

Calhoun Street-East/Cooper River Waterfront Plan



DRAFT PLAN

Planning Commission, August 17, 2009

Calhoun Street-East/Cooper River Waterfront Plan

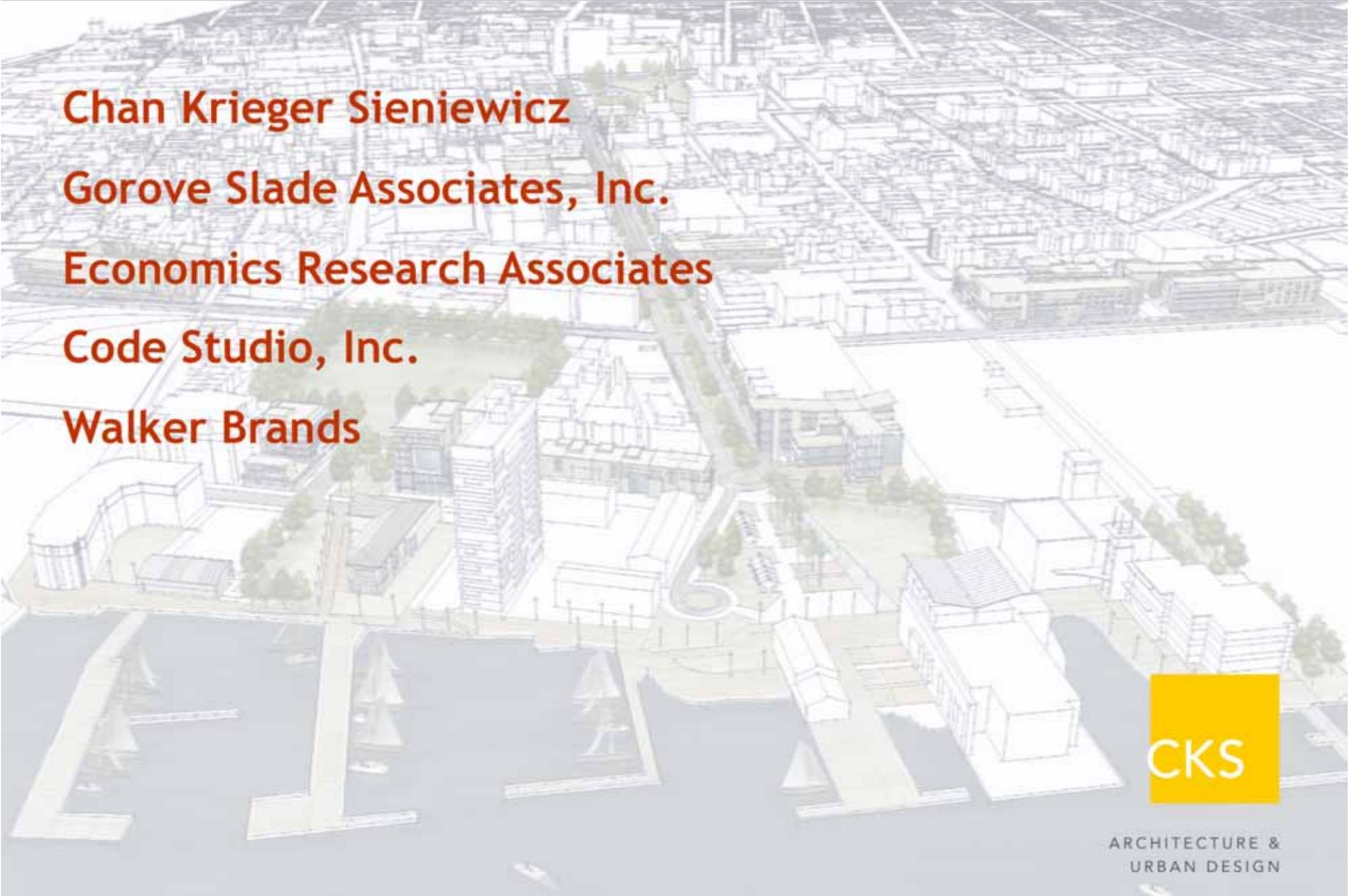
Chan Krieger Sieniewicz

Gorove Slade Associates, Inc.

Economics Research Associates

Code Studio, Inc.

Walker Brands



CKS

ARCHITECTURE &
URBAN DESIGN



Public Meeting #1, June 2008

Economic Opportunities

The Calhoun Street East/Cooper River corridor lies at the edge of Charleston's primary visitor destinations, and less than a mile from its primary business center on Broad and Meeting streets. It offers exceptional value for expansion and diversification of Charleston's strongest market sectors looking to expand. It also should be valued as a place to support community goals and a diverse population.

Four Markets:

- **An Alternative Office District** for emerging markets and innovative industries which are not easily accommodated in the traditional downtown. Priced lower than downtown with more amenities than northern suburban locations and with better access.
- **Mid-Market Hotels** to support the Aquarium, International African-American Museum, and office uses, with mid-priced accommodation and supporting services (such as restaurants, shuttles, and conveniences).
- **Attainable Housing:** to offset the non-affordability of housing in the lower peninsula, provide for a broad cross-section of residents who live year-round in Charleston.
- **Community- and Neighborhood-Serving Retailers** geared towards office workers and residents but not in competition with Upper King Street merchants. Waterfront restaurants that cannot be found elsewhere in Charleston.

Scenario #1: A Great Local Neighborhood

Precedents:

- Other Charleston neighborhoods
- Capitol Hill
- Georgetown
- Alexandria



WHOLE FOODS + HOUSING,
ALEXANDRIA, VA

Scenario #2: Cultural/Arts Focus

Precedents:

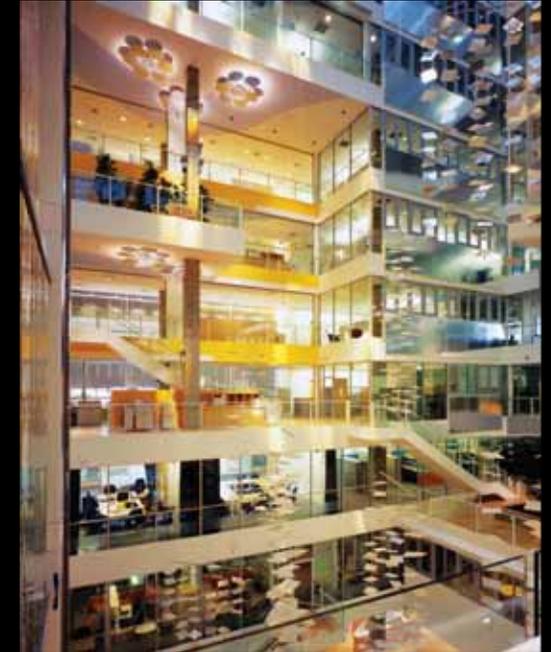
- Cultural District, Pittsburgh PA
- Downtown Asheville
- Boston, South End
- H Street DC (Atlas District)



Scenario #3: "Emerging Economies" District

Precedents:

- Strip District, Pittsburgh
- Louisville Technology Center
- Cambridgeport, (Boston)
- South San Francisco
- Capitol Riverfront DC
- Downtown Detroit



Scenario #4: A Mixed-Use Waterfront

Precedents:

