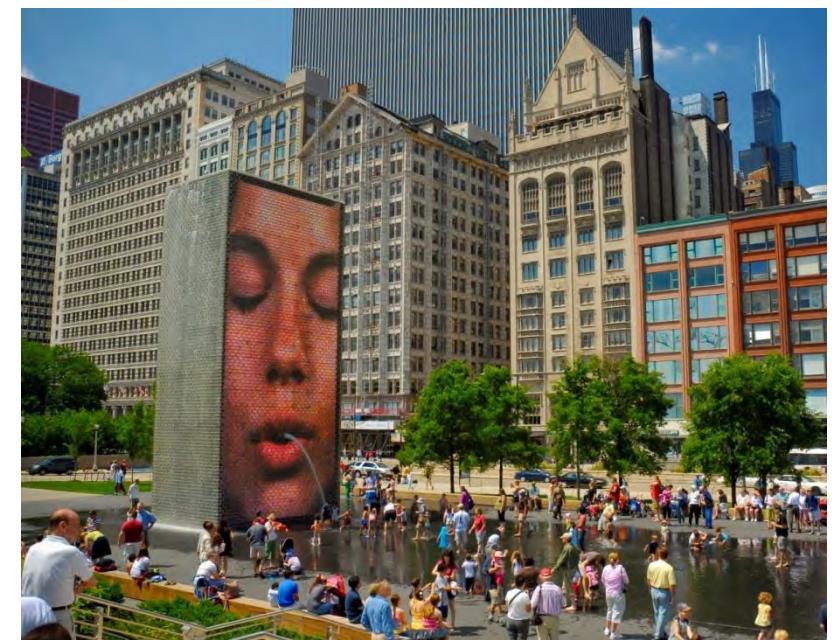
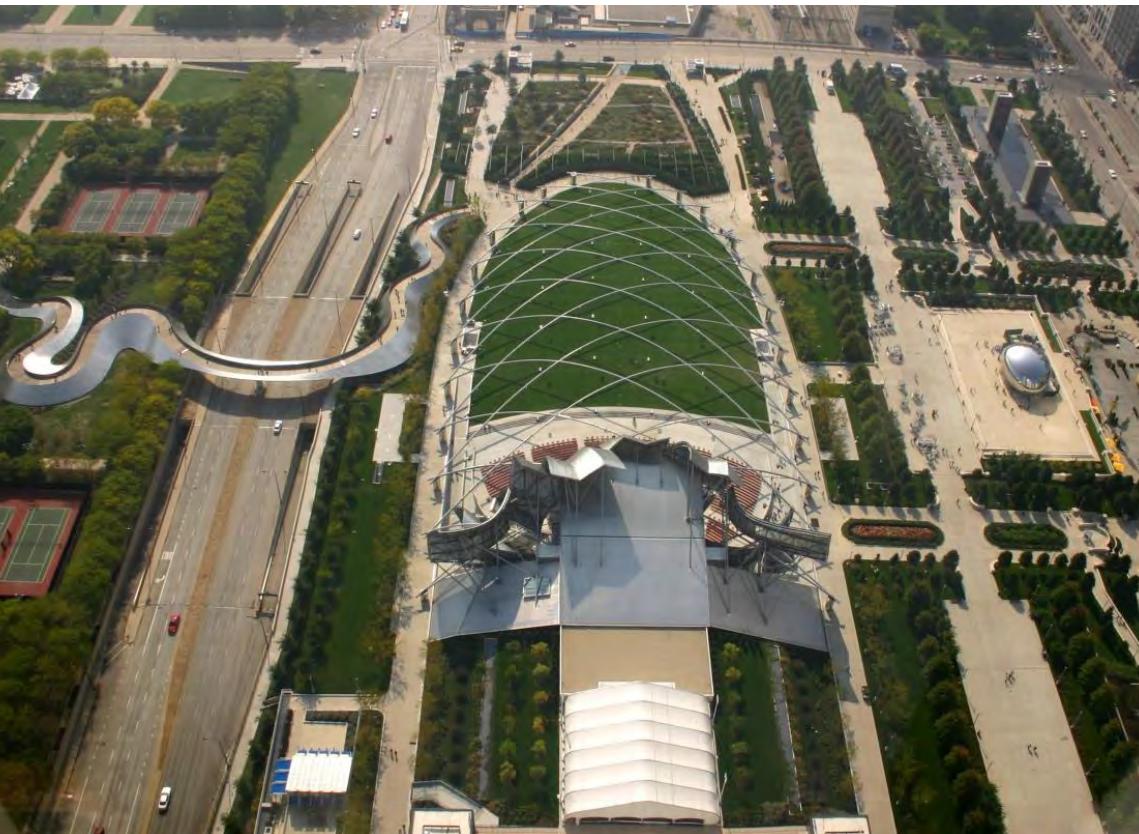
MILLENIUM PARK

Chicago, ILLINOIS

Millennium Park is a public park located in the Loop community area of Chicago in Illinois, USA and was originally intended to celebrate the millennium. It is a prominent civic center near the city's Lake Michigan shoreline that covers a 24.5-acre (99,000 m²) section of northwestern Grant Park. The area was previously occupied by parkland, Illinois Central rail yards, and parking lots. The park, which is bounded by Michigan Avenue, Randolph Street, Columbus Drive and East Monroe Drive, features a variety of public art. As of 2009, Millennium Park trailed only Navy Pier as a Chicago tourist attraction. Planning of the park began in October 1997. Construction began in October 1998, and Millennium Park was opened in a ceremony on July 16, 2004, four years behind schedule. The park has received awards for its accessibility and green design. Millennium Park has free admission and features the Jay Pritzker Pavilion, Cloud Gate, the Crown Fountain, the Lurie Garden, and various other attractions. Because the park sits atop a parking garage and the commuter rail Millennium Station, it is considered the world's largest rooftop garden.

Cost: The Illinois Central Railroad donated the title to the land to the City of Chicago in 1997 and the park opened in 2004. The City funded \$270 million towards the project, and was nearly matched by \$220 million in donations. The 2009 annual operating budget was \$12.85 million, compounded upon by over 500 free events per year, an economically flourishing surrounding area, and an increase in tourism.

Project Relevance: Millennium Park successfully showcases sculpture within the park, has become a destination for both tourists and community, balances hardscape and softscape, and maintains select portions of the amphitheater open to public outside of events.





BATTERY PARK CITY

New York, NEW YORK

Battery Park City is a planned community at the southwestern tip of Lower Manhattan. The land it stands on was created on the Hudson River using the dirt and rocks that, in great part, were excavated during the construction of the World Trade Center. The neighborhood – which includes the World Financial Center and numerous residential, commercial and retail buildings – is named after Battery Park, which is adjacent to it. Battery Park City Authority, a public-benefit corporation, owns and manages Battery Park City development. Several commercial and residential projects are underway and many have already been completed.

Cost: Private capital has financed most of the development, including the \$200 million for landfill and \$4 billion for development.

Project Relevance: Consistent use of site furnishings and details to create a unified sense of place, unique individual places/plazas/parks along one linear experience

Conceptual Plan Development

Based on the analysis conducted during the early observation phase, the planning team developed a Conceptual Plan and Planning Principles which reflect the opportunities, philosophies and ambitions of the Inner Harbor identified during the community engagement, precedent study, and analysis. The planning team and Steering Committee drafted a set of planning principles that reflect the ideas heard during stakeholder engagement. The planning principles define a framework for plan development that:

Reinforce Baltimore's Harbor

A place for all Baltimoreans
Showcase the City, State, and Region
Express our Baltimore to the world
Focus on water
Connect with the greater Chesapeake Bay

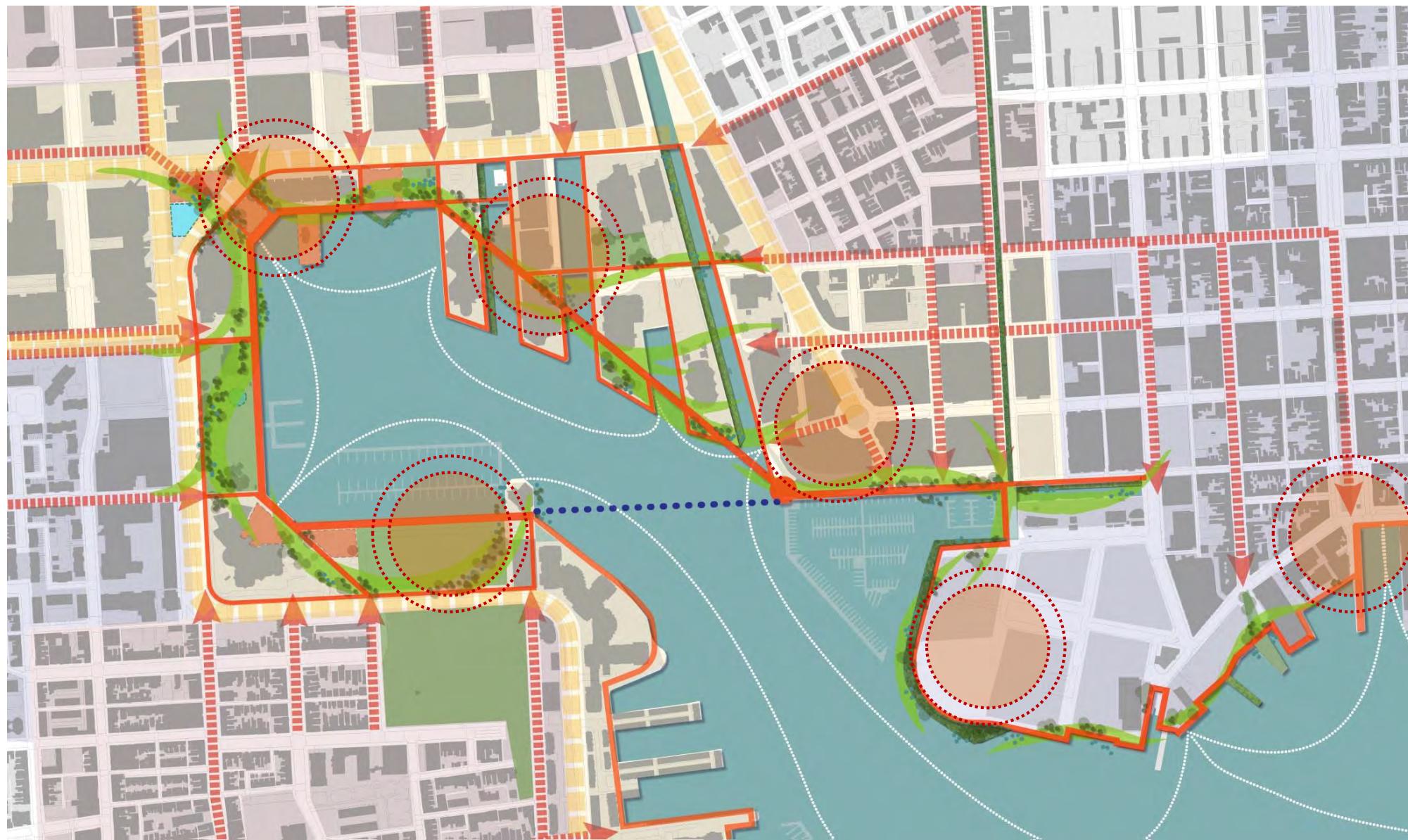


Respect the history of the place

Natural Systems: water, vegetation, habitats, birds and fish
Built Systems: shipping, industry, commerce
Highlight the history and legacy of the Inner Harbor

Establish deliberate design and governance

Ensure incremental decisions support a broader vision
Consistent oversight and enforcement
Highlight regenerative design: natural and built systems



Conceptual Plan

This conceptual plan was created as a physical representation of the planning principles on the prior page. The Conceptual Plan diagrammatically represents the main planning themes and ideas that were ultimately incorporated in the proposals. It illustrates a framework structure, organization, and relationships of the planned open space, circulation systems, public realm, and development opportunities. The Conceptual Plan identified potential for cohesive development that has the opportunity to achieve:

Framework for the public realm, knitting together the **promenade** with public open spaces along the waterfront.

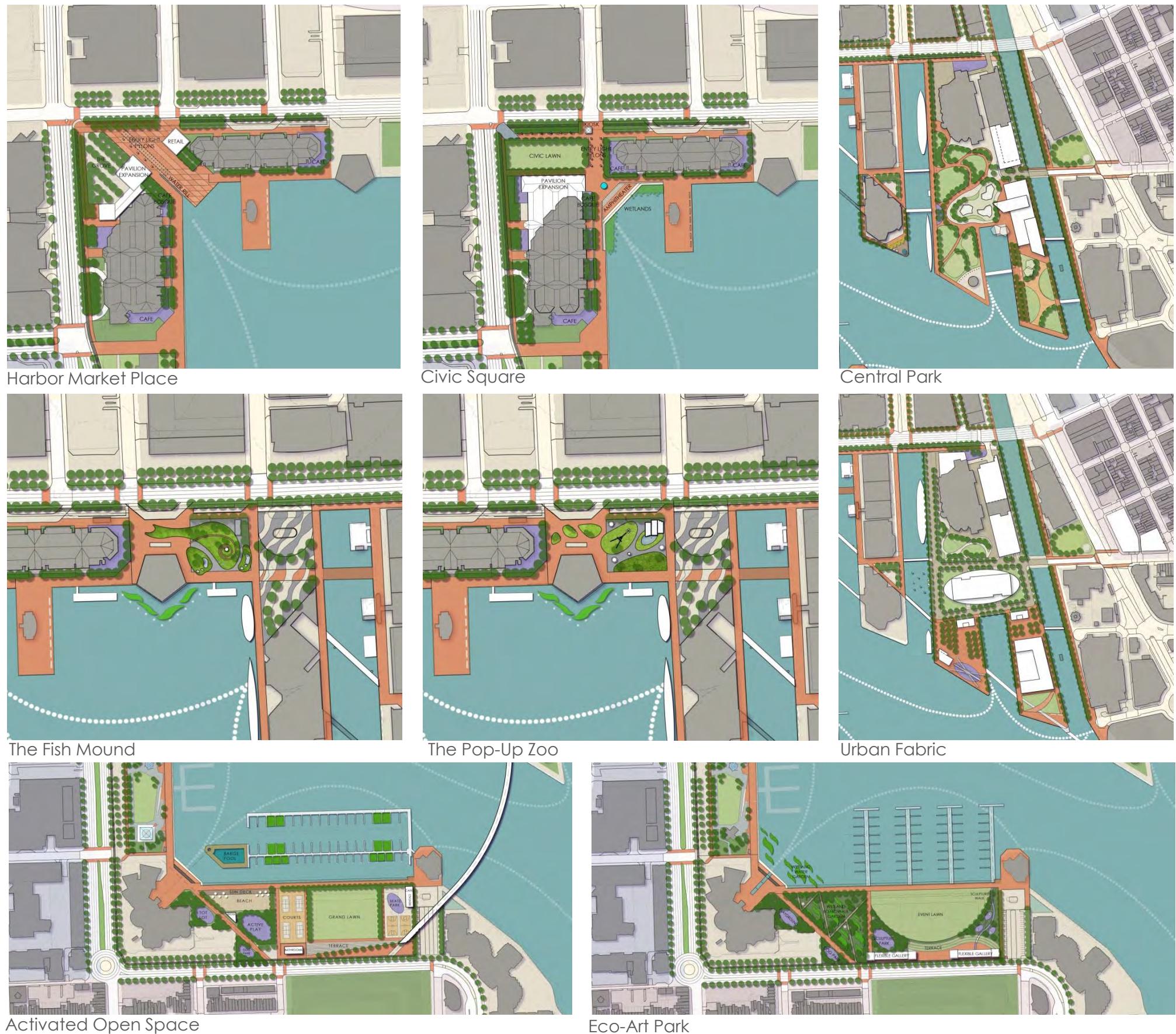
Clear **connections** to the City with intuitive entry and arrival that is thoughtfully integrated with the adjacent neighborhoods.

Integration of **green infrastructure** throughout the district in support of the Healthy Harbor initiative, incorporating ideas such as living shorelines and the establishment of native plant communities. Highlight storm water management through education and artful design.

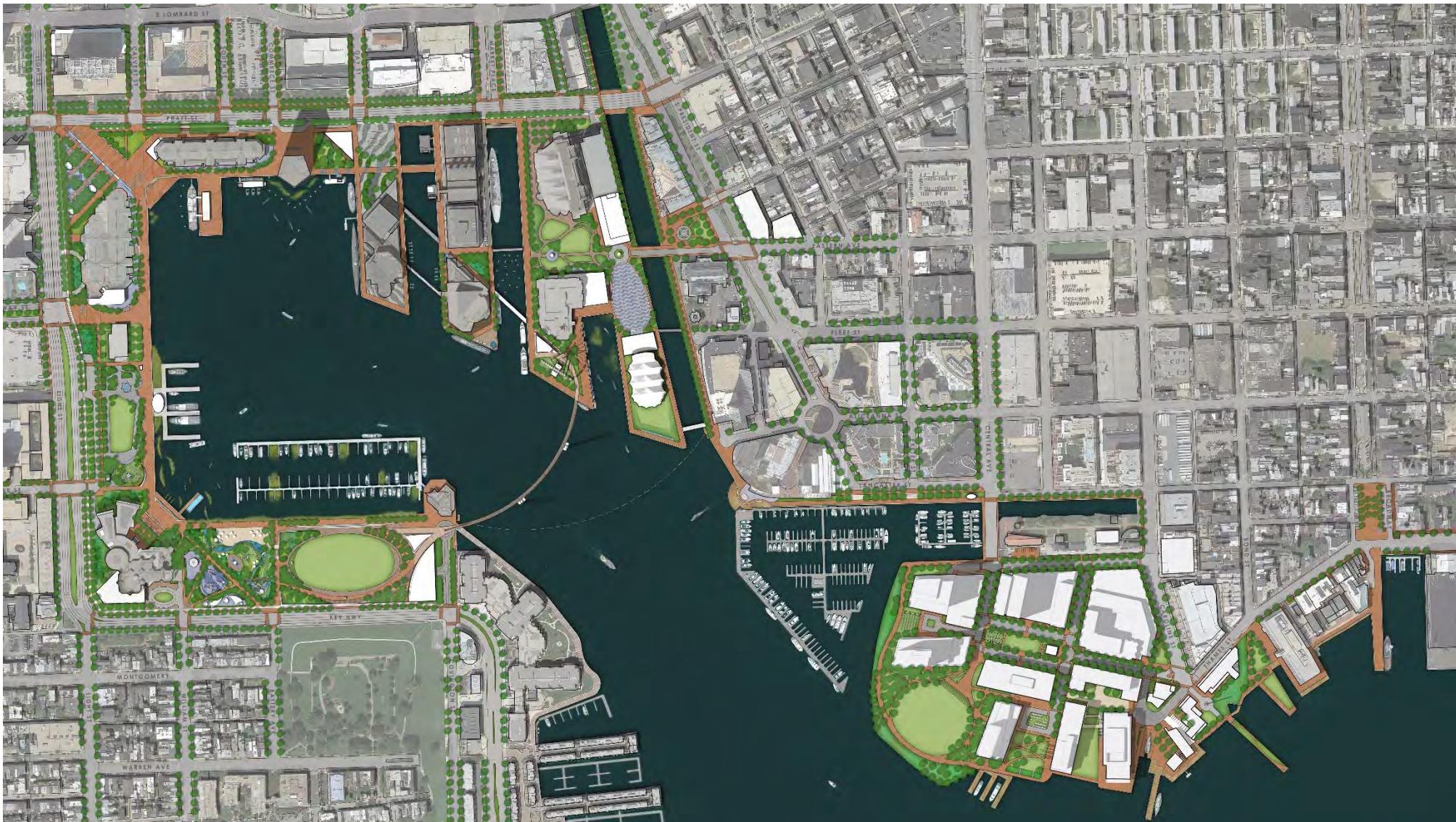
Creation of new **destinations** and amenities at the Inner Harbor as one way to increase the attraction of local visitors.