- Savannah, GA
- Annapolis Waterfront
- Alexandria Waterfront
- Chattanooga, TN



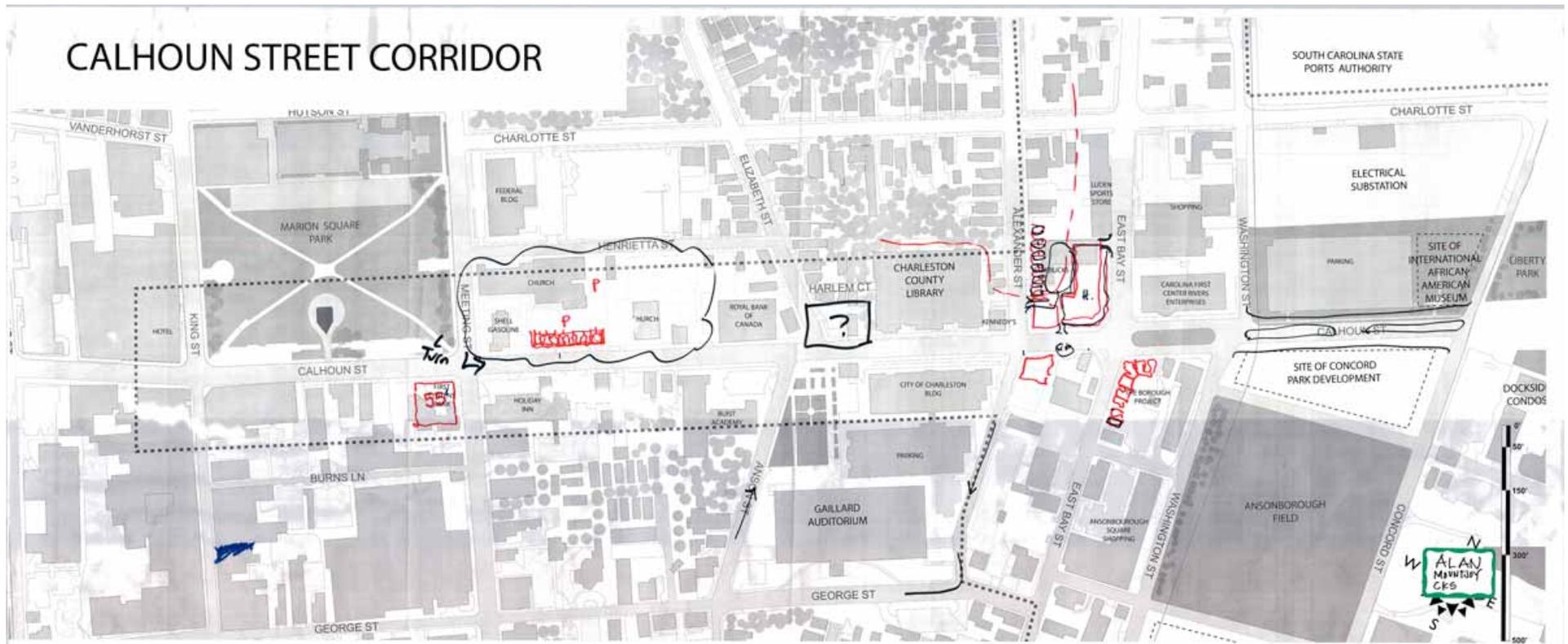


All of the above....



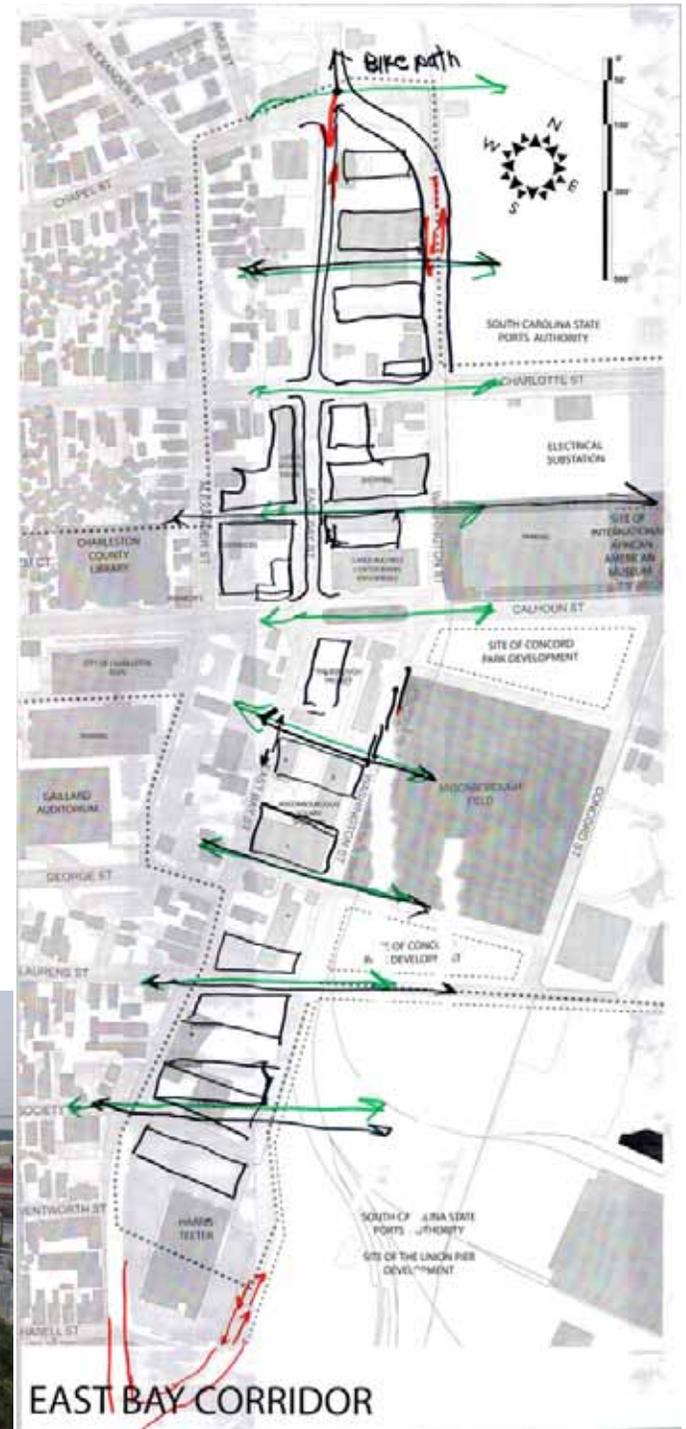
Calhoun Street Corridor

- Development opportunities are limited
- Focus on streetscape improvements
- Traffic calming desired by neighborhood
- Transitions to neighborhoods to north and south are important
- Ground Level uses lacking