Detailed Precinct Studies

In order to test the feasibility of ideas proposed in the Conceptual Plan, detailed design options, or precinct studies, were developed. Key stakeholders, including significant Baltimore City representatives and community members, were encouraged to review the design suggestions with attention given to development opportunities, pedestrian connections, public gathering spaces, service access, as well as potential programming opportunities. By involving members of the community and responding to their suggestions, the team shaped the design alternatives into a plan that reflected the common needs and desires of its users.



FINAL PLAN PROPOSALS

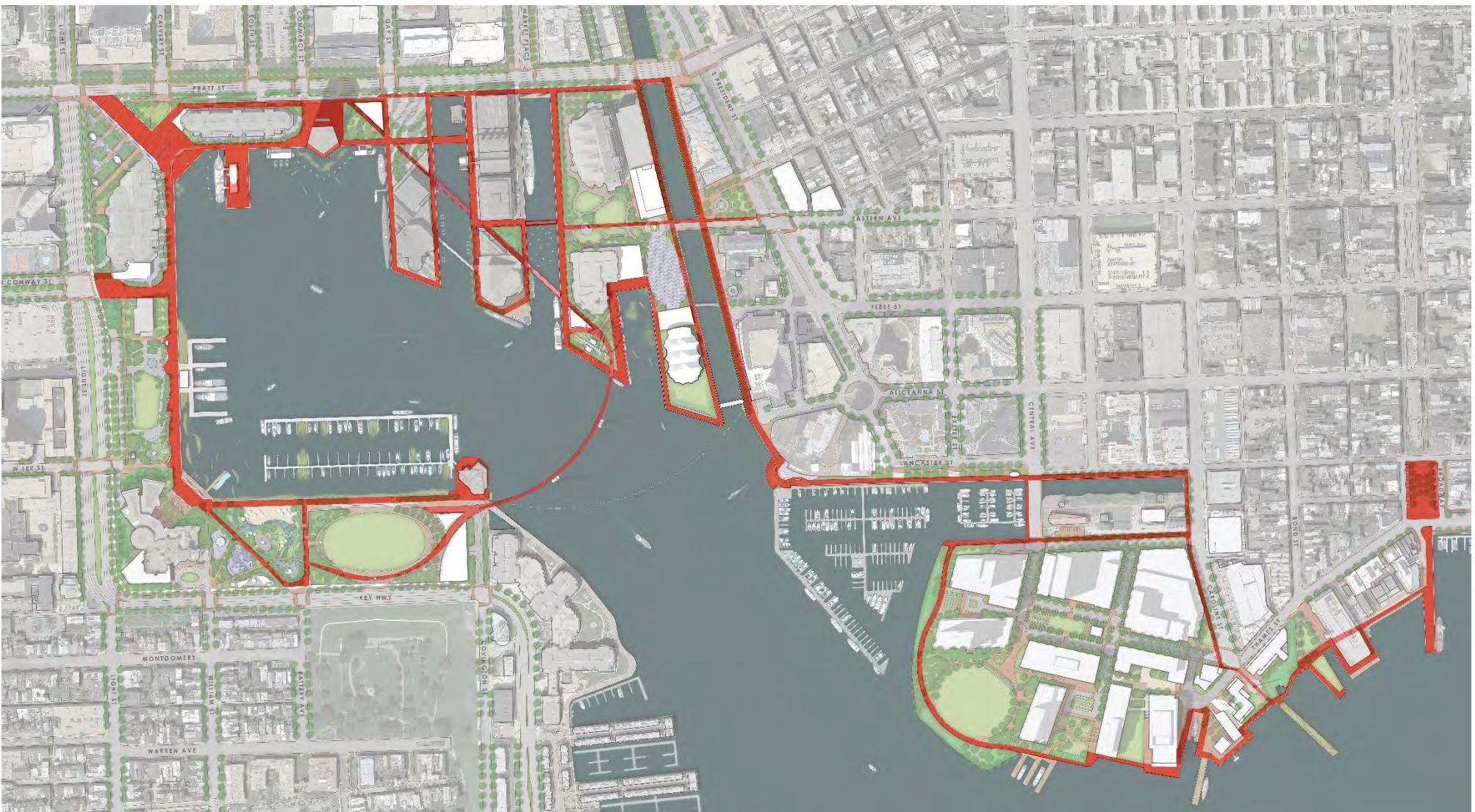


The Final Plan illustrates a long term flexible road map to incrementally redevelop the Inner Harbor. There is a wide spectrum of opportunities that exist, from extending successful areas such as Pierces Park, to wholesale redevelopment at areas such as Rash Field. As delineated, the proposed plan builds on and enhances the framework vision developed in the conceptual plan – a series of great public spaces which are interlinked by a green ribbon of landscapes and enlivened by active uses. What follows are the details of each major area, described as they relate to issues of promenade, connections, green infrastructure, and new destinations.

Promenade

The promenade is the glue of the public realm around the Inner Harbor. As such, it is the framework for the public realm, knitting together the public open spaces and buildings along the waterfront.

At present, the promenade is somewhat disjointed and inconsistent in quality throughout the harbor. As a result, current pedestrian navigation along the harbor is not straight-forward. The proposed promenade framework and public realm structure identify a clear and comprehensive system within the Inner Harbor district. Developing open greens, gardens, gathering spaces, outdoor cafes, and incorporating art and additional outdoor seating integrates diversity into the Inner Harbor experience. Increasing the quality of connectivity between these spaces will provide a consistent high-quality experience.



These photographs highlight how other promenades use the power of consistent materials and street furniture to create a consistent identity.



Connections

The Inner Harbor master plan proposes a series of clear connections to the City with clear entry and arrival that is thoughtfully integrated with the adjacent neighborhoods.

The Inner Harbor sits aside major roadway barriers. In many cases those roadways sever the harbor from the adjacent neighborhoods. The plan proposals identify upgrades at key intersections that allow safe crossings and suggest opening vistas to visually connect neighborhoods to the water and Inner Harbor district. The integration of art, consistent furnishings and materials can further enhance these connections from the neighborhoods to the harbor and create a more inviting environment.

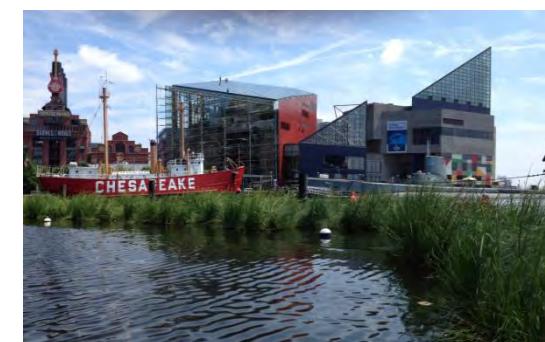
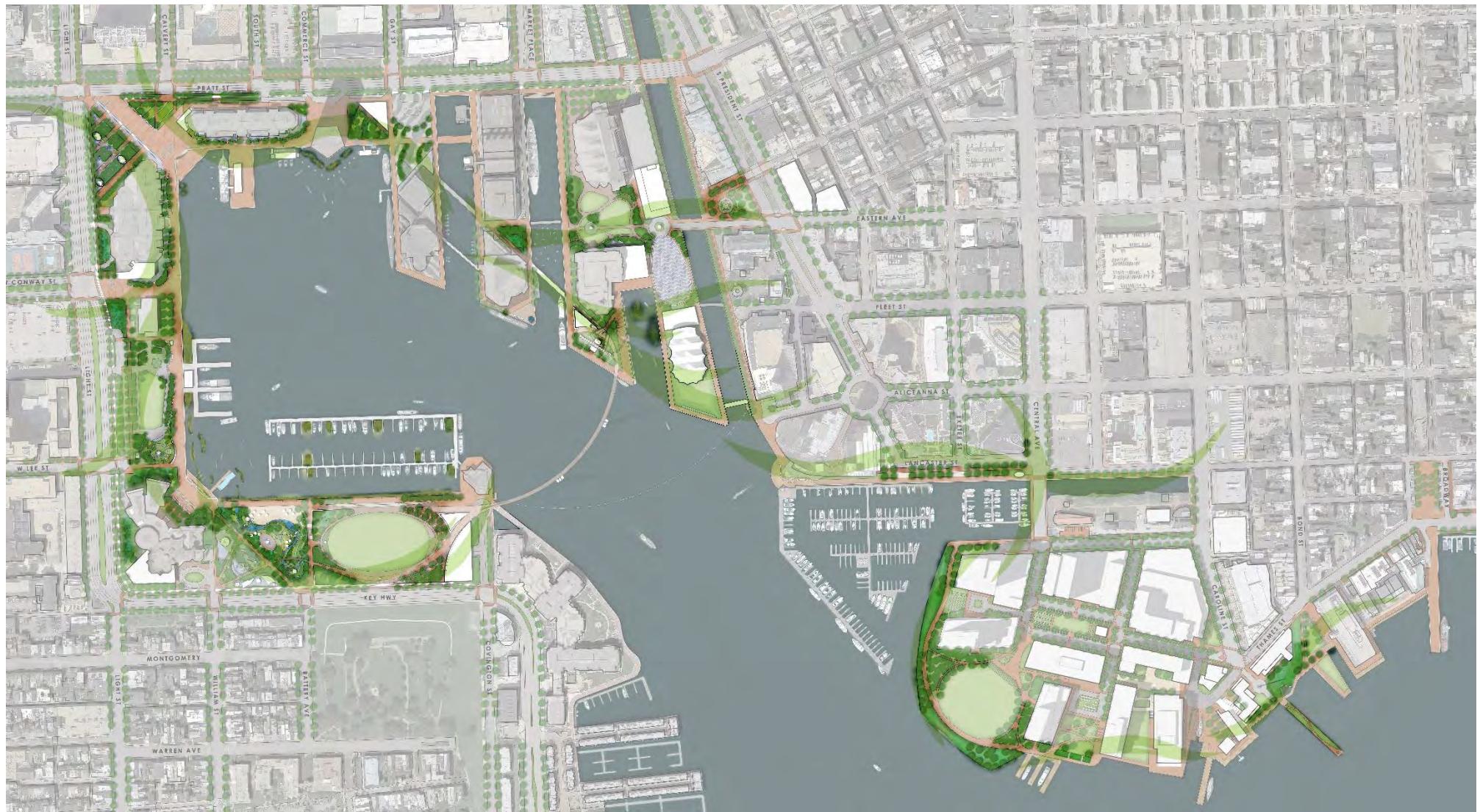


As shown above, urban connectors and street crossings can act as gateways and thresholds into a space.

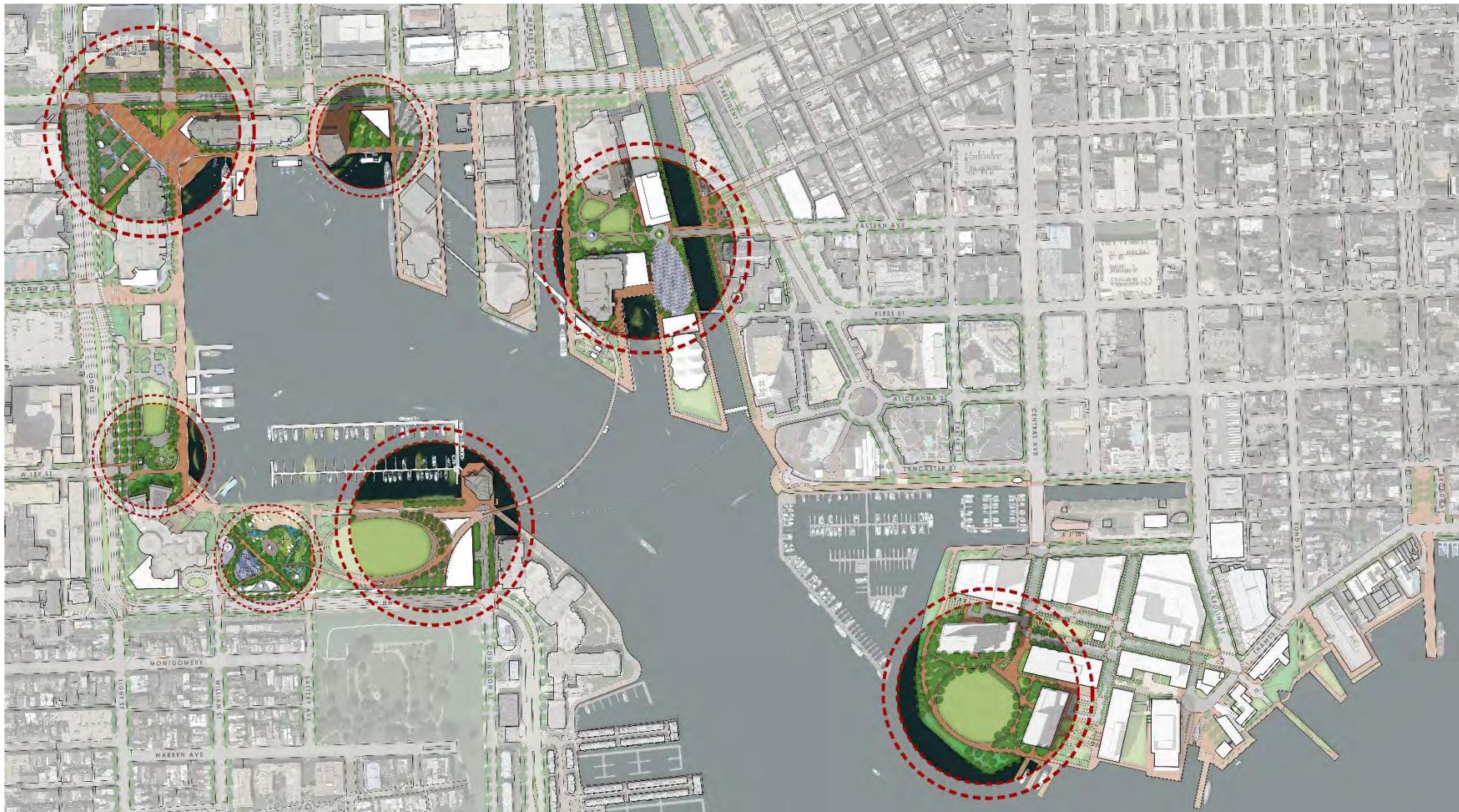
Green Infrastructure

The Inner Harbor master plan suggests the integration of green infrastructure throughout the district in support of the Healthy Harbor initiative, incorporating ideas such as living shorelines and the establishment of native plant communities.

The Inner Harbor provides unique opportunities for City residents to access the water through both visual connections as well as by boat and kayak. This engagement with the water will showcase advances in green infrastructure highlighting these systems and their importance as they relate to the health of the harbor, Chesapeake Bay, and environment. The proposals identify potential locations for living shorelines, floating wetlands, rain gardens, storm water management, enhanced tree canopy, and native plant habitat. These sensitive solutions appropriately connect the Inner Harbor to its greater ecosystem. This unique level of engagement highlights the impact of these resources.



Green infrastructure is both beautiful and educational.



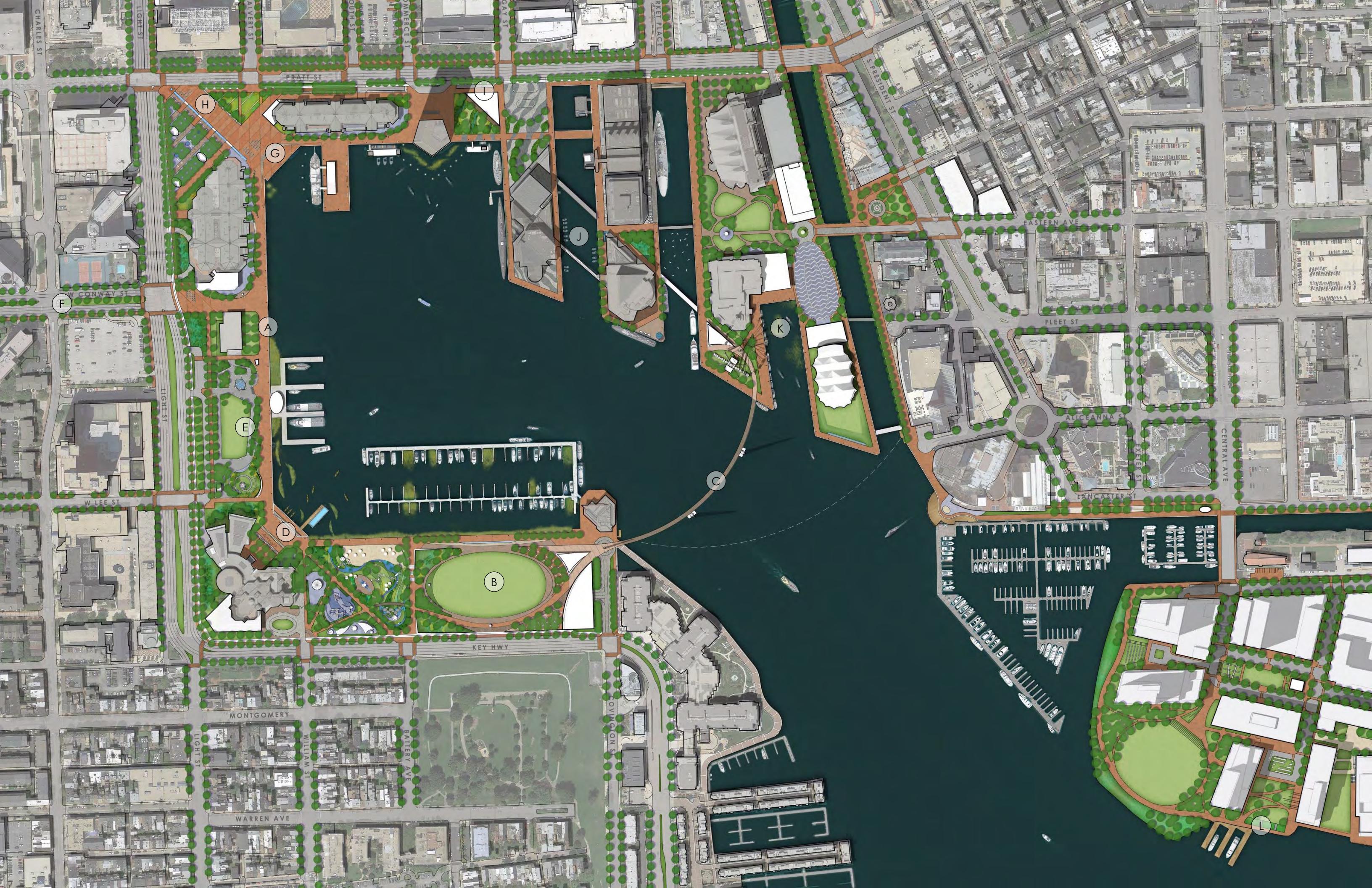
New Destinations

The Inner Harbor master plan identifies the creation of new destinations and amenities at the Inner Harbor as one way to increase the attraction of local visitors.

The plan identifies locations for significant new attractions in the Inner Harbor. These proposals work in concert with the existing destinations by bringing new attractions to the already successful harbor. Attractions have been strategically located to extend the destination experience throughout the entire Inner Harbor District. New destinations include opportunities for interactive art, water features, pedestrian bridge connections, new museums, public gardens, playgrounds, open air cafes and restaurants and open park space, among others.

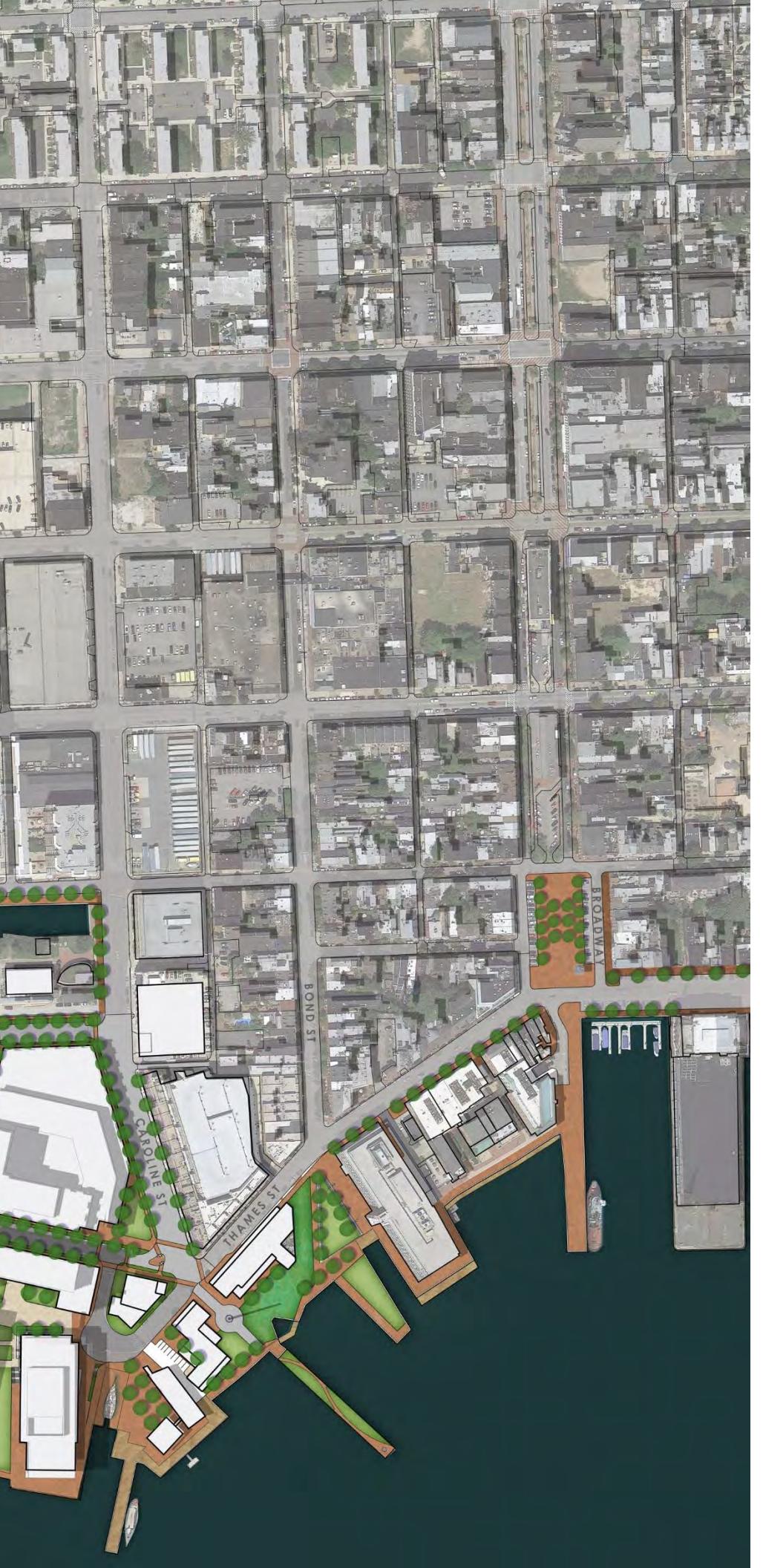


Successful urban spaces were used as a precedent for what the Inner Harbor has the potential to be.



PROJECT ELEMENTS

The elements that compose the plan are intended to create new places and enhance existing ones. Each of these spaces and experiences relate to their unique location and context along the promenade. The cumulative effect of these discrete experiences within the greater Inner Harbor context enriches the visitor experience.

- 
- A. Promenade
 - B. Rash Field
 - C. Inner Harbor Bridge Connector
 - D. Maryland Science Center
 - E. West Shore Park
 - F. Conway Street Improvements
 - G. Harborplace
 - H. McKeldin Plaza
 - I. Area 10
 - J. Piers 3 & 4
 - K. Piers 5 & 6
 - L. Waterfront Connections to Fells Point

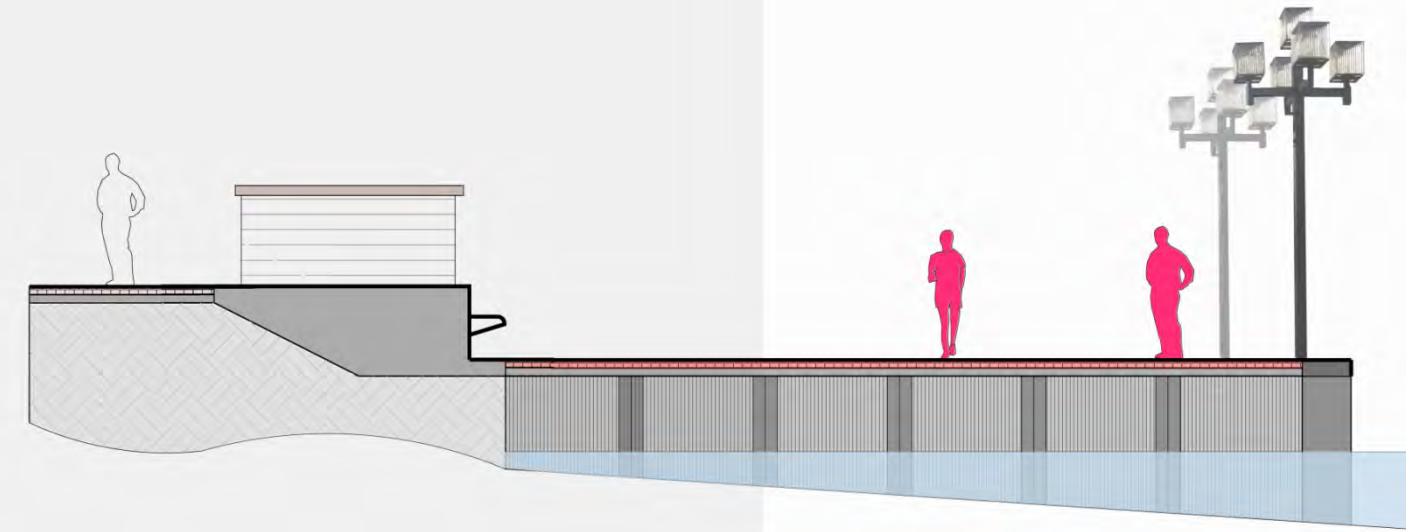
Promenade

The aging infrastructure throughout the Inner Harbor can most readily be seen along the existing promenade. Dated furnishings and details show years of wear. A series of improvements to the promenade will significantly improve its appearance with new paving details, site furnishings, lighting, plantings, and upgrades to infrastructure. The additional canopy trees on the south promenade bring much needed additional shade to the area. The west promenade redesign introduces seating to the edge of the promenade, enhancing the visual connections to the water. North promenade proposals resolve accessibility and flooding issues while providing a seamless pedestrian connection. These improvements to shade, details, and furnishings help establish a consistent, high quality experience.

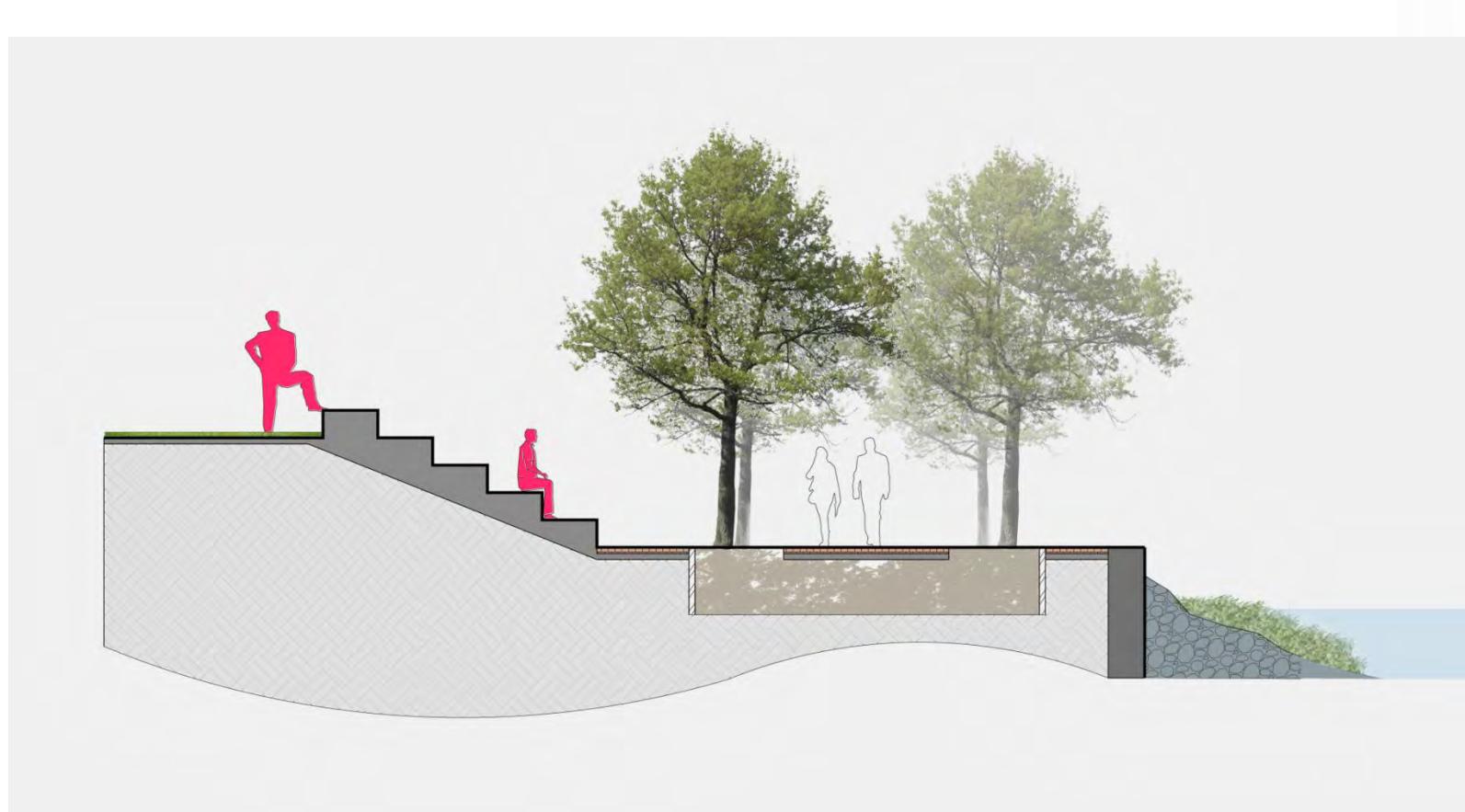




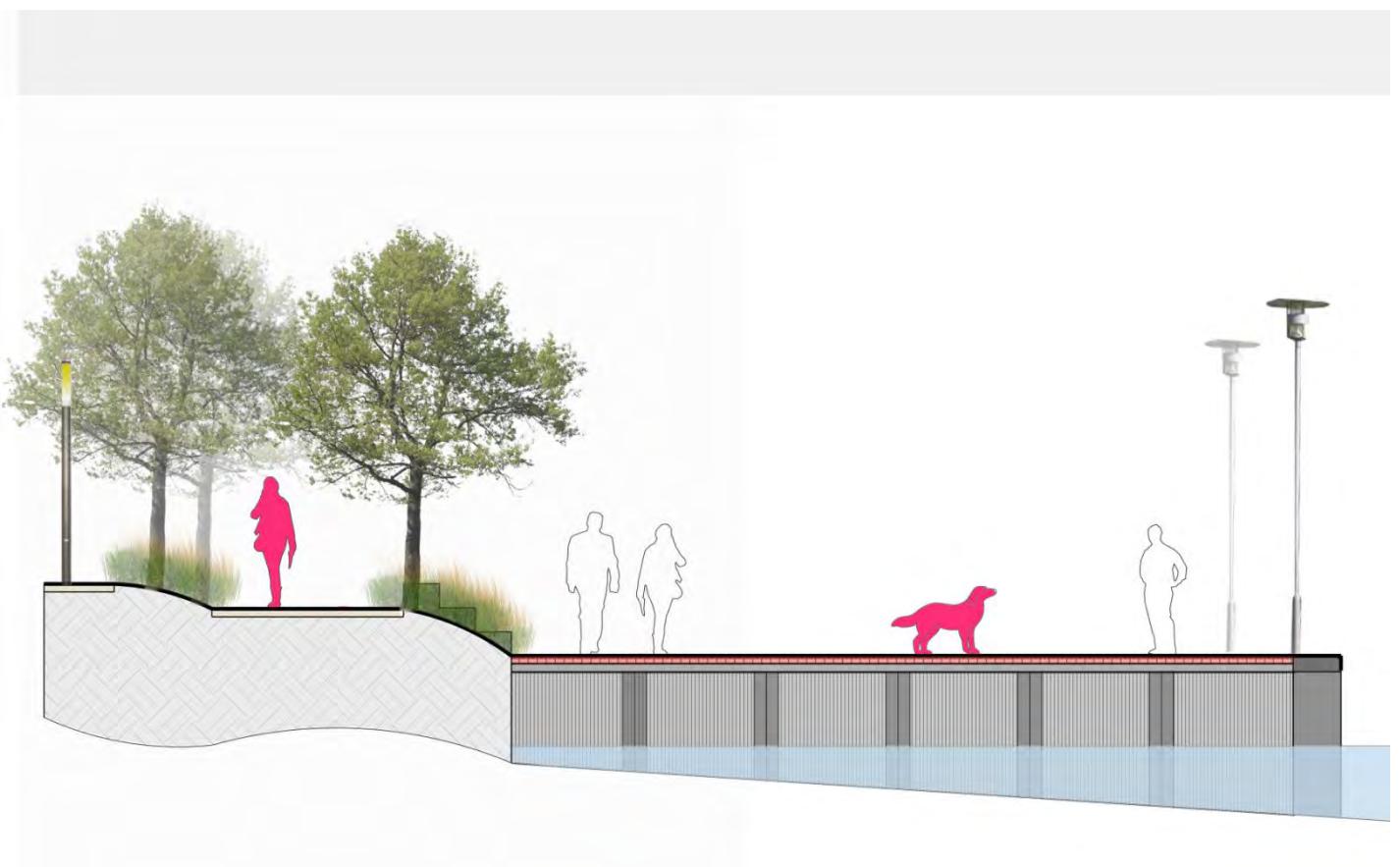
South Shore Existing



West Shore Existing



South Shore Proposed



West Shore Proposed





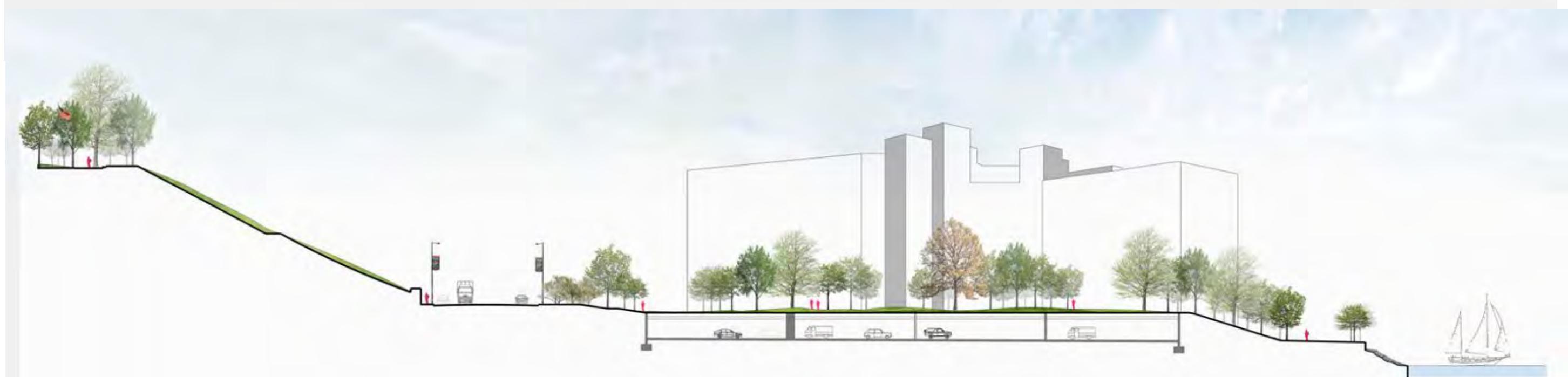
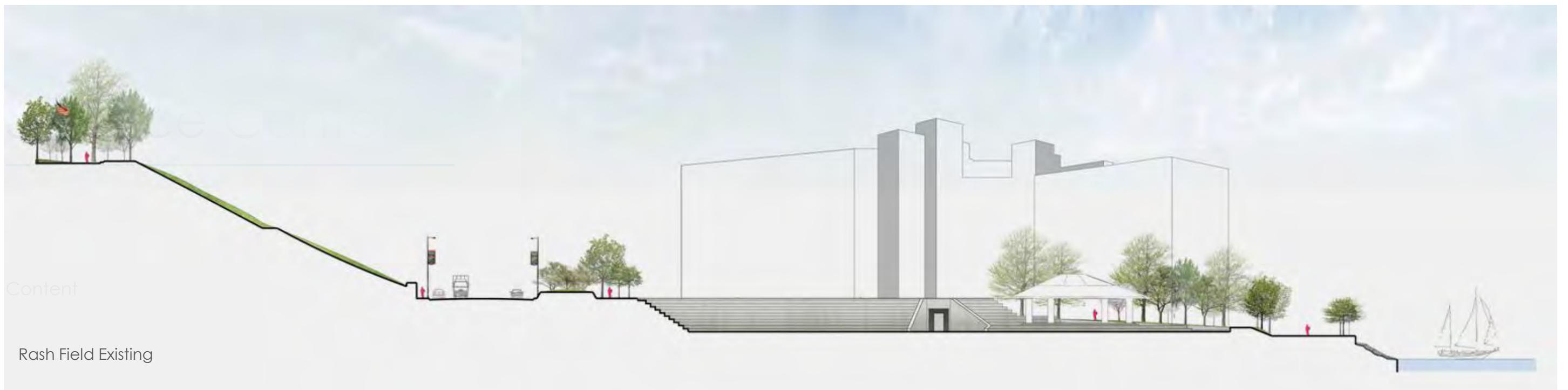
Rash Field

The underutilized waterfront open space situated between Baltimore's Inner Harbor and Federal Hill neighborhood is re-envisioned as a vital, 24/7 public space for the shared enjoyment of tourists and residents. The goals for transforming Rash Field are to create a valuable civic space and improve connectivity between the city's neighborhoods and Inner Harbor, while advancing the Healthy Harbor initiative to clean up the city's most important natural amenity.