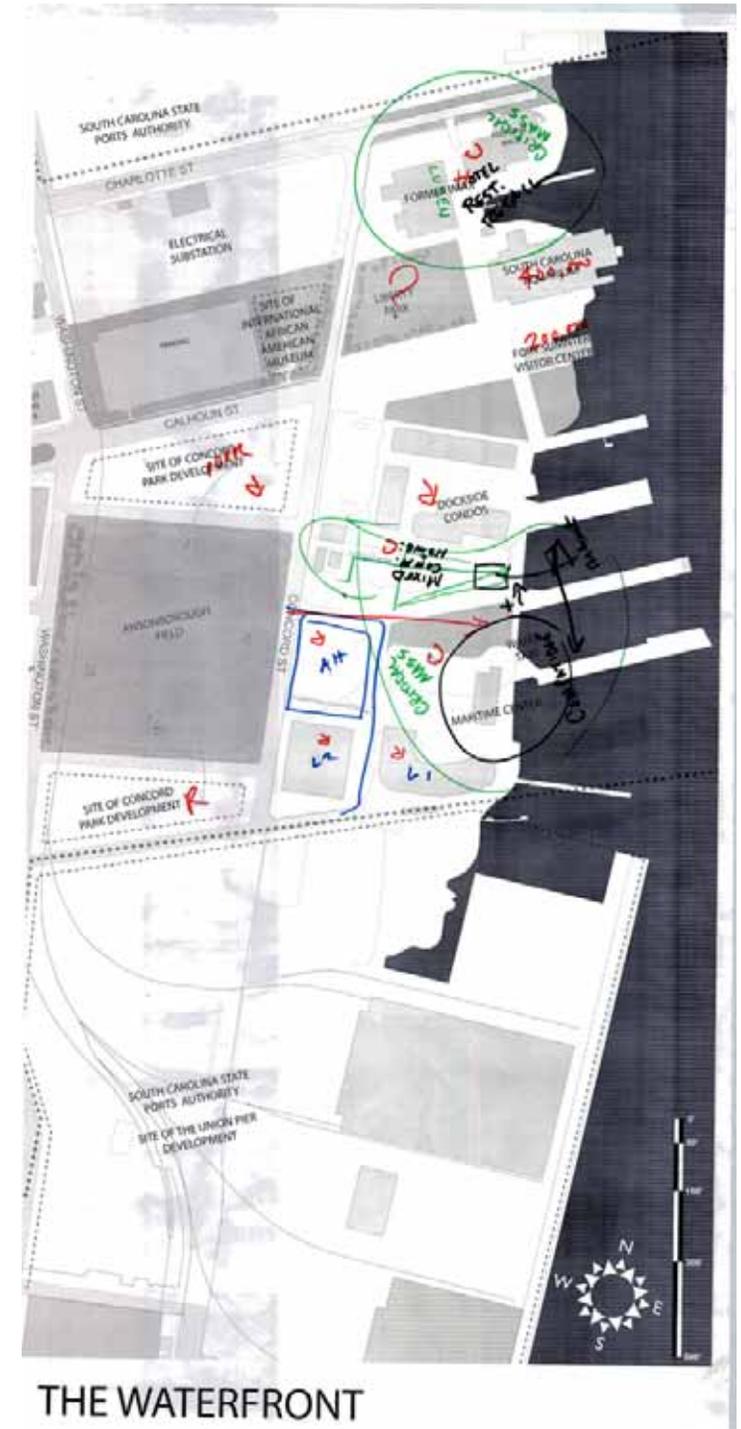
East Bay/Washington Corridor

- Embrace “Emerging Economies” concept - prevent the City’s “brain drain”
- Job-intensive commercial, combined with neighborhood-serving retail should be the focus; other supporting uses include hotels, housing, etc.
- Higher density is welcome and encouraged here
- Take advantage of large block sizes
- Reinforce east-west connections to the water
- “Grandfather” in existing retail wherever possible
- Address traffic issue at Calhoun/East Bay and cut-through traffic



Waterfront

1. Waterfront should more mixed use, embrace a variety of users and activities and be more active
2. Uses other than housing especially needed to liven it up
3. Pedestrian circulation should be clarified, improved
4. Make it seem more public
5. Better arrival for Aquarium





Calhoun Street Corridor Study

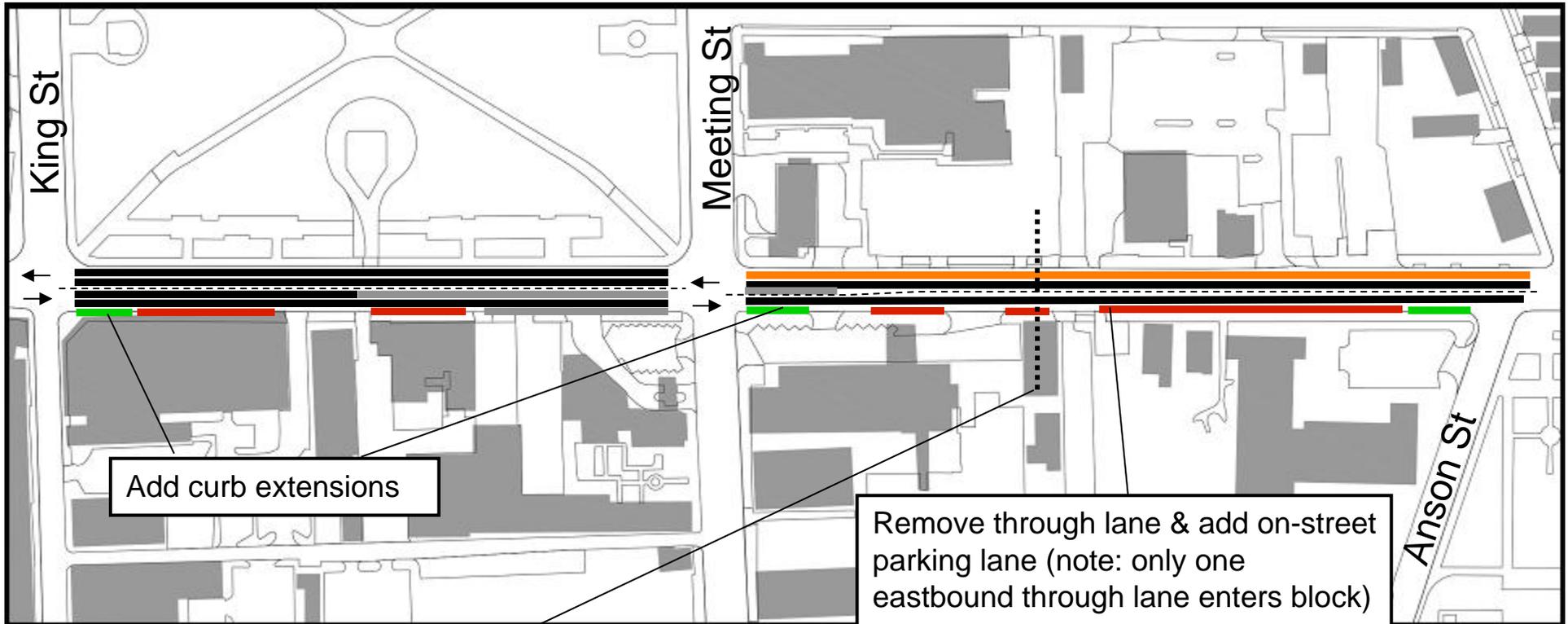
2nd Public Meeting
July 2008

CHAN KRIEGER SIENIEWICZ

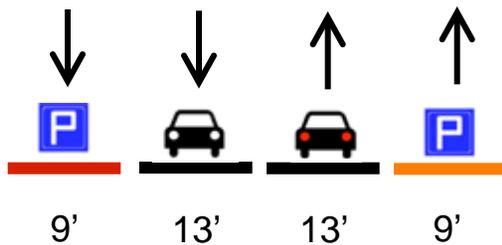
ARCHITECTURE & URBAN DESIGN



Cross-Sections: Concept A - Existing with Pedestrian Improvements

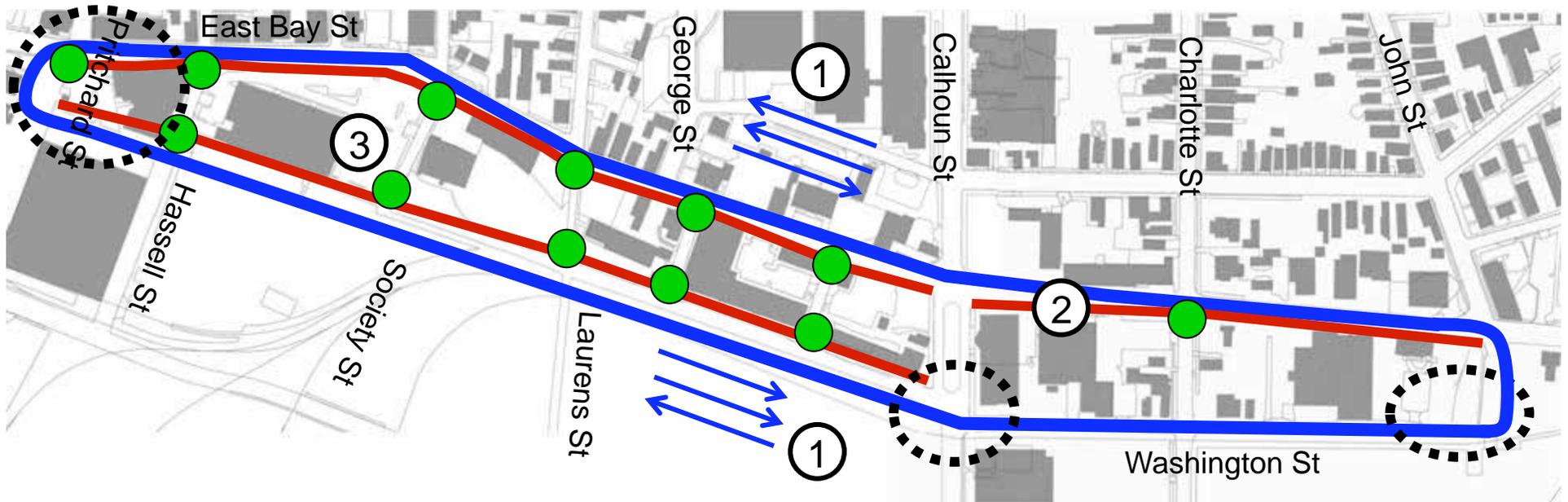


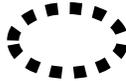
Meeting/Anson Cross-Section (approx. 44')