The design envisions spaces to celebrate art, science, nature, play, and performance. The proposal identifies multiple amenities including an open lawn for recreation and civic events (A), water and sculpture gardens (B), barge pool (C), public beach (D), carousel (E), a children's science garden (F) and playgrounds (G). These amenities entice visitors and activate the space, while creating a vantage point for viewing maritime activity against the backdrop of Baltimore's beautiful skyline. The park's green infrastructure includes constructed wetlands and bioretention areas lushly planted with native communities that collect and filter stormwater runoff and improve the harbor's water quality.



RASH FIELD





Inner Harbor Bridge Connector

An exciting element of the design is connecting Rash Field and its adjacent neighborhood to the north shore with a designated Inner Harbor Bridge Connector. The footbridge provides visitors and Baltimoreans a way to experience the Inner Harbor as a continuous loop and injects new life into downtown Baltimore and the adjacent communities. In the near-term, a boat will continuously shuttle pedestrians back and forth across the harbor free of charge, similarly allowing pedestrians to easily access three city neighborhoods now separated by the harbor.

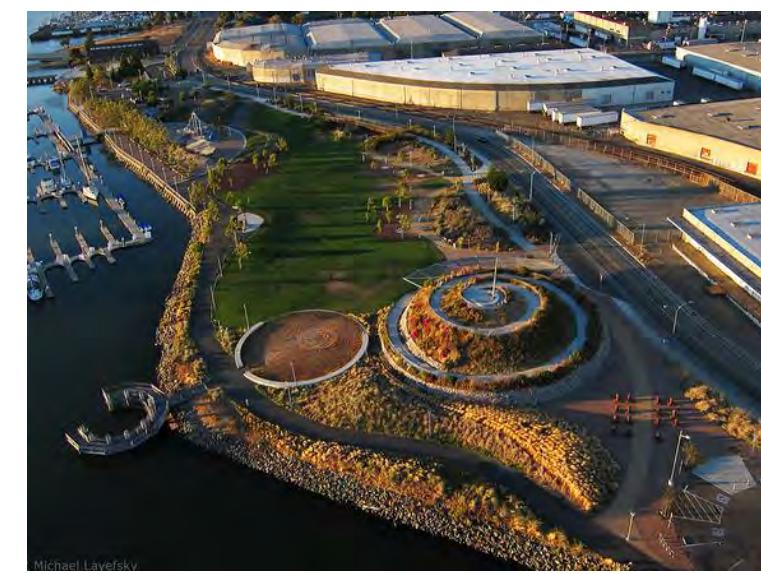
Maryland Science Center

The Maryland Science Center is a significant destination within the Inner Harbor. The plan recommends building upon its anchors including the Maryland Science Center and The National Aquarium with strategic improvements. An interactive science garden and play area (A) provide the opportunity for further discovery and exploration outdoors. Floating wetlands (B) and a kayak launching point (C) add activity and highlight the Science Center. Expansion to the south (D) provides opportunities for growth while creating a stronger street presence. The addition of green infrastructure to the grounds (E) accommodates constructed wetlands and bioretention areas to improve the harbor's water quality and provide educational opportunities for the Science Center.





WEST SHORE PARK

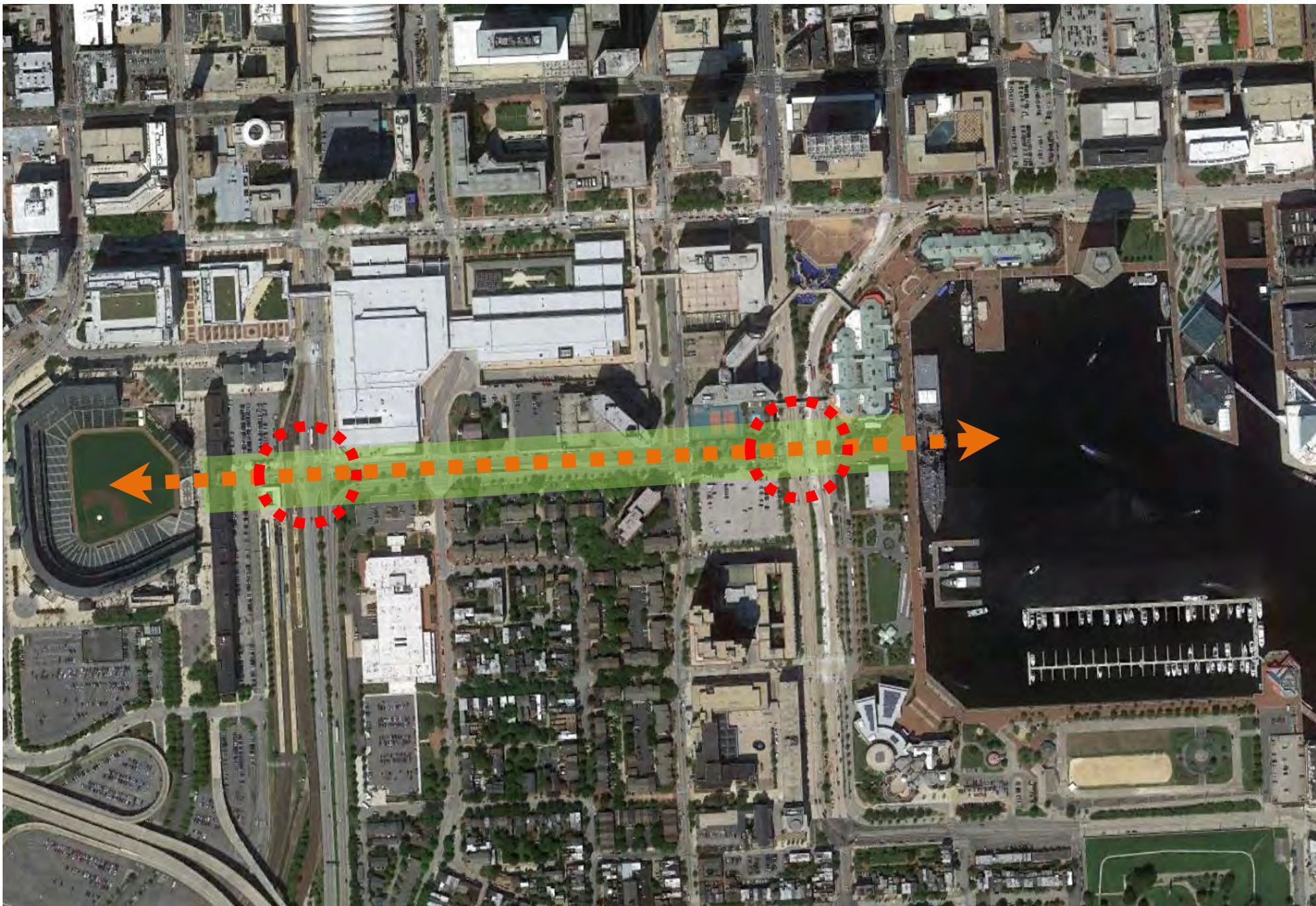


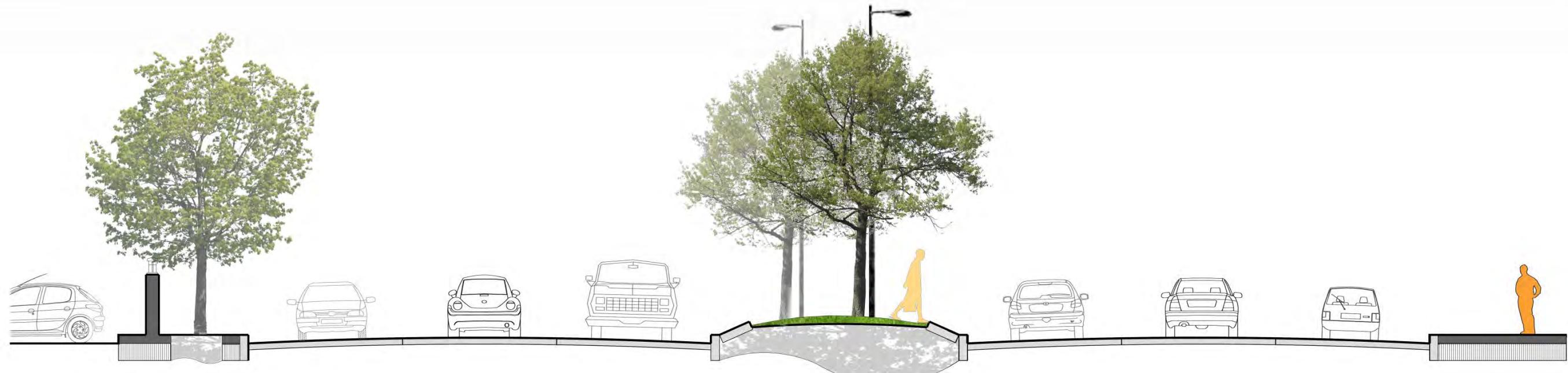
West Shore Park

The construction of West Shore Park in 2008 has provided a center of activity in the harbor. The interactive play fountain and flexible green space provide places for contemplation, celebration, and gathering. The new proposals in this master plan enhance those already successful additions to the harbor. At the southern end of the park, a new earthwork mound (A) provides an elevated lookout for boat-watching, a discovery play space for children and a stage/performance space for concerts in the park. An integrated structure below the mound (B) provides new building facilities with café/food concessions and storage space. A new transition between West Shore Park and the promenade (C) allows for a softer approach into the park and provides additional shade on the park's eastern edge. A new finger pier (D) docks the commercial ships which currently reside on the west wall. A consolidated ticketing facility (E) for all commercial boats is integrated into the finger piers. Eliminating commercial docking along the West Wall (F) provides clear pedestrian views of the water and maintains ideal docking locations for visiting tall ships. These proposals eliminate both the scattered boat docking and scattered ticket sale booths that currently dominate and detract from the experience on the west shore. Floating wetlands and a new native plant palette enhance the green infrastructure.

Conway Street Improvements

Conway Street serves as an important gateway to the Inner Harbor for visitors driving east from I-395. It is also a very important pedestrian link between the harbor and Camden Yards. This critical link has historically been designed to move traffic at the expense of the pedestrian experience. The streetscape on both sides of Conway will be improved with better paving and consistent rows of street trees. On the south side of the block, the sidewalks will be widened, requiring adjustment to the curb line and vehicular lane width. Brick will be used for the paving of the sidewalks on Conway as a way of improving the pedestrian experience and extending the character and quality of the Inner Harbor to Camden Yards. All of the roadway intersections with Conway will be improved with brick crosswalks, curb ramps and better signalization.





Conway Street Existing



Conway Street Proposed

Harborplace

Harborplace has been an anchor of retail within the Inner Harbor since its original development. The design proposals accommodate building expansion, address service to the pavilions, and refresh the relationship between the pavilions and the harbor.

Strategic additions to the pavilions (A) have been shown. These additions activate the adjacent areas and provide locations for expanded retail. Increased transparency and use of clear glass on the first floor of the pavilions is strongly encouraged. A screened service drive on the western pavilion (B) separates service from the adjacent roadways, sidewalks, and bike lanes. Updates to the promenade side of the pavilions (C) provide space for additional café seating on an improved dining terrace, an increased number of canopy trees, and the introduction of a refreshing new native plant material and detailing that brings lush Chesapeake-inspired grasses to the harbor.





Harbor Place Promenade Existing



Harbor Place Promenade Proposed

Additional green infrastructure improvements to the water's edge express the importance of the harbor's health to visitors through unique bulk head treatments such as algal-turf scrubbers, and vertical green walls.

Amphitheater

An adjusted location for the amphitheater (D) brings this experience closer to the water's edge while resolving accessibility concerns with the promenade. Bringing the amphitheater up to the water's edge provides an uninterrupted backdrop of the harbor for performances and a great vantage point for viewing. Realigning the promenade along the back side of the amphitheater makes an intuitive pedestrian route while also addressing accessibility and flooding concerns. The amphitheater is designed to accommodate current seating and provide necessary utilities for the performers.

This drawing highlights that the majority of the design can be achieved while leaving the diagonal road in place in the interim.



McKeldin Plaza

McKeldin Plaza is both the gateway to the Inner Harbor for the central business district and one of the first visual connections to the harbor for those visiting Baltimore from the west. As such, it is a first impression of the Inner Harbor and needs to be treated appropriately.

Roadway Reconfiguration:

To eliminate the freeway-like, suburban quality of the roadways, the central intersection at Light and Pratt is reconfigured to eliminate the northbound diagonal merge from Light Street to Pratt Street. The intersection is reconfigured as a "T", slowing traffic, and creating a central urban plaza for pedestrians. Changing the roadway structure allows McKeldin Plaza to be redeveloped as a seamless part of the Inner Harbor.

This new, generous central plaza (A) has a clear pedestrian and visual connection from the city to the harbor. The expanded plaza can accommodate both large and small scale gatherings with its flexible combination of hardscape and planted areas. Bosquets of trees (B) offer much needed shade. Retail pavilions (C) and café seating (D) activate the plaza. A large civic garden anchors the edge of the plaza with a dramatic horticultural display (E). Playful water jets and a linear water runnel penetrate the site (F), introducing water into the experience. Additions to the Harbor Place Pavilions (G) further enhance the space, anchoring the plaza with new retail options.

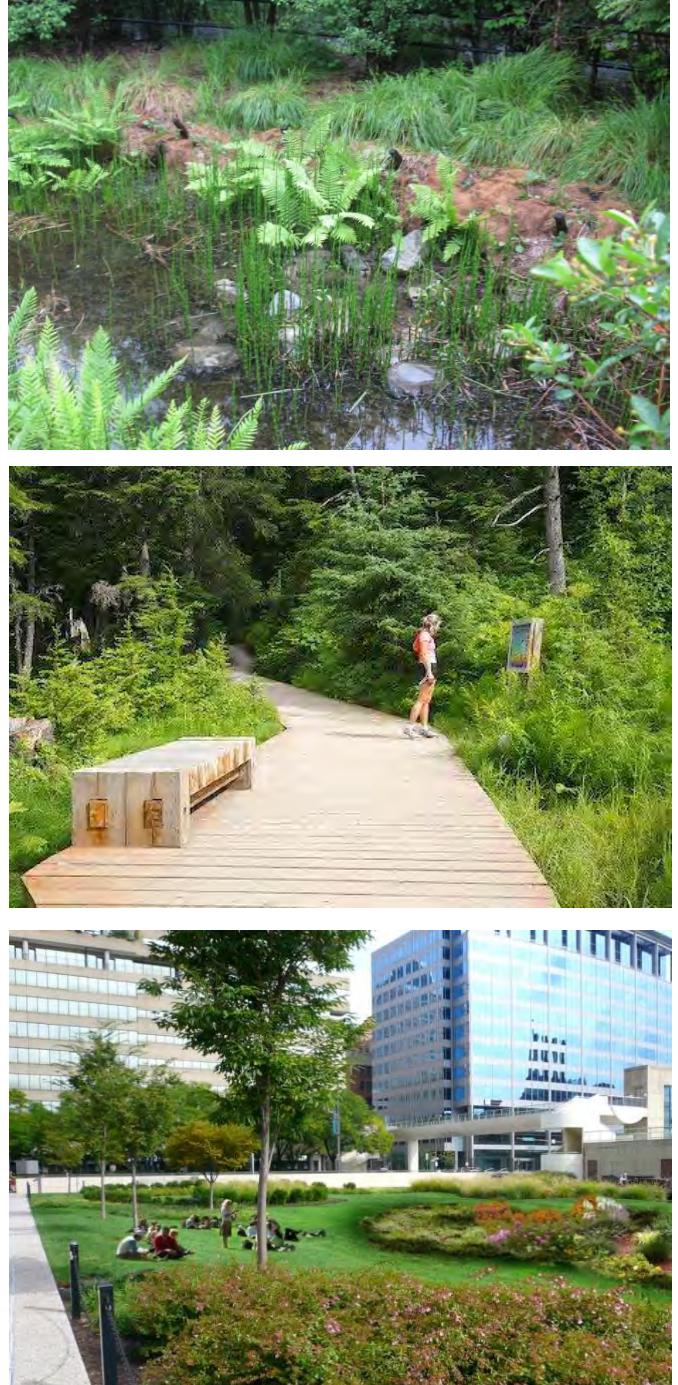




MCKELDIN PLAZA

Area 10

Complementing the activities in the National Aquarium, a new interactive facility (A) focusing on the Chesapeake Bay and its ecosystems is suggested for Area 10. Envisioned as a small glass structure whose interior spaces are visible all day and night, this new amenity provides an indoor and outdoor educational experience centered on the Bay and its ecosystem, helping to connect the Inner Harbor to its larger context. This new destination adds vibrancy to the already successful National Aquarium, bringing back a free amenity and activity originally provided by the seal pool. The addition of outdoor plantings and green infrastructure (B) provide free public access to the same ideas explored in more detail within the facility. A new multi-seasonal destination helps continue activity into the shoulder seasons of fall and winter.





Piers 3 & 4

Suggested refinements to Piers 3 and 4 enhance the overall visitor experience. Key elements in these proposals separate pedestrian and service conflict, minimize the impact of service, activate the tips of the piers, increase building transparency on the first floor, and add much needed shade.

Pier 3 proposals extend the Inner Harbor experience to the tip of the pier. Consistent paving materials along the promenade in combination with new plantings and lighting encourage visitors to travel the water's edge for the entire length of the pier (A). The addition of shade structures, planting areas, and updated seating enhance the public realm at the tip of the pier (B). Increased transparency into buildings on Pier 4 (C) at the first floor is strongly encouraged. Space has been preserved to accommodate the National Aquarium tented facility that exists today (D). Limited service will be appropriately screened and timed to minimize conflicts with the visitor experience.

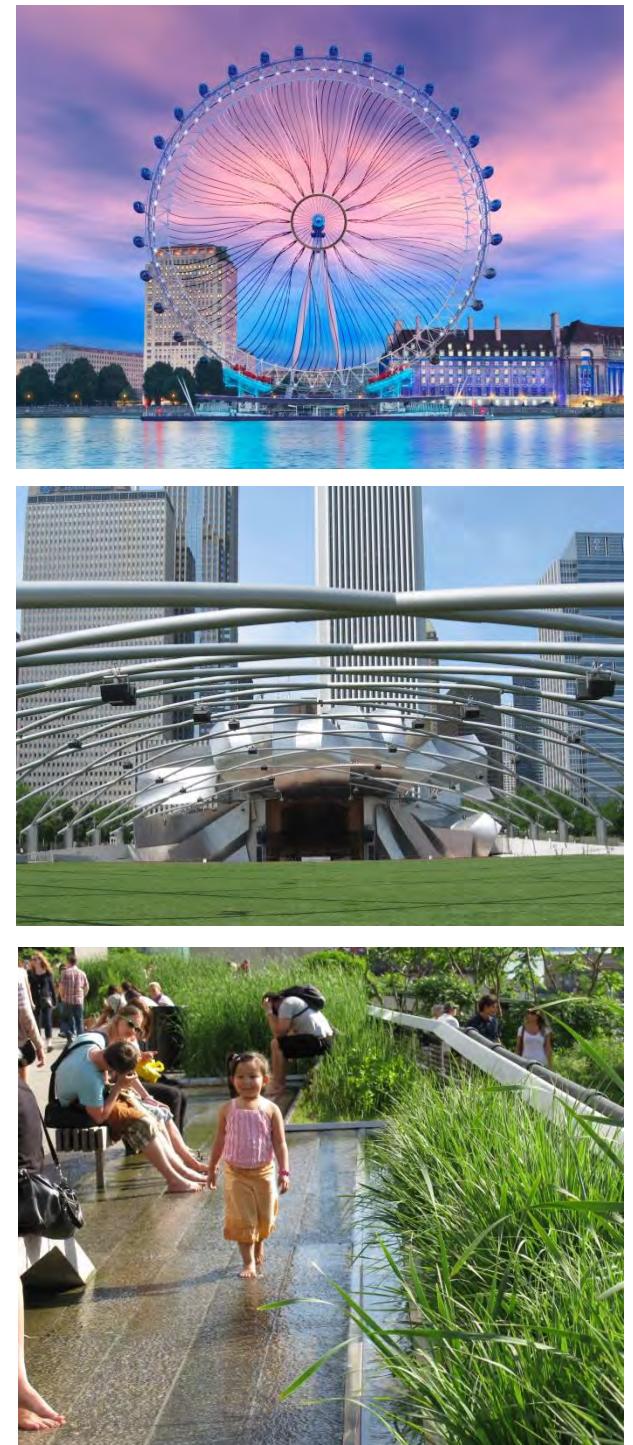
Pier 4 proposals similarly minimize service and visitor conflict. The west side of Pier 4 has consistently been the "front door" for businesses. Active café spaces flank that side of the pier. Screening of waterside kitchens and service areas is suggested (E). A more aggressive solution to service is proposed for the eastern edge of Pier 4. This edge of Pier 4 has significant loading, service, and parking. As a result, the eastern side of the pier currently feels like a service drive- yet is still open for and used as a pedestrian connection.

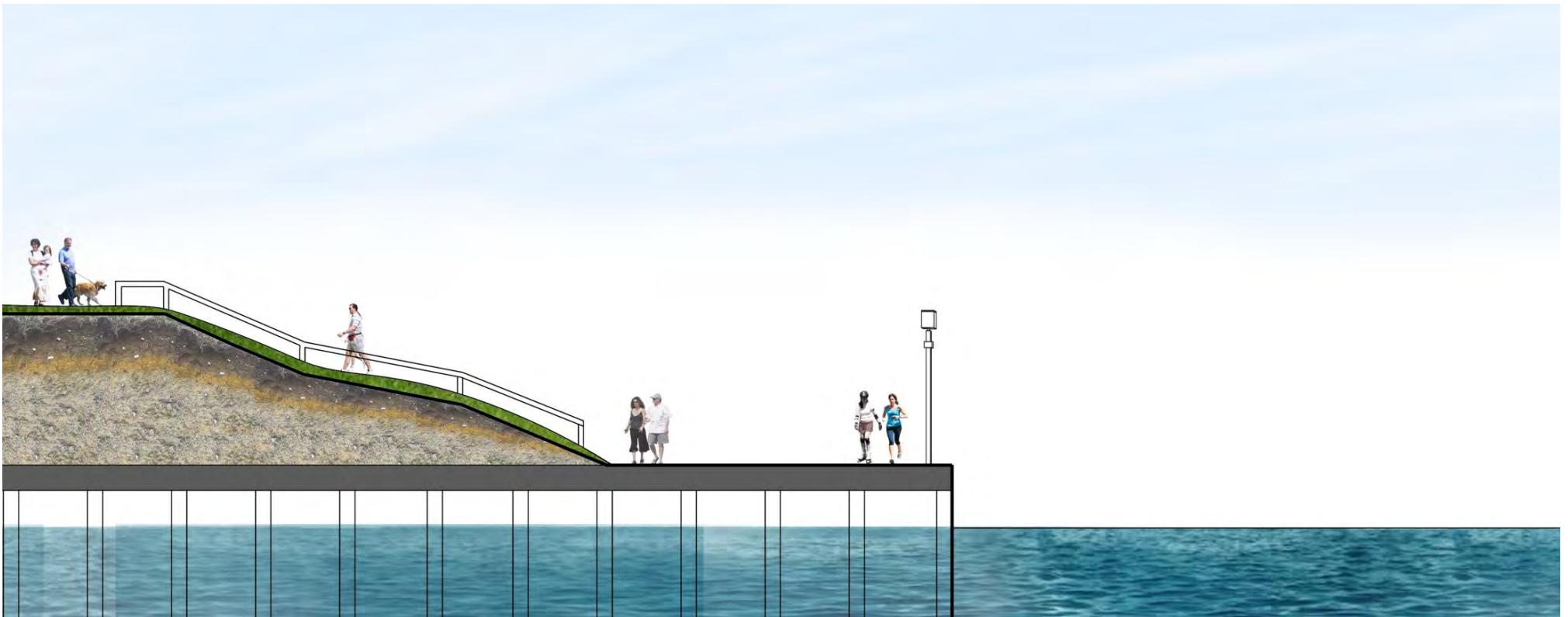
Understanding this conflict, the plan suggests gating the eastern side of Pier 4 to the north and southern edge of the Power Plant, providing exclusive access for service (F). Designed screening on the waterside in combination with the relocation of the USCGS Taney (G) provides a screen limiting both the visual and physical conflict between service and visitor. Limiting heavy service to this area allows for the removal of the traffic circle (H) currently located at the western edge of the footbridge, recapturing that space for a continued pedestrian environment, reactivating the space with improved café seating for the National Aquarium café and adjacent businesses (I). Extending the public realm to the tip of Pier 4 reinforces the ideas presented for Pier 3 including the addition of shade, planting areas, and updated seating. Opportunities to increase transparency at key locations and strategic vistas enhance the visitor experience, expressing interior uses on the exterior.

Piers 5 & 6

Piers 5 and 6 offer unique opportunities to reinvent the waterside environment at the Inner Harbor. The existing Piers have a significant amount of space dedicated to roadways, drop-off, service, and surface parking yet the area provides a critical link between the Inner Harbor and Harbor East as a major pedestrian path. Careful consolidation of these elements provides large waterfront areas for new development and attractions.

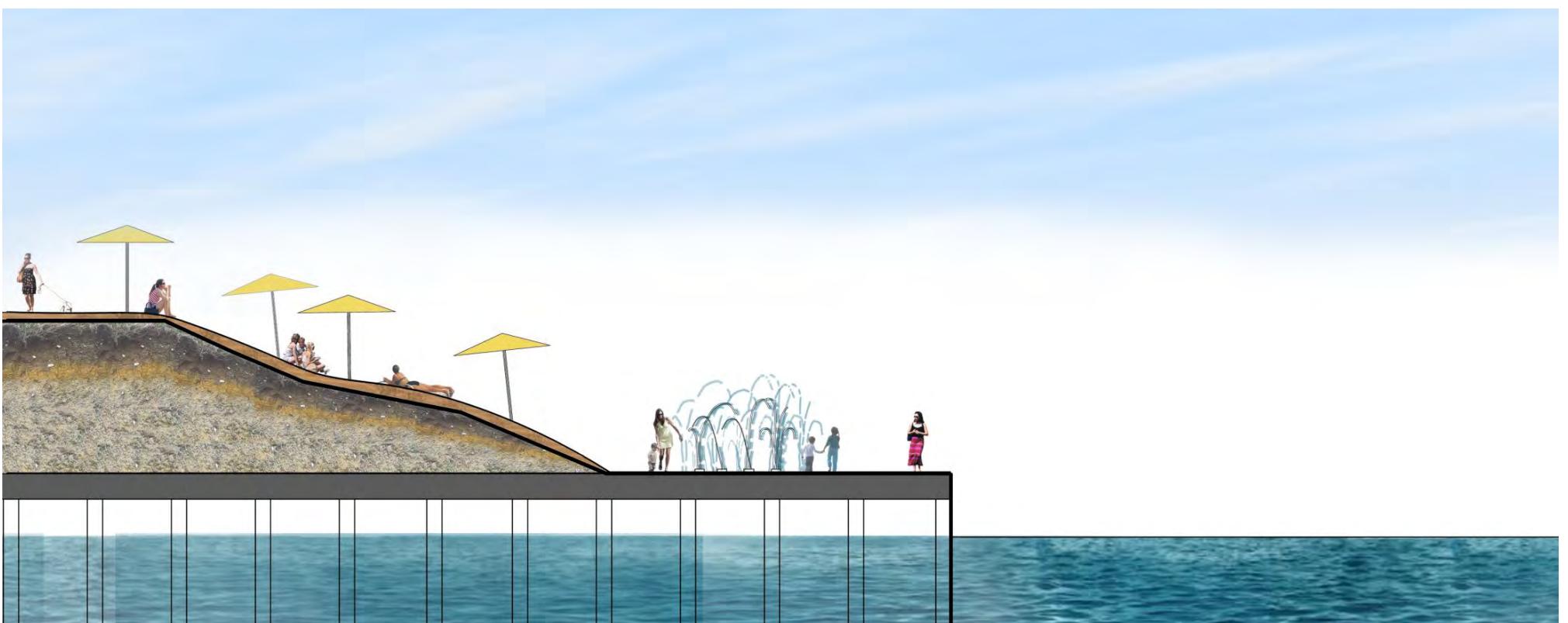
The elimination of the Pratt Street hotel drive (A) and relocated hotel drop-off/ valet (B) minimizes roadways on Pier 5, dedicating more space to the public realm and eliminates pedestrian/automobile conflicts. This provides an exciting opportunity to expand the already successful Pierce's Park to the south and east (C). Pier 5 is enhanced with the activity generated by the landing point for the Inner Harbor Connector Bridge (D). This pedestrian bridge links neighborhoods to the south to the north shore of the harbor. Relocating the existing lighthouse to the outer harbor creates a new space for a unique Inner Harbor destination at the tip of Pier 5. A variety of ideas were investigated for this area including the potential for a signature Baltimore Ferris Wheel (E).





South end of Pier 6 Existing

Pier 6 currently has heavy service and staging needs. Plan proposals consolidate parking in an extended parking structure on Pier 6 with ground-floor retail (F). Pier 6 Pavilion and service needs are similarly minimized and managed. The addition of a new green room (G) provides much needed back-of-stage areas for performers, also eliminating some of the staging area needed for tour buses. Reconfiguring the current surface parking lot into a well-designed plaza (H) allows for the space to be flexible in its use. During a concert in the Pavilion, this space will accommodate staging. For special occasions, the plaza will be closed to vehicles and become seating for a unique theatre-in-the-round experience. The plaza will similarly house special events including farmer's markets and arts festivals. On a daily basis, the plaza will accommodate valet parking drop off for the hotel. By designing the plaza as a flexible space, it is able to adjust to the variety of uses necessary in this area, all the while contributing to the greater promenade experience and public realm.



South end of Pier 6 Existing

It is desirable to keep the promenade adjacent to the Pavilion open to the general public (I). Doing so allows continuous waterside access to the harbor. An additional pedestrian bridge connects the tip of Pier 6 with Harbor East in a more streamlined way(J).

In the near-term, more modest landscape improvements will make a significant improvement. A landscape screen along the parking lot will minimize the impact of cars. Clear pathways will help pedestrians navigate this otherwise confusing length of the promenade.

Waterside Activities

The proposals for the Inner Harbor include multiple opportunities to engage people with the water:

The addition of a jitney boat connects neighborhoods on the north and south shores. The boat shuttle will be free of charge and provide visitors and Baltimoreans a way to experience the Inner Harbor as a continuous loop.

Floating wetlands and living shorelines provide habitat and highlight the importance of a healthy harbor within the context of the Chesapeake Bay.

The relocation of charter cruises to the finger piers preserves open views to the water and accommodations for visiting tall ships. Consolidation of charter cruise ticketing to a common sales booth eliminates the scattered and inconsistent booths that cluttered the west promenade today.

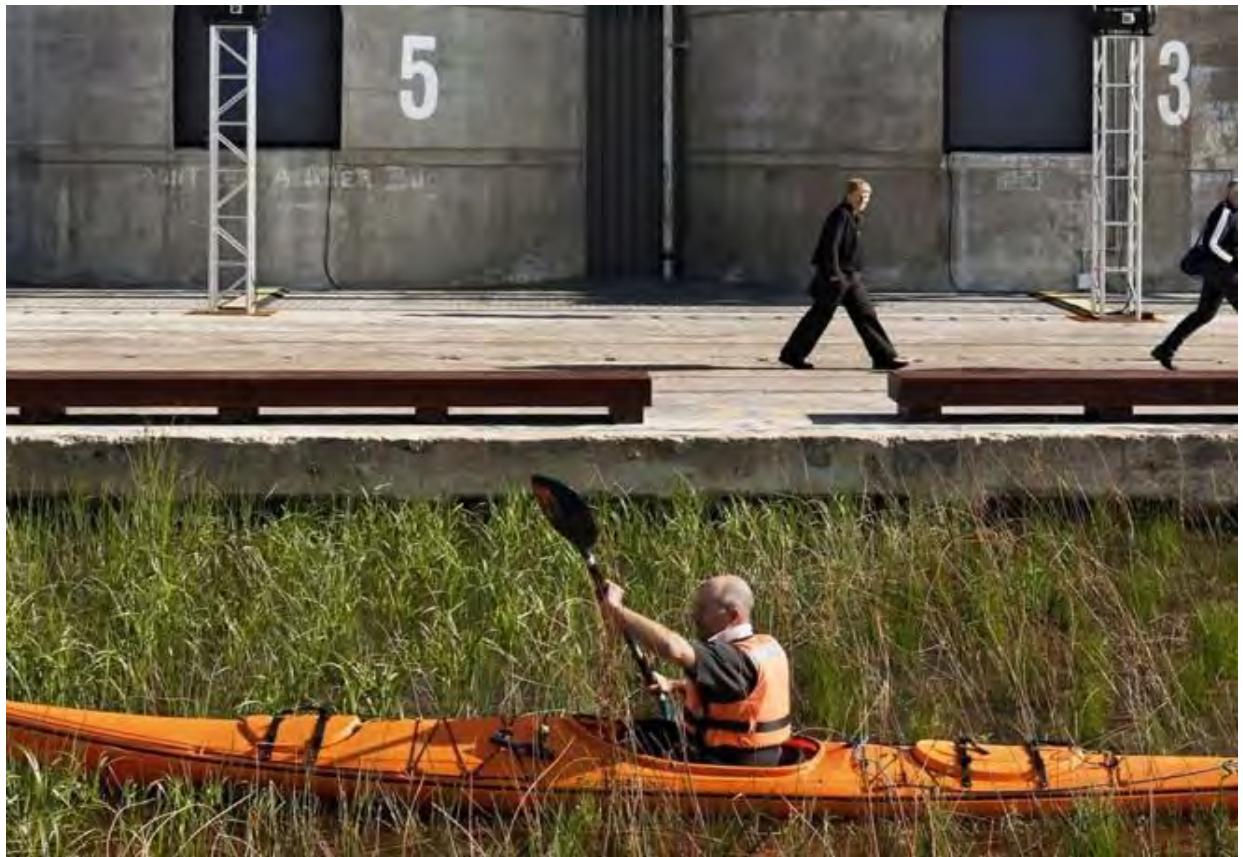
Strategic kayak launching points at the Science Center, World Trade Center, Pier 5 and Harbor East accommodate public access to the harbor. The inlet between Piers 5 and 6 provides an exciting location for a kayak course where kayakers would weave their way between floating wetlands and other obstacles.

A designated remote control sailboat area, similar in concept to the boat pond at New York City's Central Park, is another exciting possibility for the pier inlets.

Consolidation of the historic ships to the pier inlets, with the exception of the Constellation which would remain at Pier 1, showcases the historic ships and their respective tours.

A floating barge pool at Rash Field and the addition of a footbridge spanning the harbor provide new perspectives within, along, and above the water.



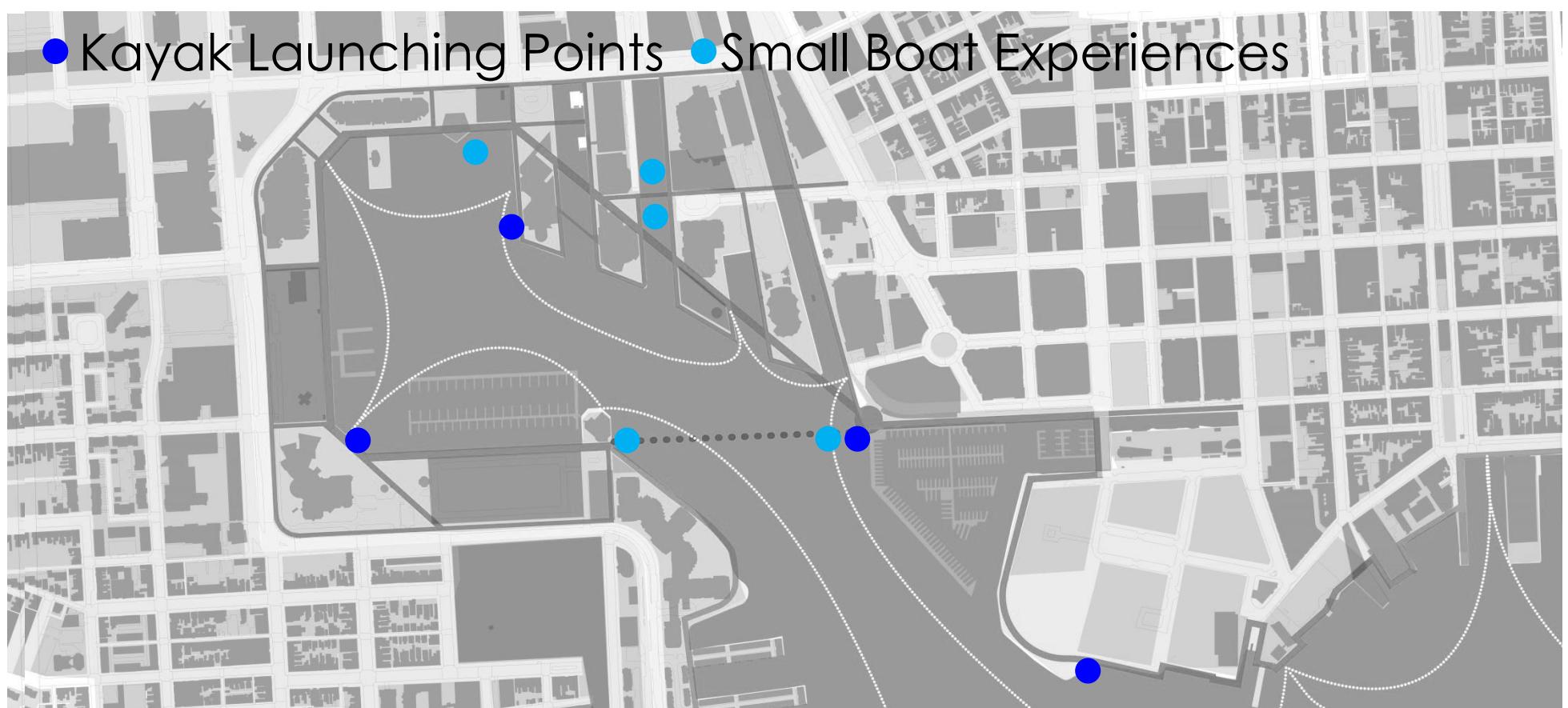
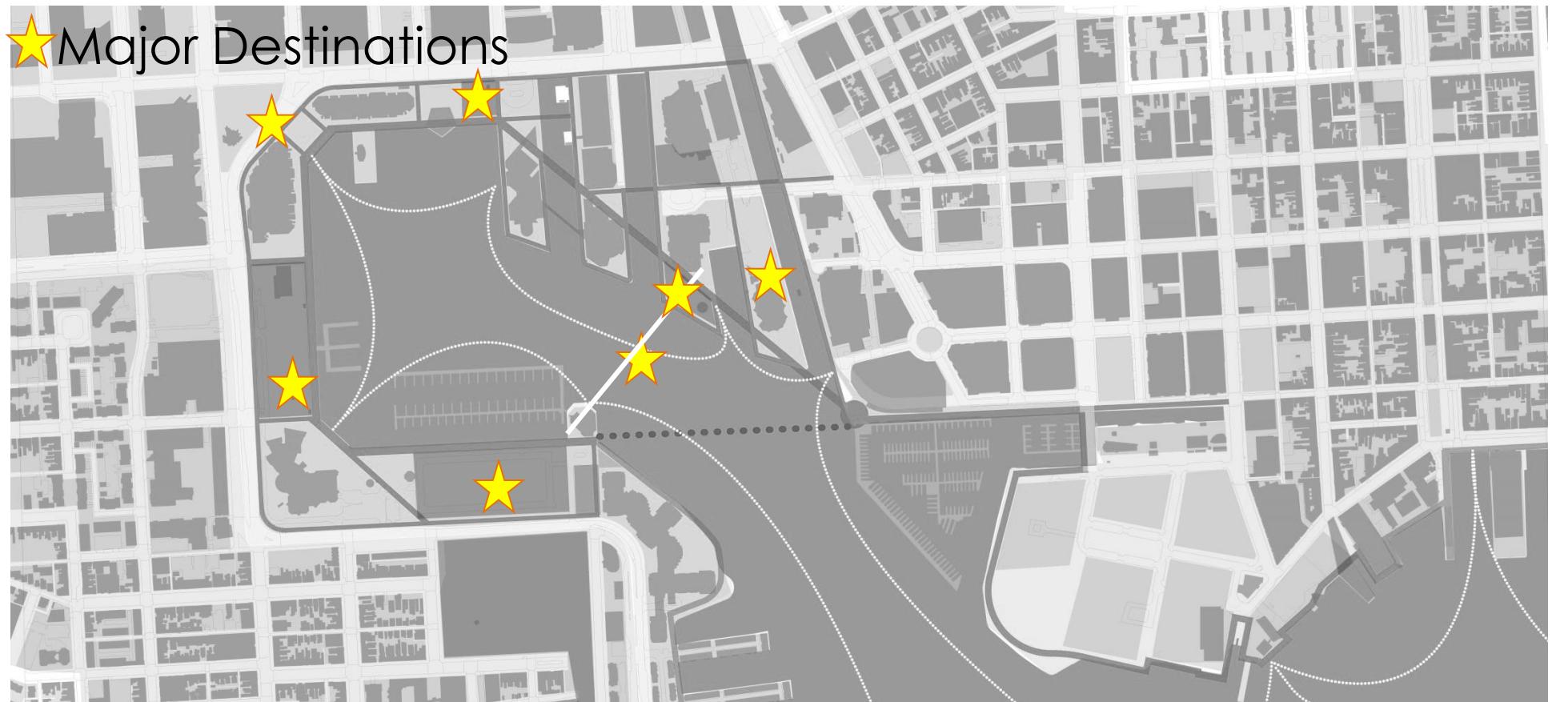