-  Through Lane
-  Turning Lane
-  Center Turning Lane
-  Parking Lane (all times)
-  Parking Lane (except rush hour)

East Bay – Washington: Semi-Couplet Concept



- (1) Geometric changes required 
- (2) Two-way couplet with continued local circulation 
- (3) Create full-time parking bays 
- (4) Add curb-extensions at key pedestrian crossings 

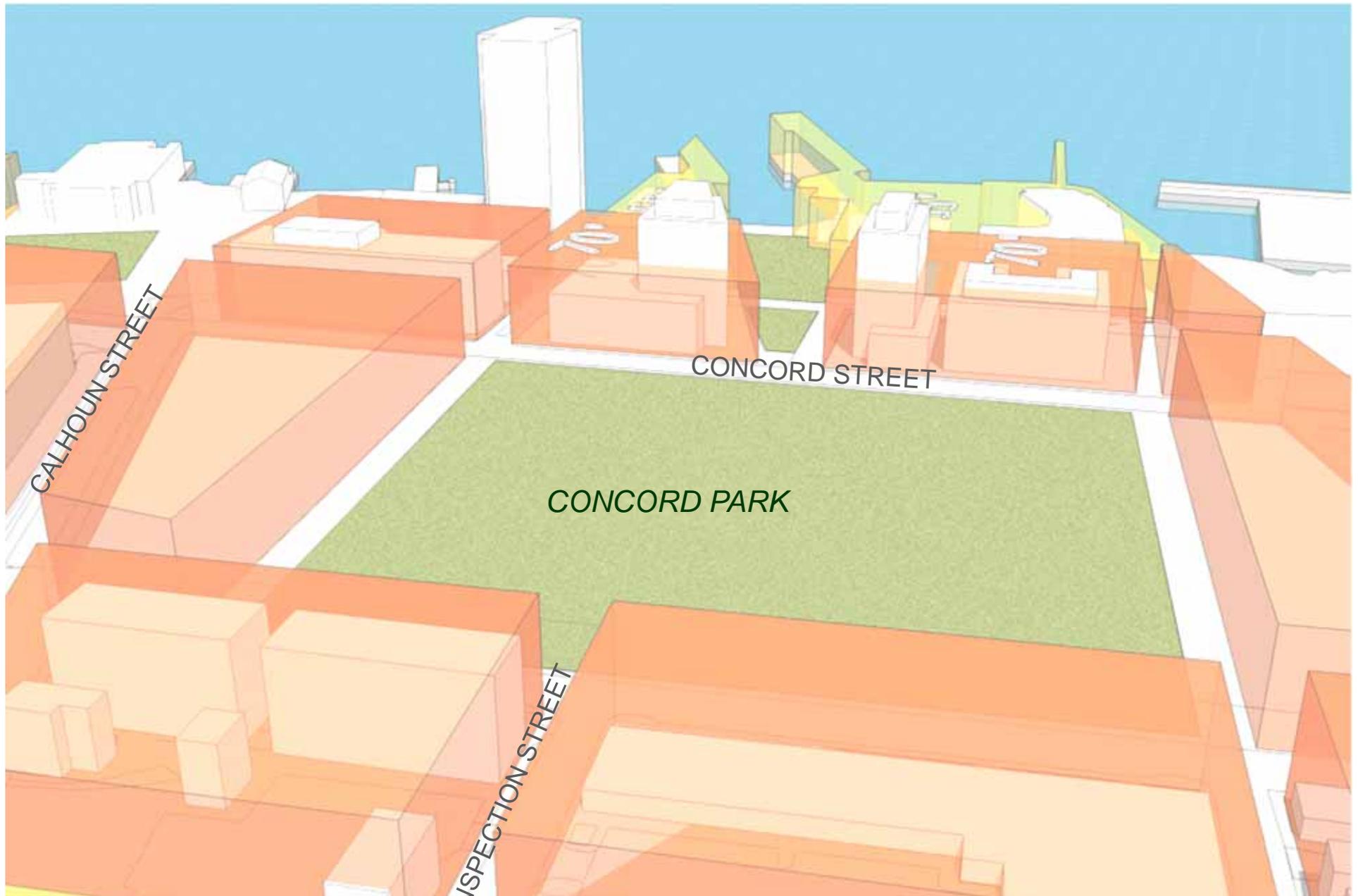
Aquarium Garage Peak Daytime Demand Analysis