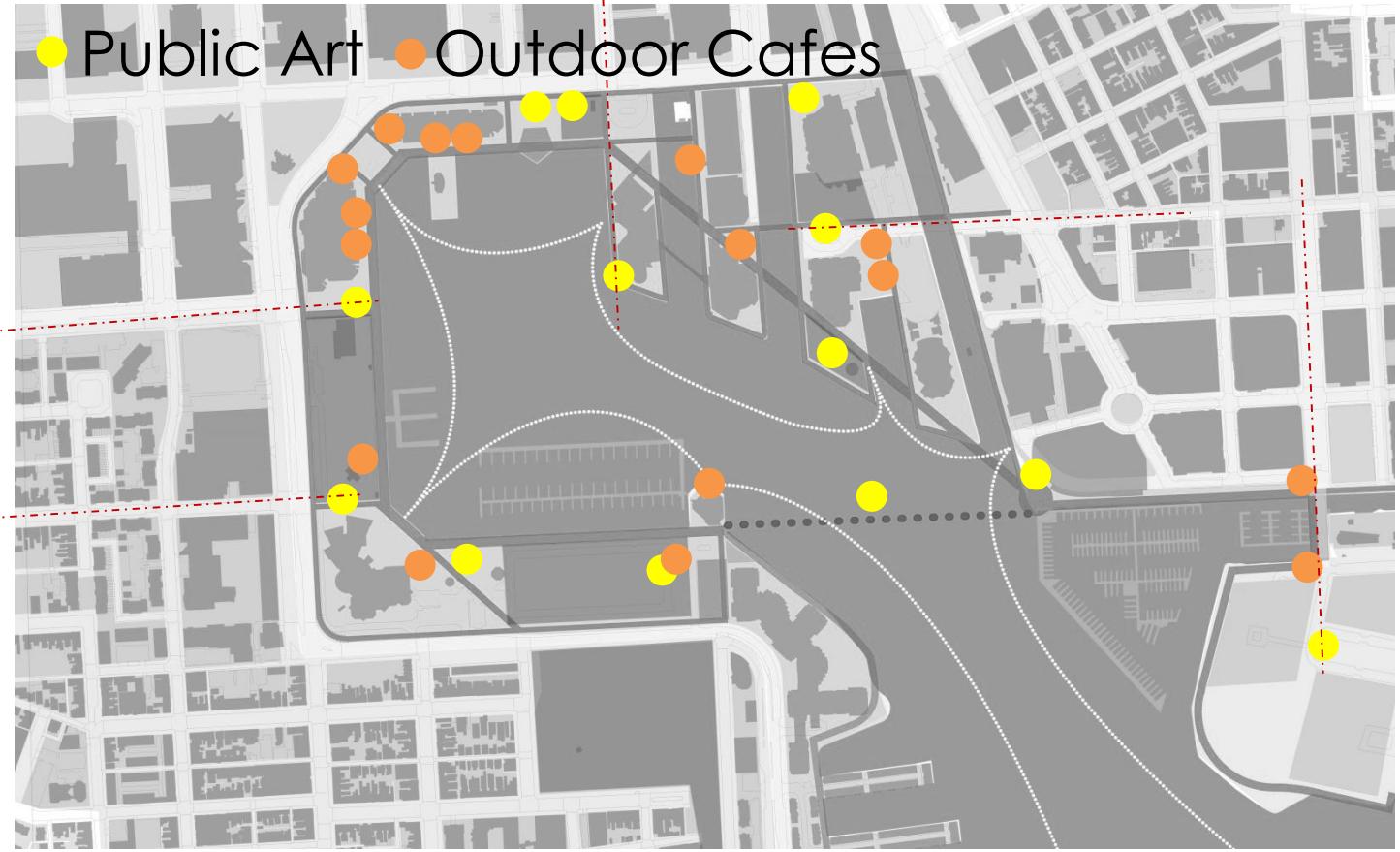
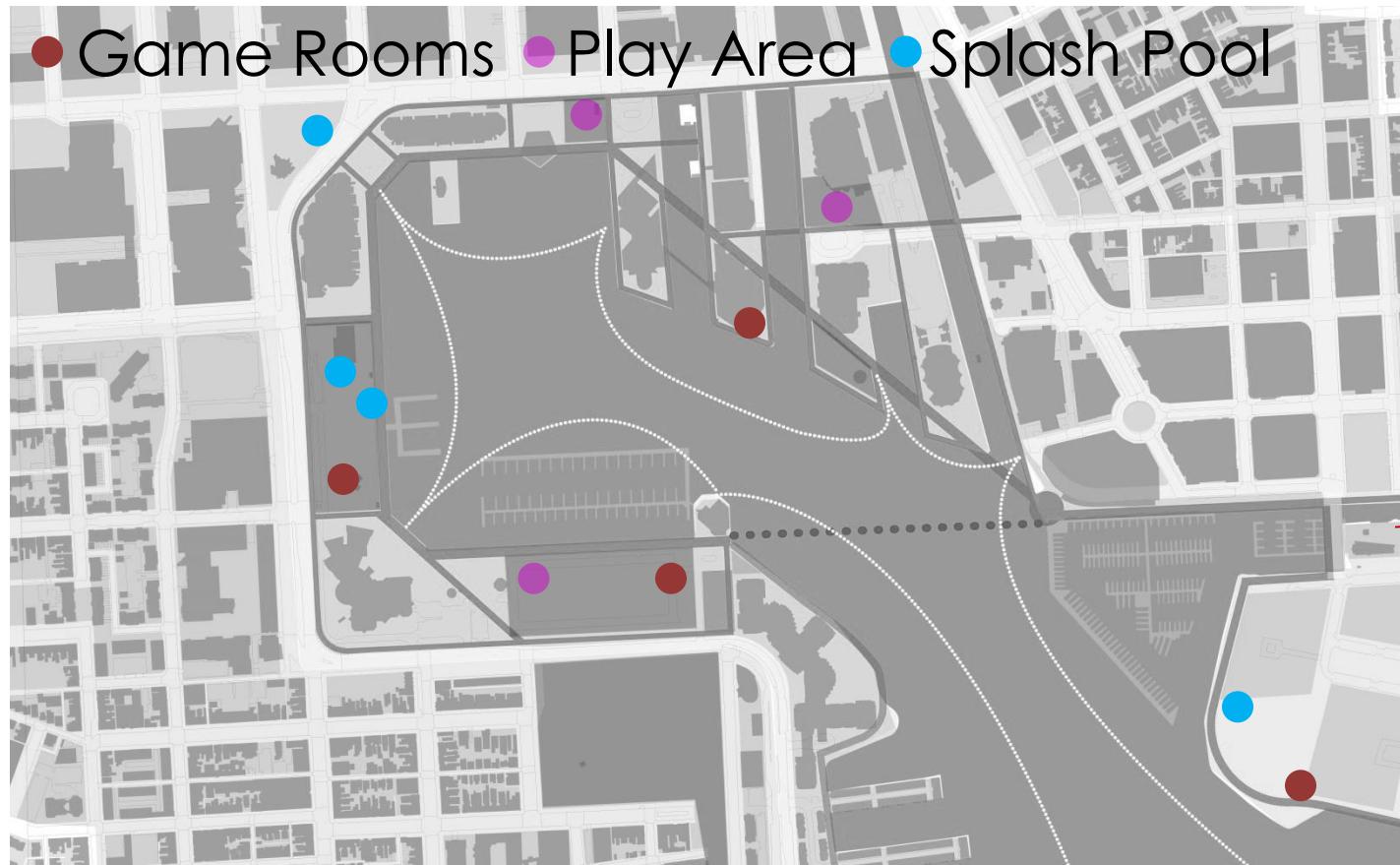
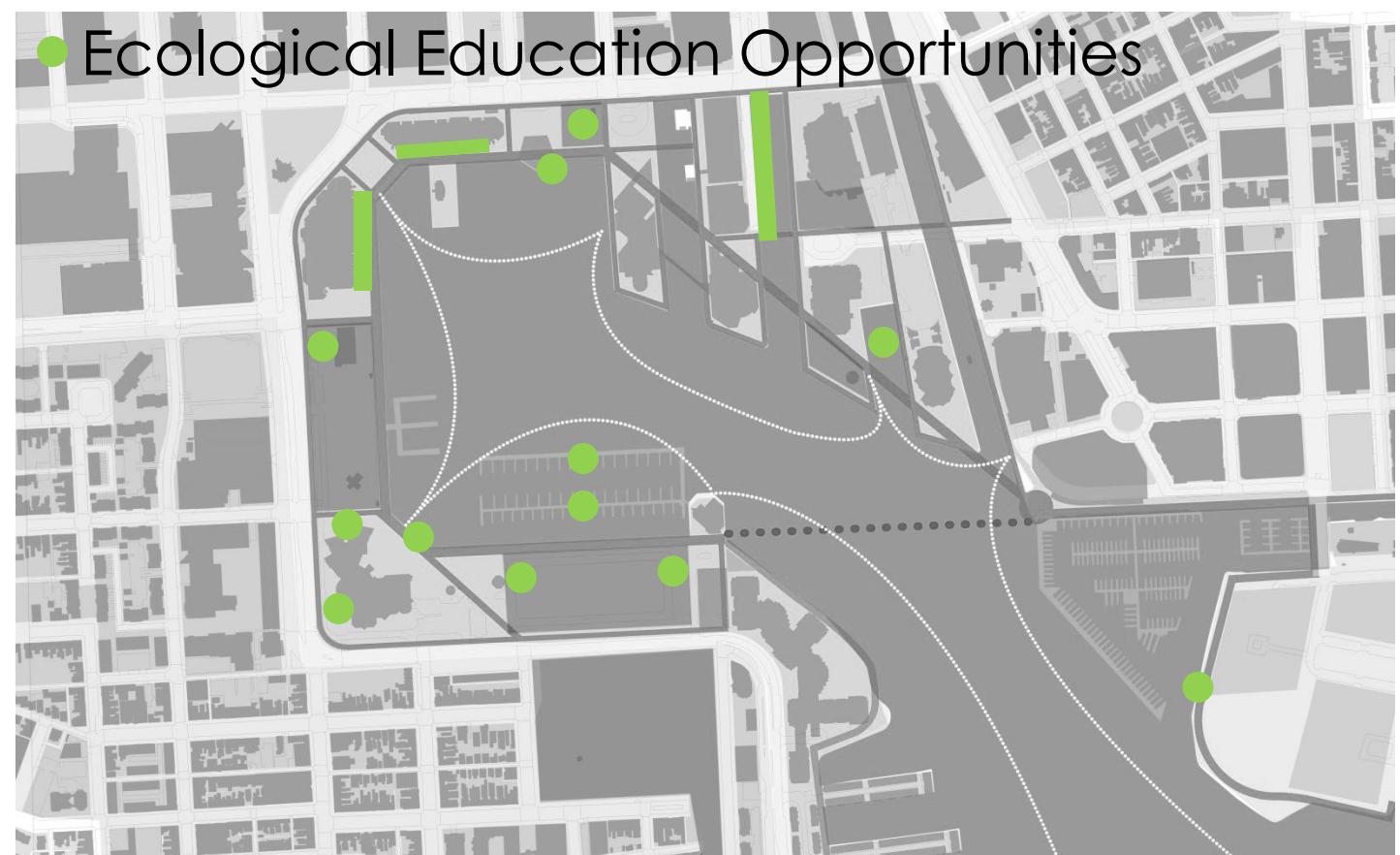
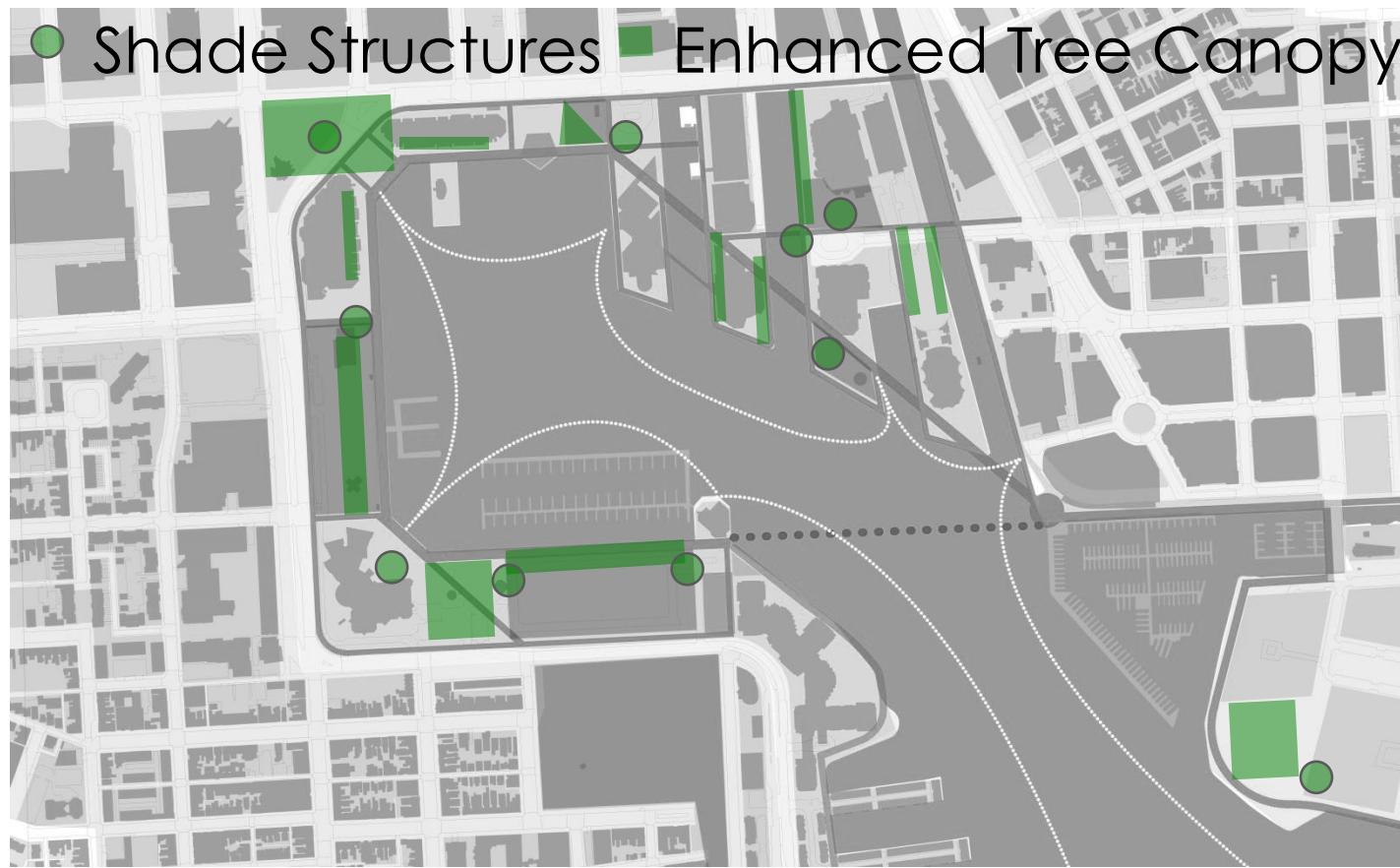
Program

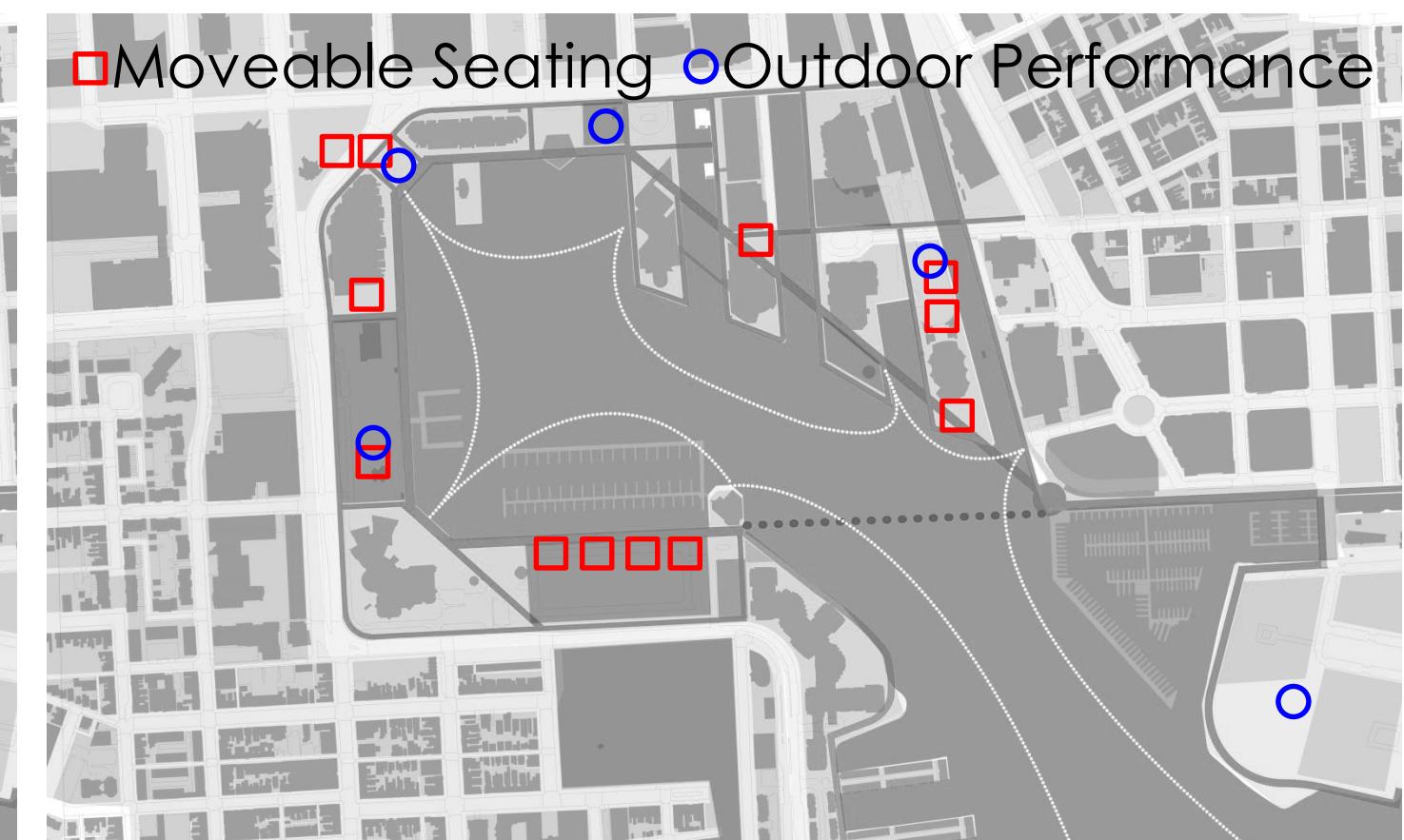
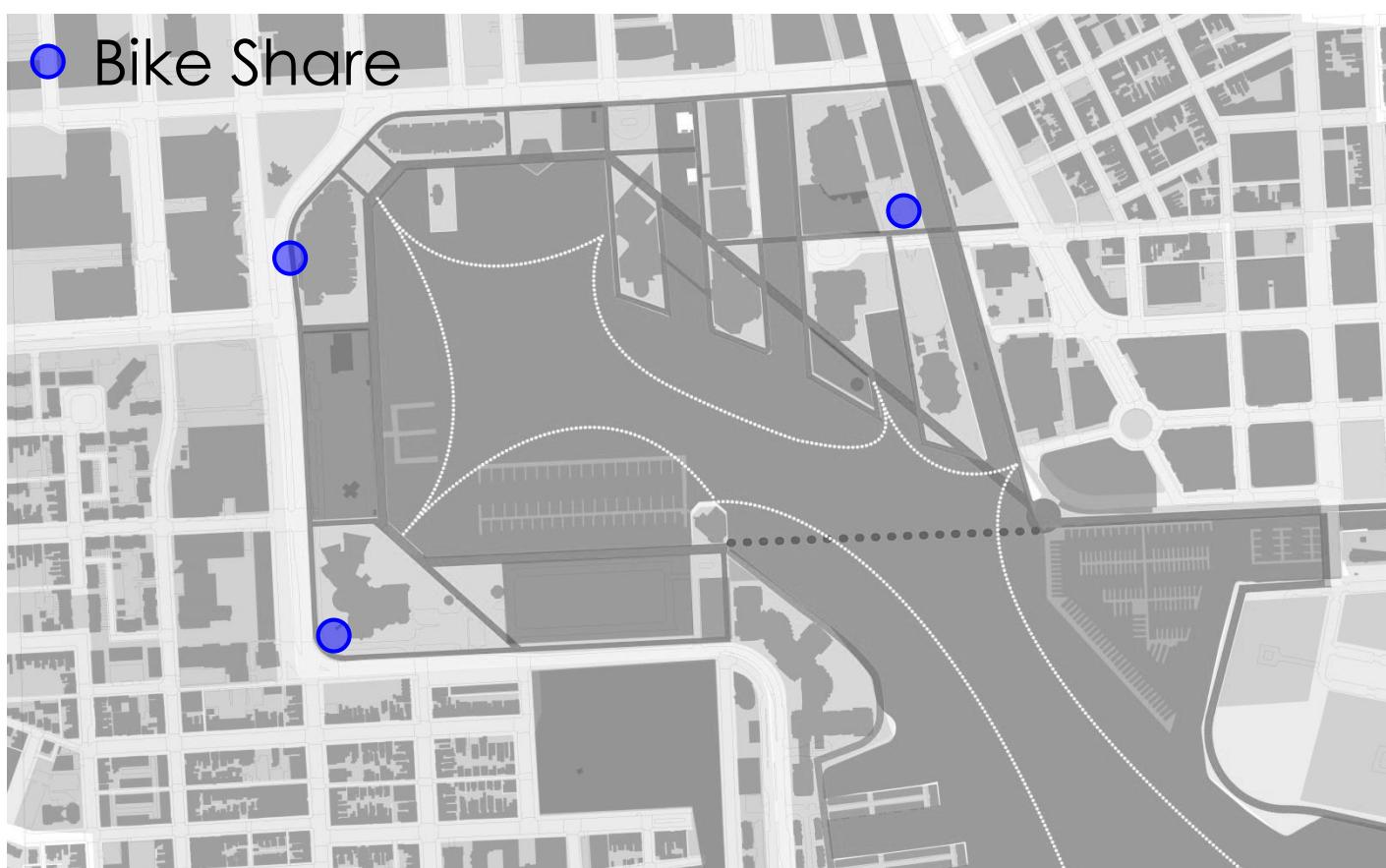
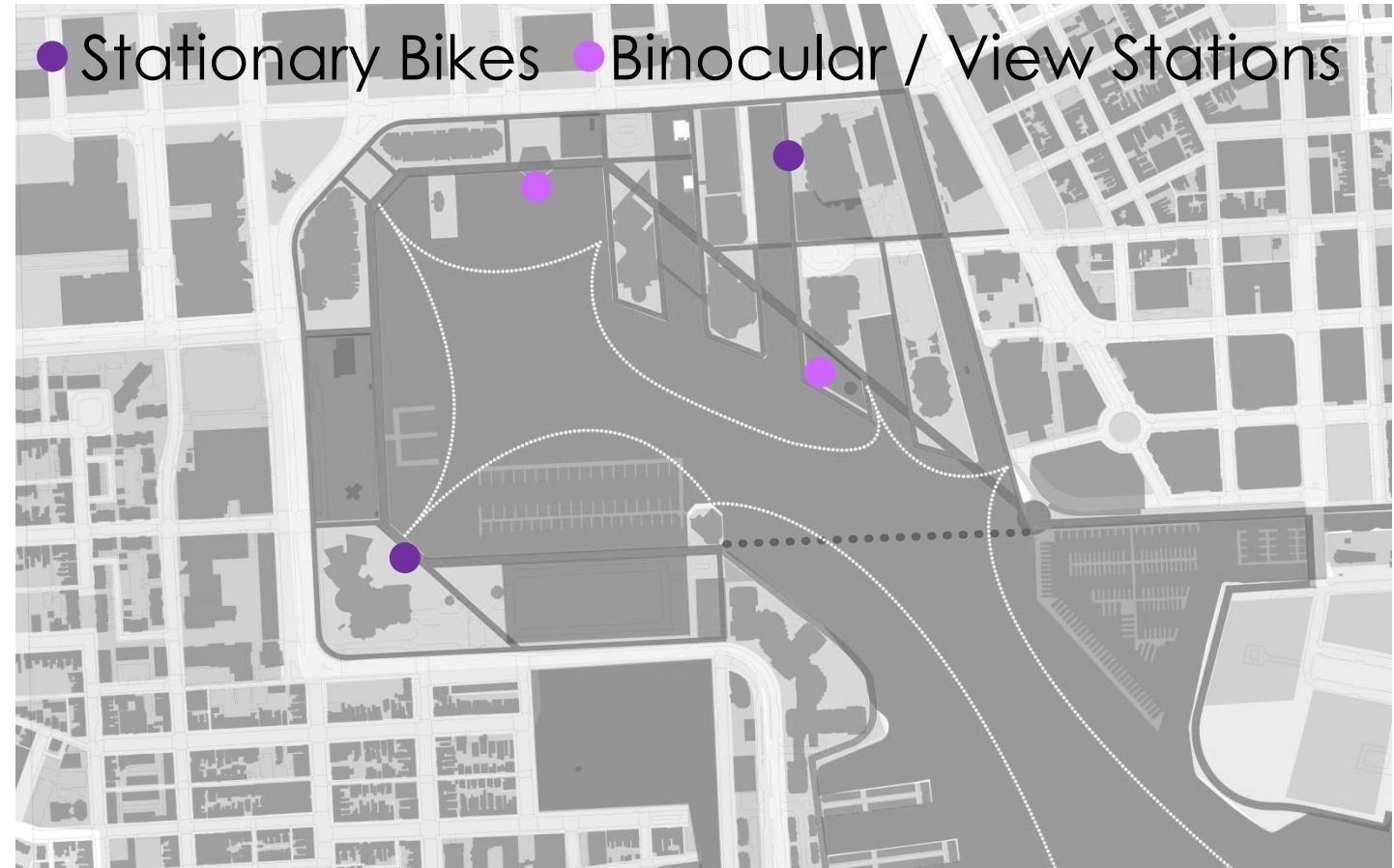
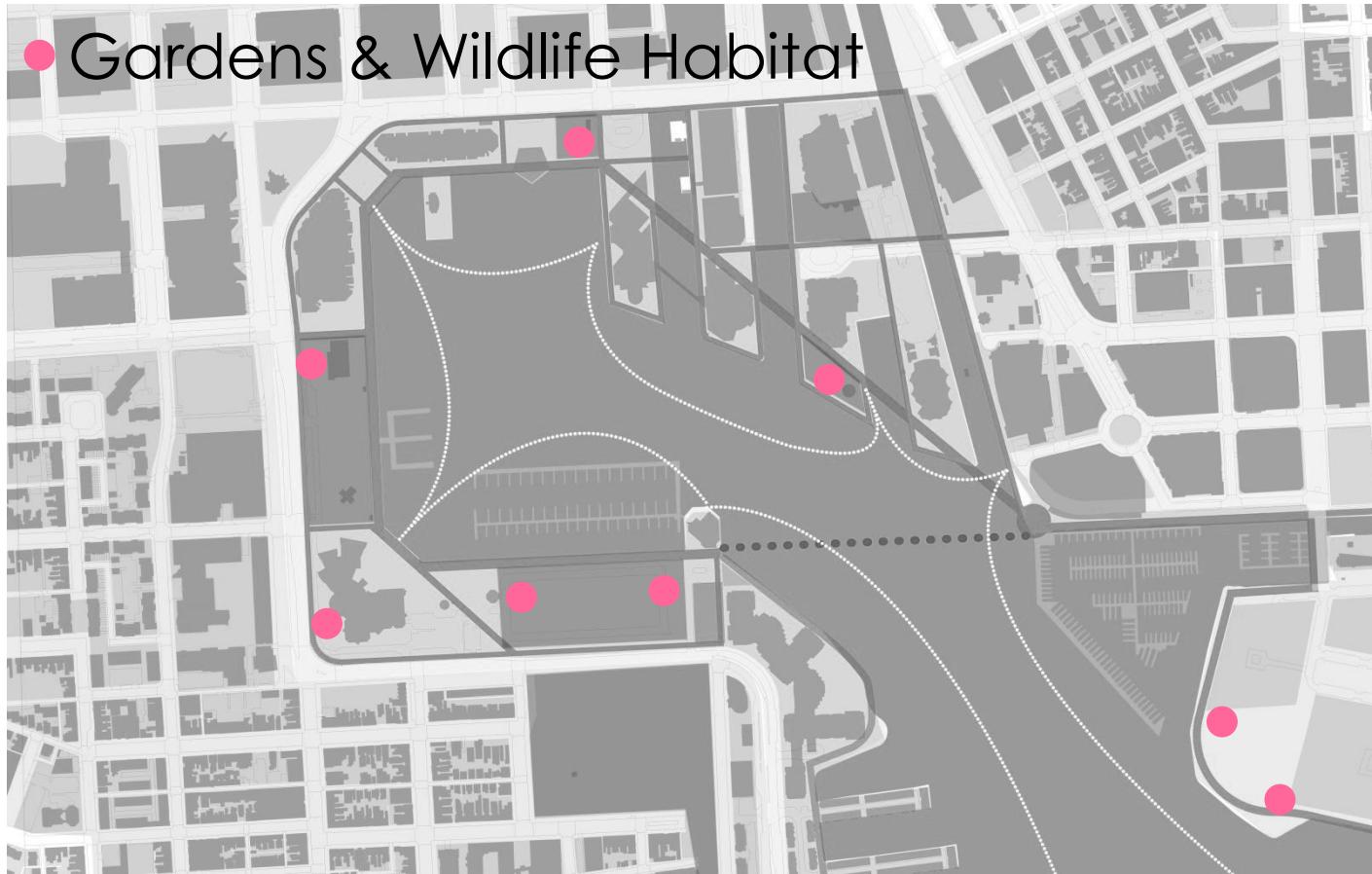
A variety of programs activate the promenade and adjacent spaces.

The plan provides opportunities to activate the harbor with new and exciting activities. These activities range in scale from major new destinations to smaller site specific proposals. The different scales and costs of the proposals allow for flexibility as it relates to implementation sequencing and the ability to update as time goes on. These discrete proposals combine to redefine the Inner Harbor as an engaging series of unique experiences. Possible locations for some of these activities have been highlighted below:

- Major Destinations
- Shade structures / Enhanced tree canopy
- Public art
- Binocular viewing stations/ Stationary bike locations
- Play areas/ Game rooms/ Splash pools
- Ecological education
- Gardens and wildlife habitat
- Small boat experiences/ Kayak launching points
- Outdoor cafes
- Moveable seating
- Outdoor performance areas
- Bike share stations









TEN MILE PROMENADE

Ten Mile Promenade

The Inner Harbor is a 1.5 mile segment of a ten mile working, urban waterfront. The greater waterfront corridor was assessed to evaluate its potential to be converted into a unified waterfront experience. Strategic sites were identified as key parcels necessary for the conversion into a seamless experience. This city-wide waterfront promenade provides clear pedestrian gateways from over a dozen neighborhoods to the water's edge, accommodating waterside connections to the Inner Harbor District and beyond. Such a promenade strategically connects to major city-wide pedestrian routes, streets, city parks, and waterways. These larger scale connections provide Baltimoreans access to both the promenade and water itself with identified kayak and boat launching points. The eastern portion of the promenade provides unprecedented visual access to the Port of Baltimore and adjacent industrial lands, as a way of celebrating the city's living legacy of industry and shipping. The plan envisions this Outer Harbor promenade as a closed loop with the introduction of a regular ferry for bicyclists and pedestrians between the east side piers and Fort McHenry. The establishment of a broader ten mile waterfront promenade enhances and expands the waterside experience that is already a key part of the Inner Harbor.





DESIGN GUIDELINES

Promenade

A set of typical plans and sections have been developed to communicate the character of the Inner Harbor promenade. These studies highlight the relationships between the buildings and the water's edge, define space through paving details, suggest an appropriate percentage of seating and site furnishings, create opportunities to increase shade with shade structures and tree canopy, introduce Chesapeake inspired plantings, and look creatively at waterside plantings.

In all cases, the original thirty-five foot wide promenade dimension is maintained.

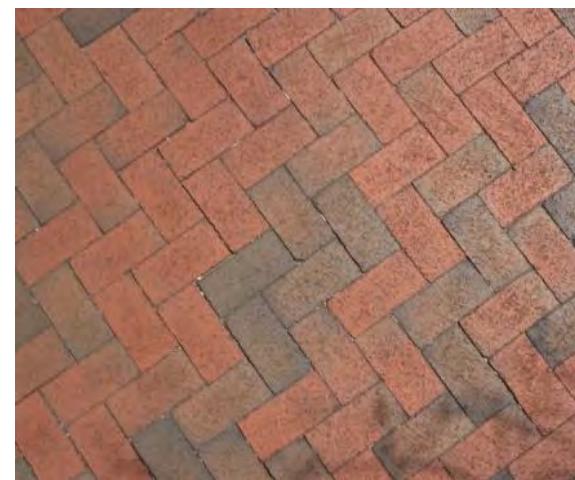
Paving materials are consistent within the promenade. A pallet of brick, cobble, and granite with the occasional use of wood board boardwalk is proposed. The use of materials helps reinforce walkway and seating areas.

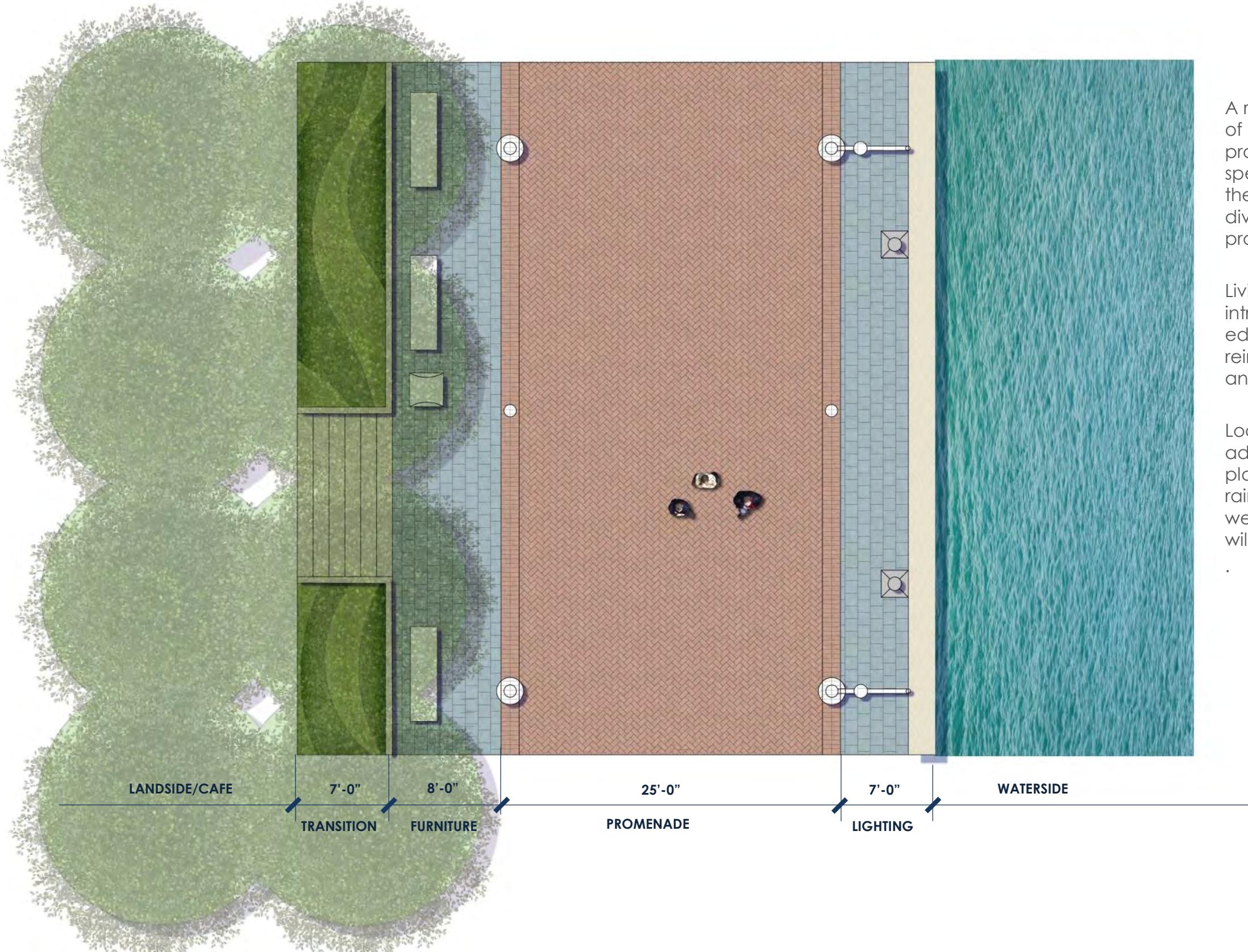
Site furnishings are a cohesive kit of parts that create an overall aesthetic and identity for the harbor. The material palette is durable, timeless, and contextual.