Total Parking Supply = 1,093





Public Meeting #2, July 2008



Public Meeting #2, July 2008

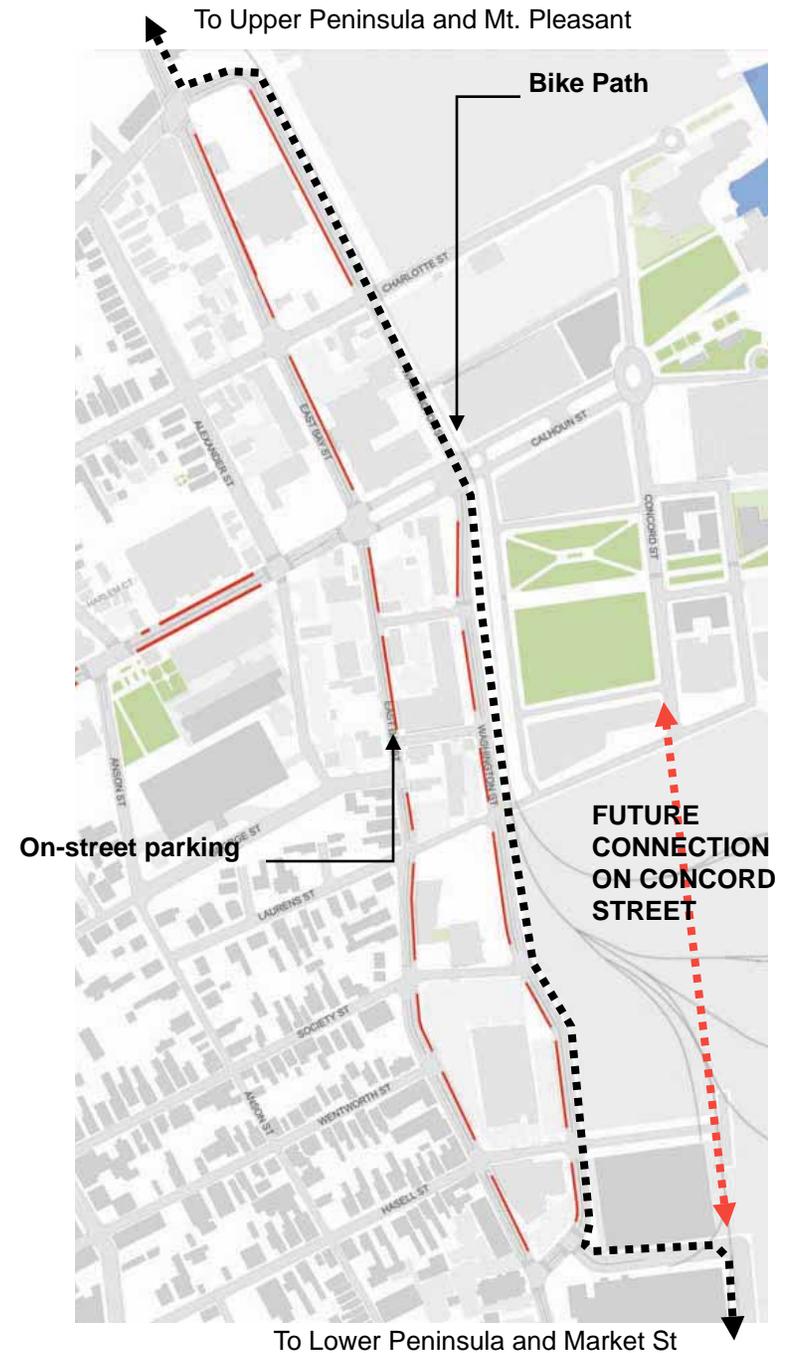


DRAFT recommendations
Public Presentation
October 31, 2008

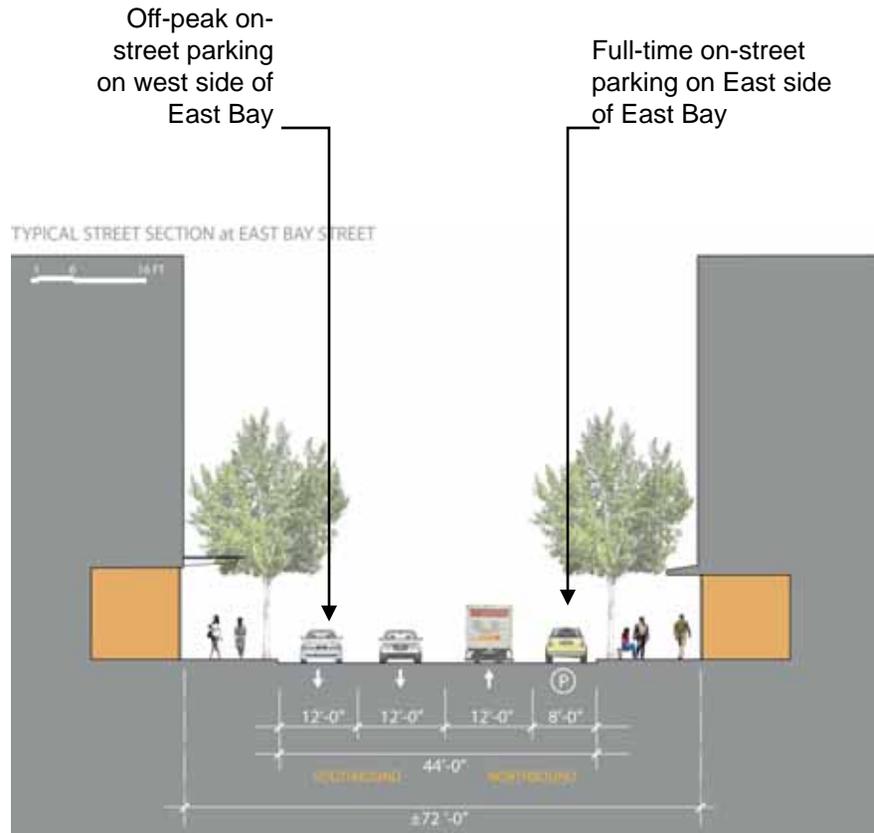
East Bay and Washington Street



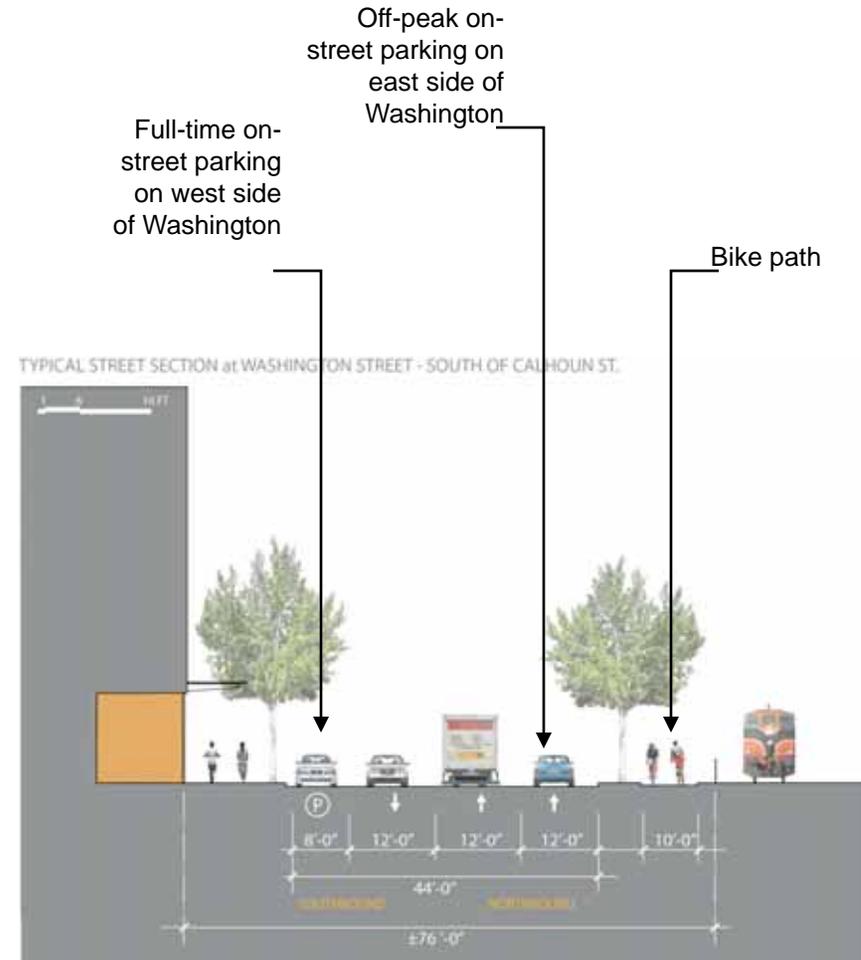
Access Improvements



East Bay and Washington Street



EAST BAY STREET will have two southbound travel lanes and only one northbound travel lane with a permanent parking lane on the eastern side with the option of an off-peak parking lane on the western side.



WASHINGTON STREET will have two northbound lanes and only one southbound lane with a permanent parking lane on the western side with the option of an off peak parking lane on the eastern side.

A bike path would be located on the eastern side of the street adjacent to RR R.O.W.

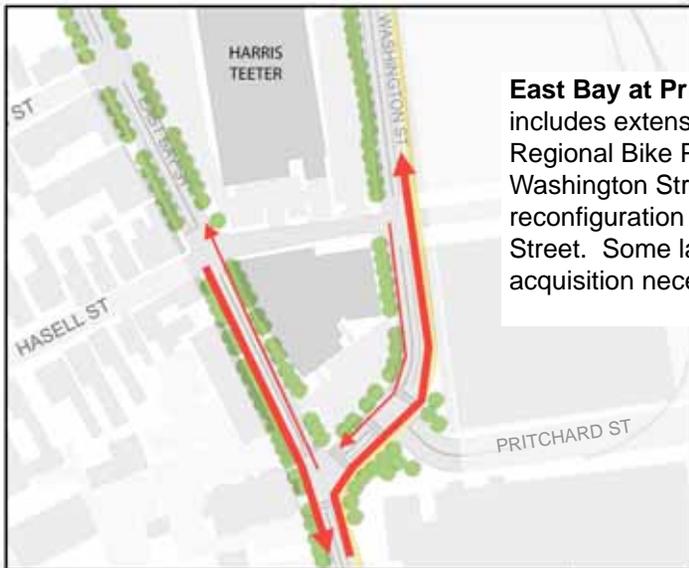
Access Improvements



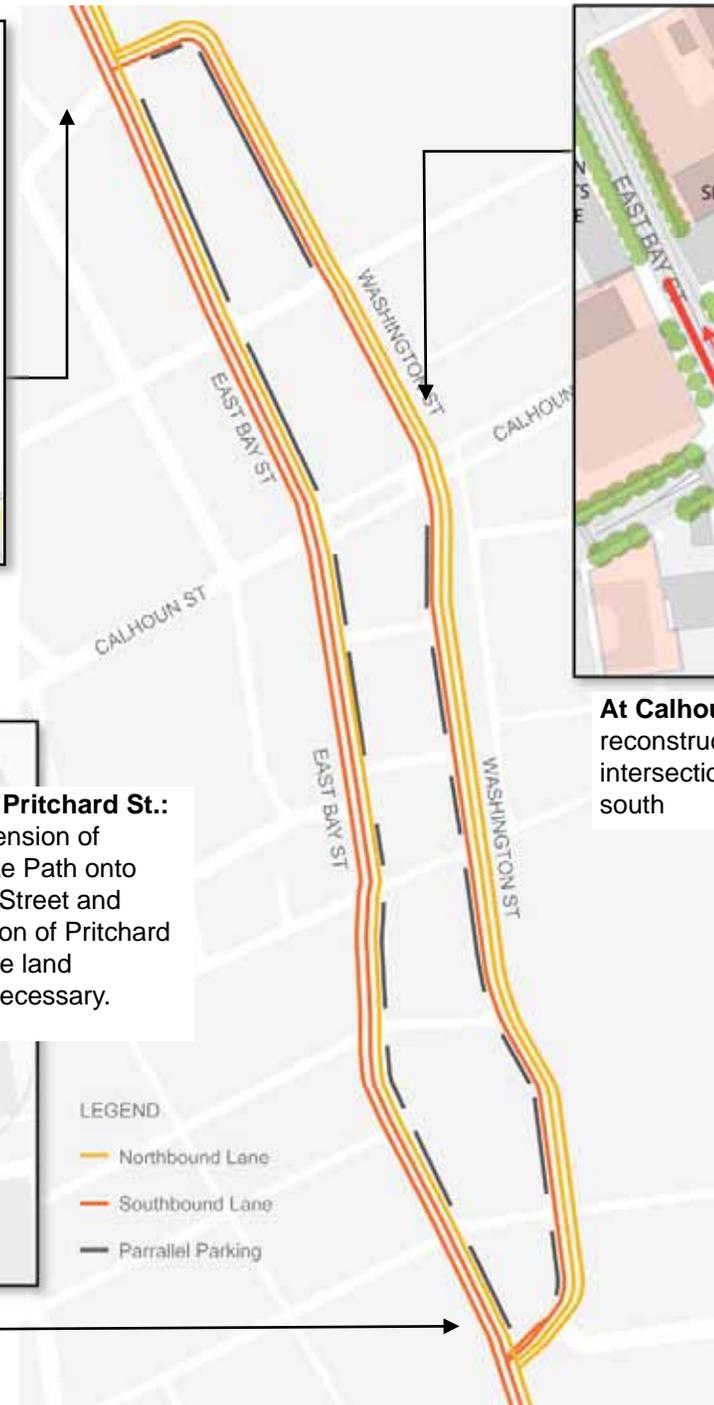
East Bay at Chapel: includes extension of Regional Bike Path onto Washington Street



At Calhoun Street: includes reconstruction of Calhoun Street intersection to better align north and south



East Bay at Pritchard St.: includes extension of Regional Bike Path onto Washington Street and reconfiguration of Pritchard Street. Some land acquisition necessary.



- LEGEND
- Northbound Lane
 - Southbound Lane
 - Parallel Parking

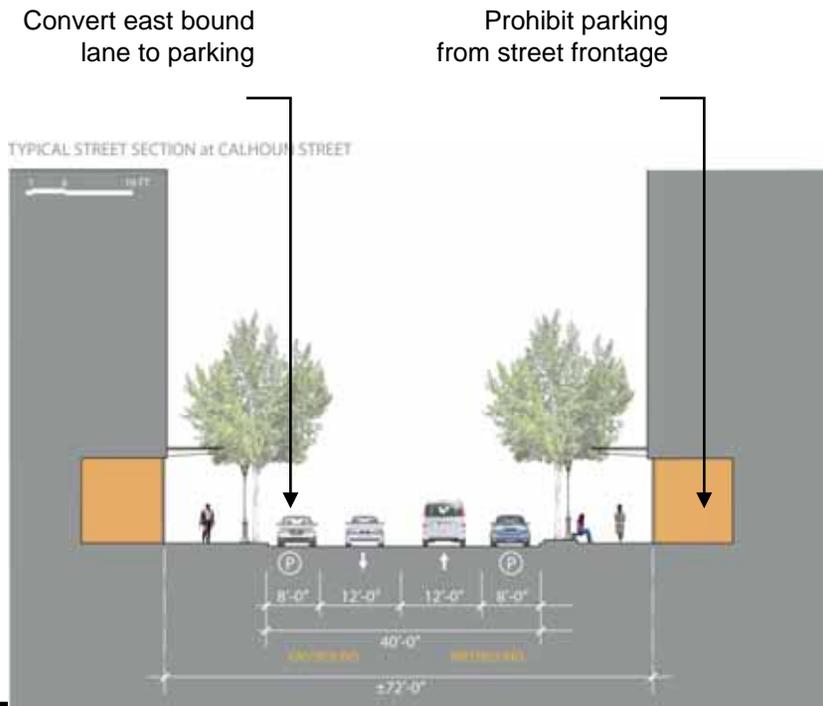
Calhoun Street

- 1. Calhoun Street:** improve the pedestrian experience and neighborhood connections and enhance Calhoun Street as the gateway to the Cooper River waterfront and Aquarium. This includes replacing an underutilized travel lane to on-street parking to improve the pedestrian experience and support retail uses. At key points along the length of the street elements can be added to create gateways on East Bay Street to announce the Aquarium.



Convert east bound lane to parking

Infill development with ground level activity



Access Improvements



Calhoun Streetscape

Calhoun Street



Surface parking is completely unscreened

Gaps in street trees
No pedestrian lighting



with trees & pedestrian lights

with screening of existing surface parking



with redevelopment of bank site

with development of walk-up housing in the citadel church parking area



Access Improvements



Calhoun Streetscape



Calhoun Streetscape



Calhoun Streetscape

Calhoun Street

At Washington and Calhoun Street intersection, reconstruction required to better align north and south

New traffic "oval" at intersection with Concord emphasizes arrival at the waterfront.

Remove channelized lane at southeast corner of E. Bay and Calhoun.

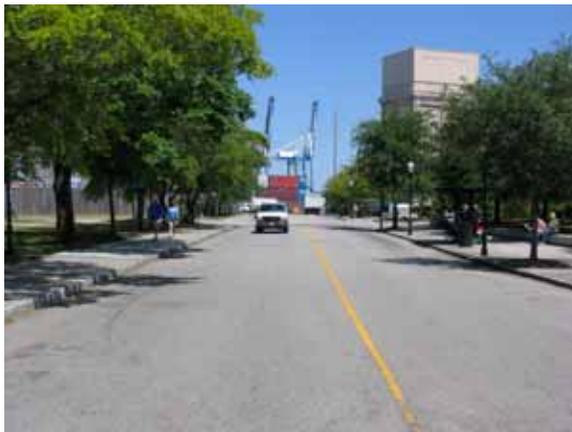
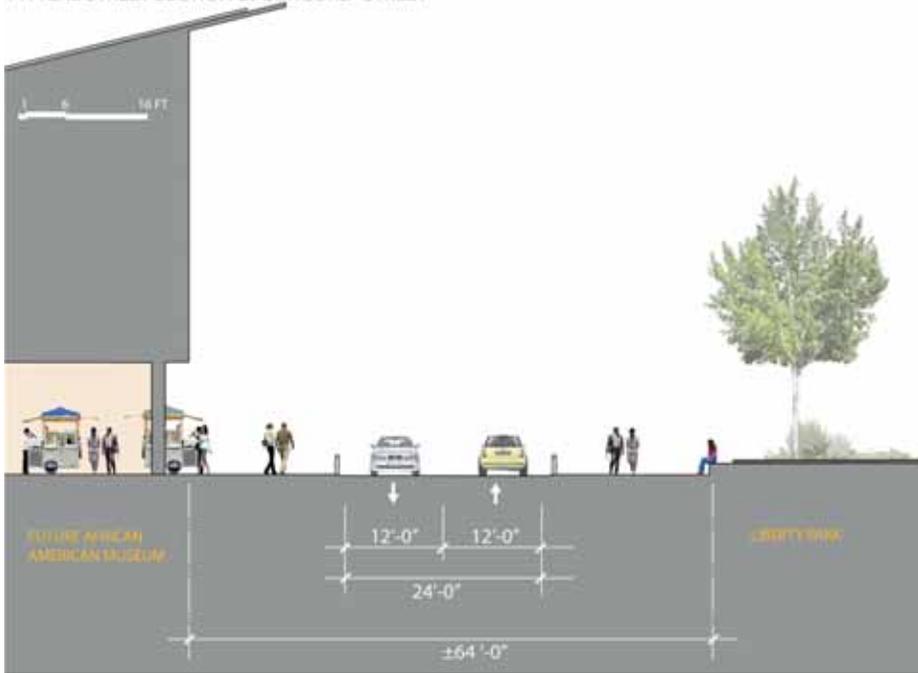