Canopy trees and shade structures add areas of rejuvenation within the harbor. These elements are introduced in a way that is sensitive to preserve views out toward the water.



EXISTING PROMENADE DETAILS





Proposed Promenade Details

A range of plants that reinforces the native variety of scales, colors, sizes, and seasonal interest are proposed. In areas of bio-filtration, a series of native species of grasses, which reference the shores of the Chesapeake Bay, are proposed. The use of this diverse range of regional and adapted species provides habitat.

Living shorelines and floating wetlands are introduced periodically along the promenade edge. Their introduction creates ecosystems and reinforces the importance of the harbor's health and its relationship with the Chesapeake Bay.

Localized stormwater management will be addressed as part of each individual development plan and will include landscape features such as rain gardens, micro-bioretention and constructed wetlands. When such features are included, they will be well-designed as attractive amenities.

Plant Palette

Urban Canopy

Trees are an important part of the urban environment and help create a comfortable, welcoming promenade experience for visitors to the Inner Harbor. Species will be selected for their architectural and space-defining qualities. Light and high-canopied species are preferred. Promenade trees will include hardy, urban-tolerant native and adapted non-native species.

Tree spacing will vary based upon species and aspect. Care will be taken to create a consistent rhythm of tree trunks and light poles and to ensure even shading of walkways with the tree canopy.

Shade trees will be consistently under-planted with groundcovers, ornamental grasses and small shrubs whenever circumstances allow. Underplantings help enhance and soften the urban environment and increase the permeability of ground surfaces to rain water. Hearty species will be selected for low maintenance and minimal need for irrigation. Plant material will express the character of the unique Chesapeake habitat while also maintaining an open and manicured feel. Strategic locations will be planted with compatible material to provide color and seasonal appeal.



Large-canopied species:

Acer rubrum 'October Glory'/Red Maple
Ginkgo biloba/ Ginkgo
Gleditsia triacanthos var. inermis/ Thornless Common Honeylocust
Quercus palustris/ Pin Oak
Quercus phellos / Willow Oak
Quercus shumardii/Shumard Oak
Ulmus americana 'Princeton'/American Elm
Quercus bicolor/Swamp White Oak
Taxodium distichum/Baldcypress

Medium- and small-canopied species;

Carpinus caroliniana/ American Hornbeam
Syringa reticulata/ Japanese Tree Lilac



Open Space Landscapes

In addition to the promenade, the public realm of the Inner Harbor also consists of public parks, gardens and plazas. The design of these open spaces will look for inspiration to the regional landscapes of the Chesapeake Bay:

- The stratified oak-hickory woodlands of the piedmont
- The opportunistic and dynamic plant communities on old agricultural or industrial lands
- The tall-canopied floodplain forests with sycamores and tulip poplars
- The fragrant loblolly pine forests of the coastal plain
- The freshwater wetlands and brackish tidal marshes

In order to succeed as constructed urban environments, the landscapes of the Inner Harbor will be representative abstractions of these native plant communities rather than strict reconstructions or restorations of native habitat. Nevertheless, they will contribute valuable urban habitat and perform a variety of ecosystem services. Plant species will be carefully calibrated in response to microclimate, soil, solar aspect and moisture availability. The following lists are meant to serve as a partial guideline and are by no means comprehensive in defining the full range of species suitable for use around the Inner Harbor.

Native Upland

Canopy trees

Carya cordiformis, tomentosa
Quercus alba, falcata, marilandica, phellos, prinus, stellata, velutina
Pinus species, occasional intermixed with the above



Understory Trees

Asimina triloba
Cercis canadensis
Magnolia virginiana
Sassafras albidum

Understory shrubs

Comptonia peregrina
Clethra alnifolia
Gaylussacia frondosa
Ilex glabra
Myrica cerifera - wax myrtle
Morella (Myrica) cerifera, pensylvanica
Rhus copallina
Vaccinium pallidum (vacillans), stamineum
Viburnum dentatum (recognitum), prunifolium



Grasses or Grasslike Plants:

Andropogon virginicus - broomsedge
Elymus canadensis - Canada wild rye
Elymus hystrich - bottlebrush grass
Panicum amarum - coastal panic grass
Schizachyrium scoparium - little bluestem
Sorghastrum nutans - Indiangrass



Herbaceous Plants and Groundcovers:

Asclepias tuberosa - butterflyweed
Aster laevis - smooth blue aster
Aster novae-angliae - New England aster
Eupatorium fistulosum - Joe-Pye weed
Liatris graminifolia - grass-leaf blazingstar
Monarda punctata - horsemint
Rudbeckia hirta - black-eyed Susan
Solidago juncea - early goldenrod

Native Floodplain Bioretention

Grasses:

Carex crinita var. *crinita*, *lurida*, *stricta*, *vulpinoidea*
Festuca rubra - red fescue (turf)
Panicum virgatum - Virginia switchgrass
Tripsacum dactyloides - gama grass
Andropogon gerardii, *glomeratus*, *virginicus*
Calamagrostis canadensis
Panicum virgatum

Herbaceous Plants:

Eupatorium dubium - Joe-Pye weed
Helianthus angustifolius - swamp sunflower
Liatris spicata - blazingstar
Lilium superbum - Turk's cap lily
Solidago rugosa - wrinkle leaf goldenrod
Phlox maculata
Rudbeckia laciniata
Stachys tenuifolia (*hispida*)
Sympyotrichum (*Aster*) *novae-angliae*, *novi-belgii*

Shrubs

Aronia melanocarpa - black chokeberry
Hypericum densiflorum - dense St. John's wort
Cephalanthus occidentalis - buttonbush
Ilex verticillata - winterberry holly
Itea virginica - Virginia sweetspire
Rhododendron viscosum - swamp azalea
Viburnum prunifolium - black haw viburnum

Trees (tall):

Betula nigra - river birch
Liquidambar styraciflua - sweet gum
Magnolia virginiana - sweetbay
Nyssa sylvatica - black gum, sourgum
Populus deltoides - eastern cottonwood
Quercus bicolor - swamp white oak
Taxodium distichum - bald cypress



Water palette floating wetlands/water gardens

Distichlis spicata / saltgrass

Hibiscus moschuetos / eastern rosemallow

Iris versicolor / blue flag

Juncus effusus / rush

Nuphar lutea / cow-lily

Nymphaea odorata / American waterlily

Orontium aquaticum / golden club

Peltandra virginica / arrow arum

Sagittaria latifolia / arrowhead

Schoenoplectus pungens / common three-square

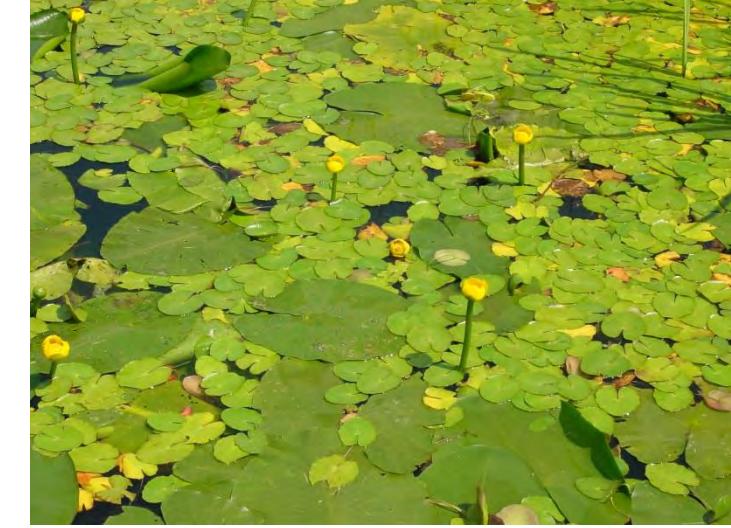
Scirpus atrovirens / black bulrush

Scirpus cyperinus / woolgrass bulrush

Spartina alterniflora / smooth cordgrass

Spartina pectinata / freshwater cordgrass

Zizania aquatica / wild rice





Inconsistent benches and site furnishings are currently scattered across the Inner Harbor. Establishing furnishing standards will help unify the Inner Harbor.



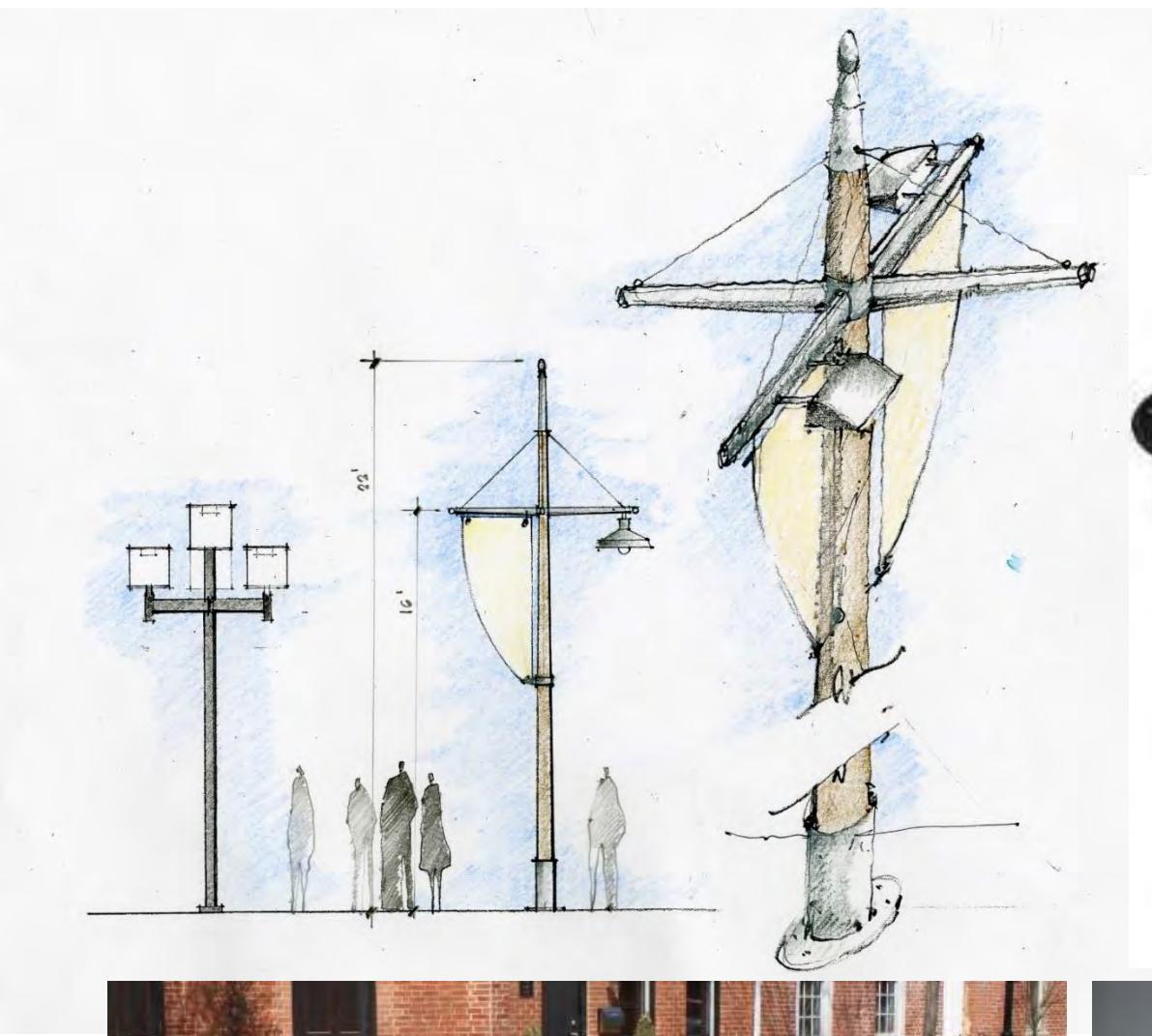
Inconsistent light fixtures are similarly scattered across the Inner Harbor. Establishing a standard light fixture will help unify the Inner Harbor.

Site Furniture

In well-designed, successful urban environments, site furniture is integrated seamlessly into the built environment and provides important public infrastructure, such as lighting and seating. The following guidelines define a palette of site amenities and landscape materials for use throughout the Inner Harbor district. While sections of the promenade will be constructed incrementally with individual development projects and funding, they will be united by a common vocabulary of paving materials, lighting elements, benches, litter receptacles and bollards. All products will be high-quality and provide a consistent look and feel between projects.

If consistency of material is important to defining the character of the promenade, diversity and richness of materials shall be important to defining the character of the Inner Harbor's collection of unique open spaces. Each public open space will be different from the next, with paving and site furniture carefully designed to support the character of the individual open space. High quality materials and products will be used throughout.

Site Furnishings (Clockwise from left);
Custom light fixture for promenade; Inner Harbor
bollard; Victor Stanley Litter and Recycling (Black);
Landscape Forms Gretchen Bench

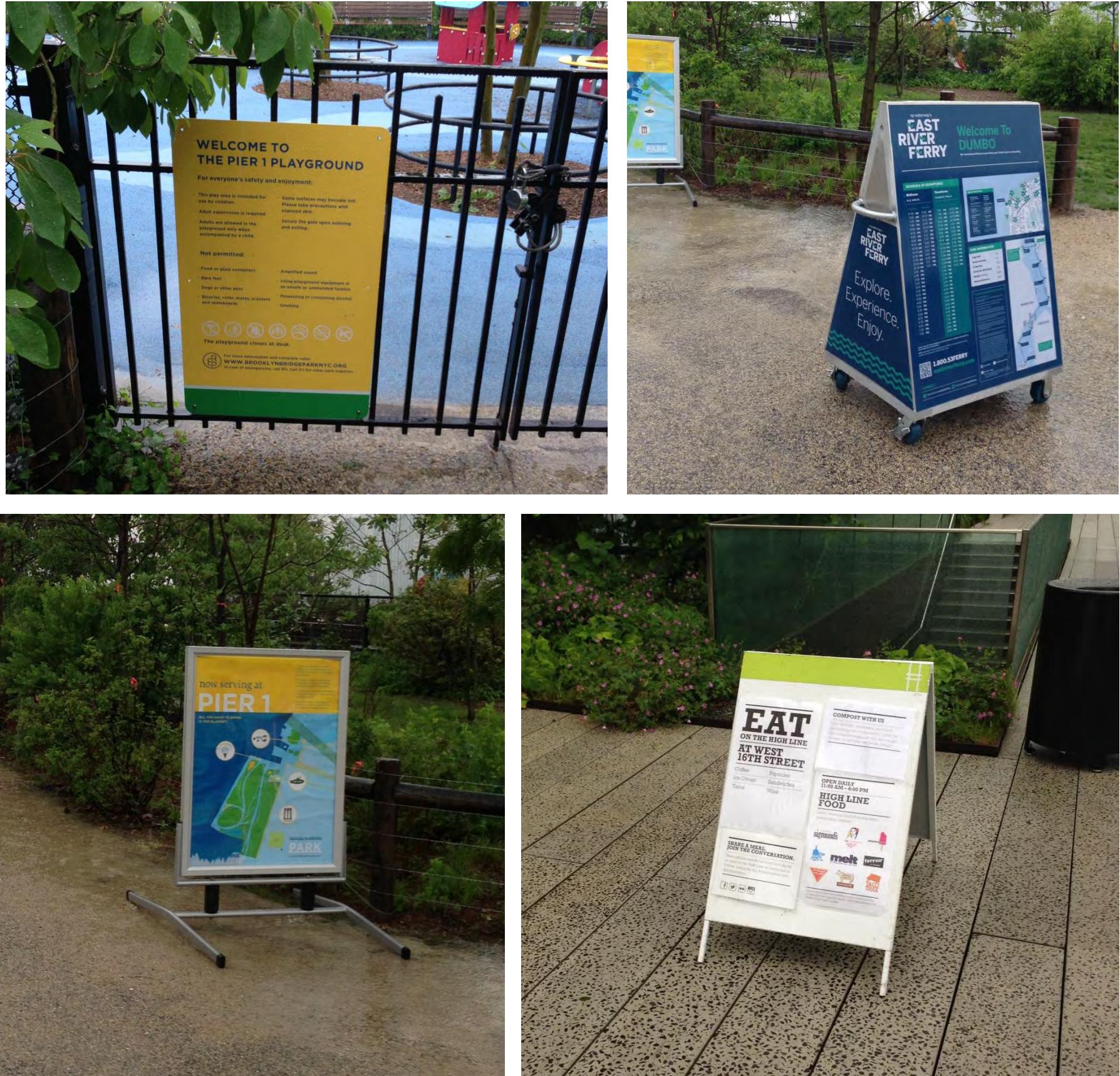


Establish Deliberate Design and Governance

A central review agency for design review and approval process is suggested. A consistent review of proposals will help establish and maintain a high quality environment, with a unified vision.

Complimentary signage, café seating designation, service screening, shade structures, and retail kiosks will be accommodated within the Inner Harbor district. In order to maintain a consistent aesthetic, it is recommended that each of these discrete proposals is reviewed and ultimately approved by a singular enforcement agency. This one agency will ensure that a consistent and complimentary approach to design, material, scale, and aesthetic is maintained in proposals.

As a next step to this planning process, it is recommended that more detailed guidelines be developed to guide signage, outdoor restaurant screening, service screening, among others.



Acknowledgements

Developing the Inner Harbor 2.0 required the support and commitment of a broad cross section of the Baltimore community. The planning team wants to acknowledge the following for their active participation:

Stakeholder Groups

Baltimore City Mayor's Office
Baltimore City Planning Department
Baltimore Development Corporation
Baltimore City Department of Recreation & Parks
Baltimore City Department of Transportation
Baltimore City Police Department
Baltimore Office of Promotion and the Arts
Baltimore Parking Authority
Baltimore Office of Sustainability
UDARP
Visit Baltimore
Councilman Cole
Councilman Kraft's office
Federal Hill Neighborhood Association
Inner Harbor Project
Downtown Partnership
Metropolitan Partnership Ltd.
International Waterfront Center
Spirit Cruises
Watermark
Sail Baltimore

Inner Harbor Marine Center
Ashkenazy Acquisition/Harborplace
Maryland Science Center
National Aquarium
Rusty Scupper
Harbor East Management Group
Cordish Companies/Power Plant
Beatty Development/Harbor Point
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Al Copp
Bob Embry
Mary Ann Mears
Cho Benn Holbeck
Hord Coplan Macht
Design Collective
Brown Craig Turner
Mahan Rykiel
Biohabitats
RKK Engineering
Klaus Philipson

Steering Committee

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Colin Tarbert

Greater Baltimore Committee
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