On Washington St., a Bike Lane to connects to Cooper River Bridge path.

Access Improvements

Concord Street

TYPICAL STREET SECTION at CONCORD STREET



Access Improvements

Concord Street



Access Improvements

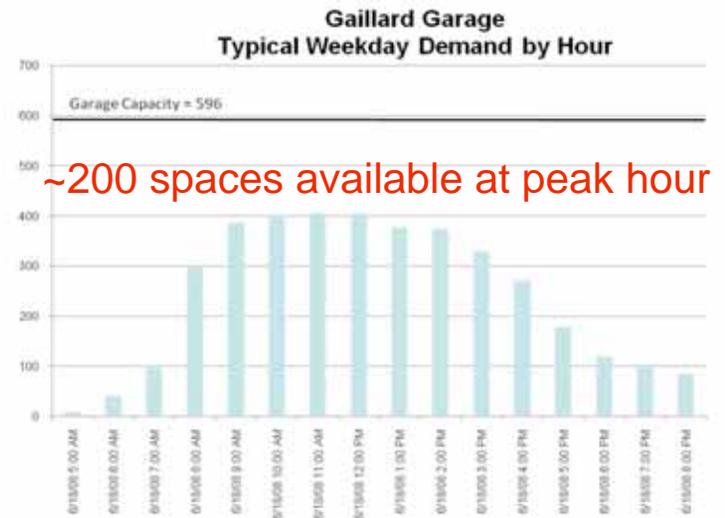
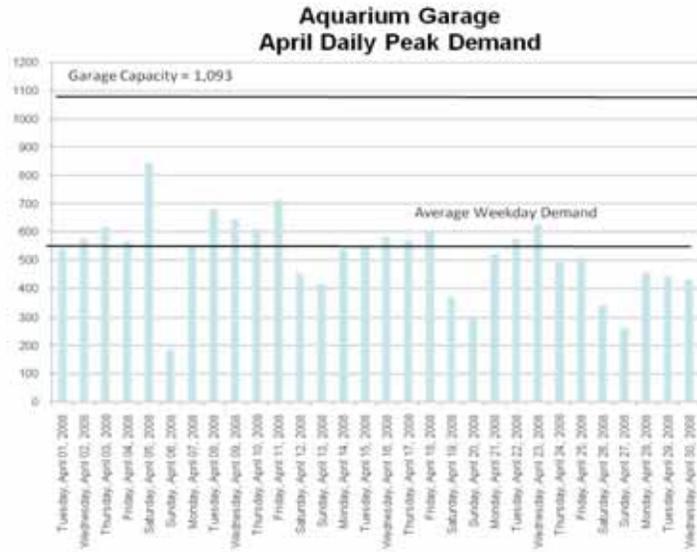


On-street parking opportunities

Current Garage Demand

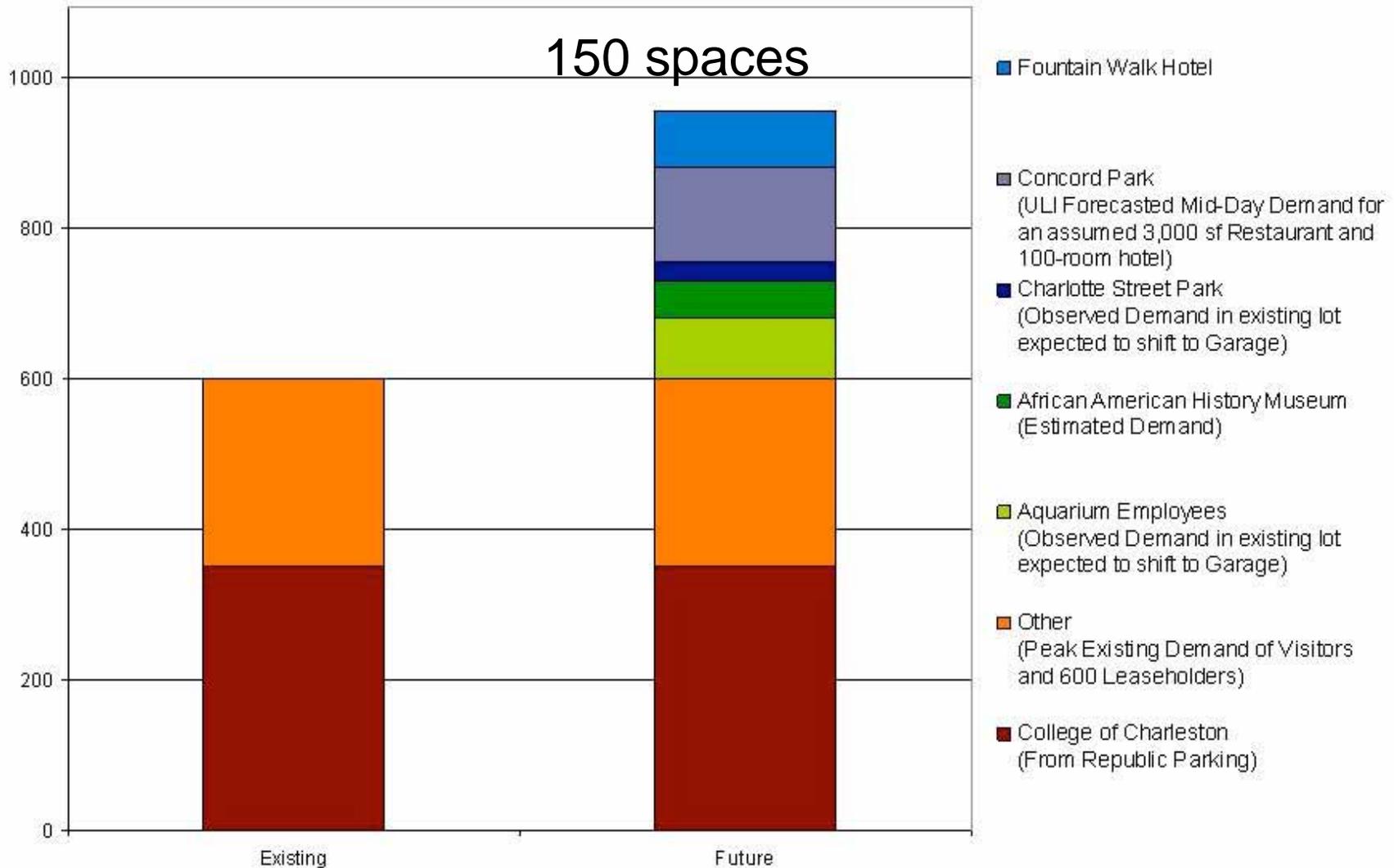
Aquarium Garage Capacity = 1,093

Gaillard Garage Capacity = 596



Parking Strategies

Aquarium Garage Parking Demand Forecast





Parking Strategies

Targeted Public Improvements



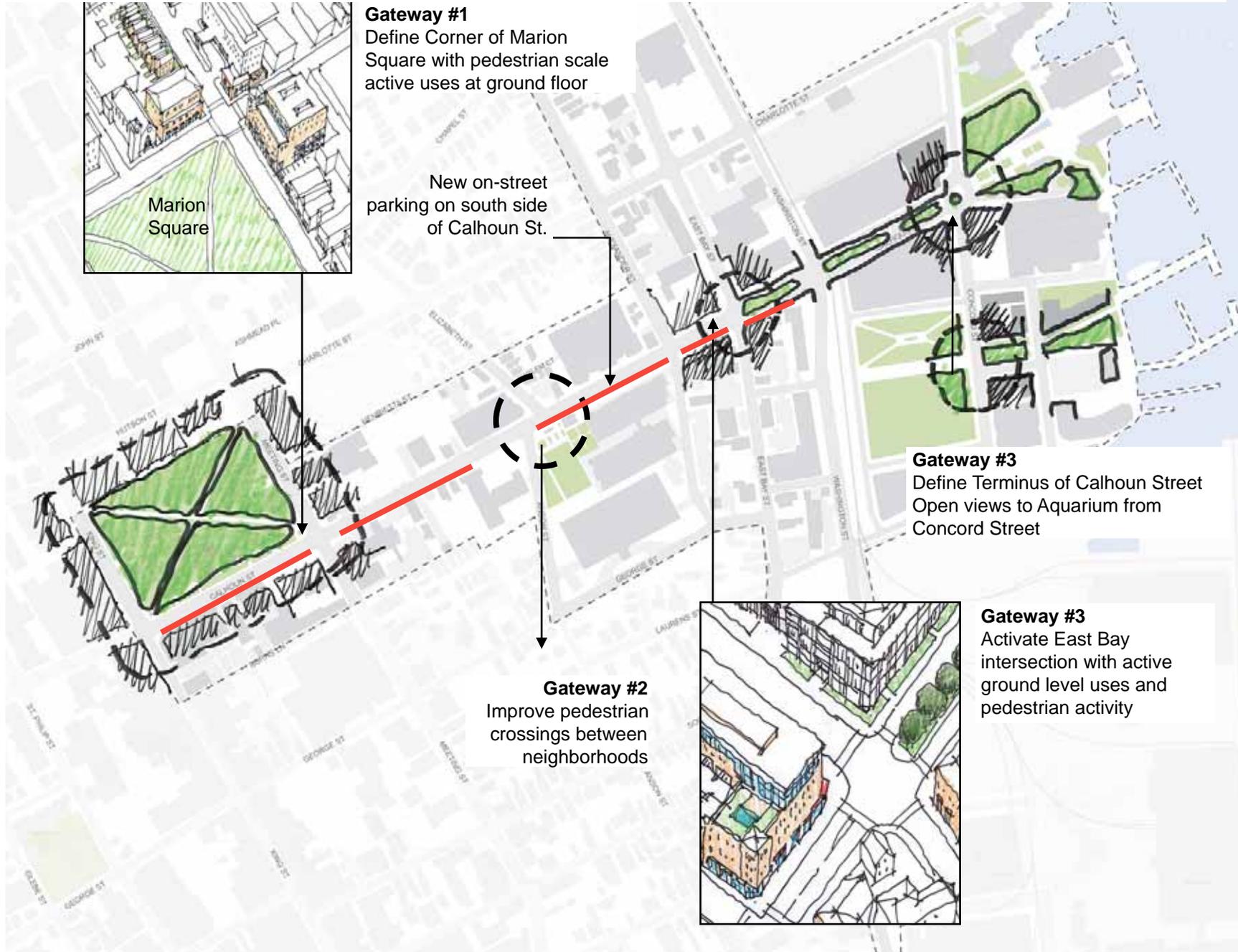
Gateway #1
Define Corner of Marion Square with pedestrian scale active uses at ground floor

New on-street parking on south side of Calhoun St.

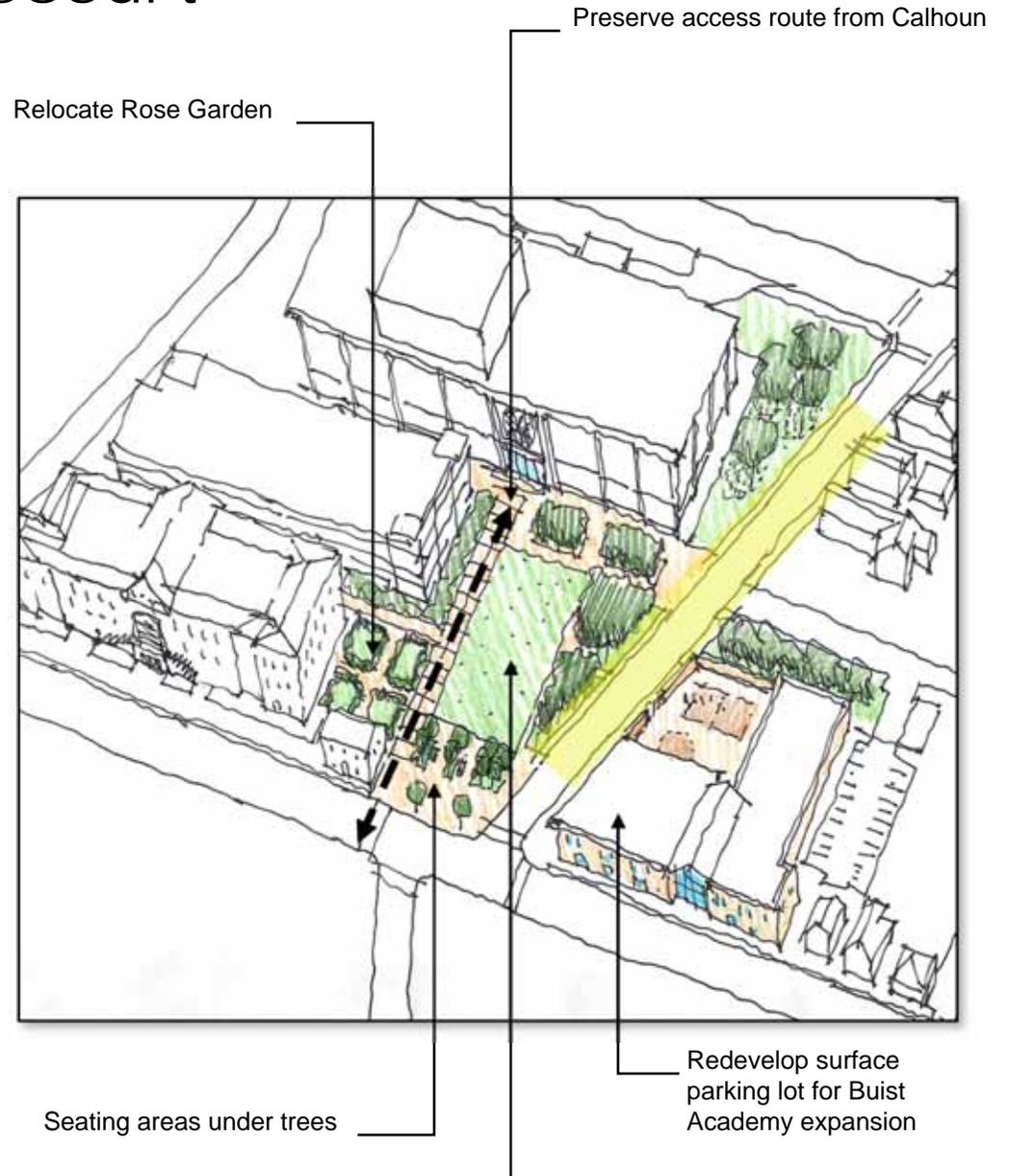
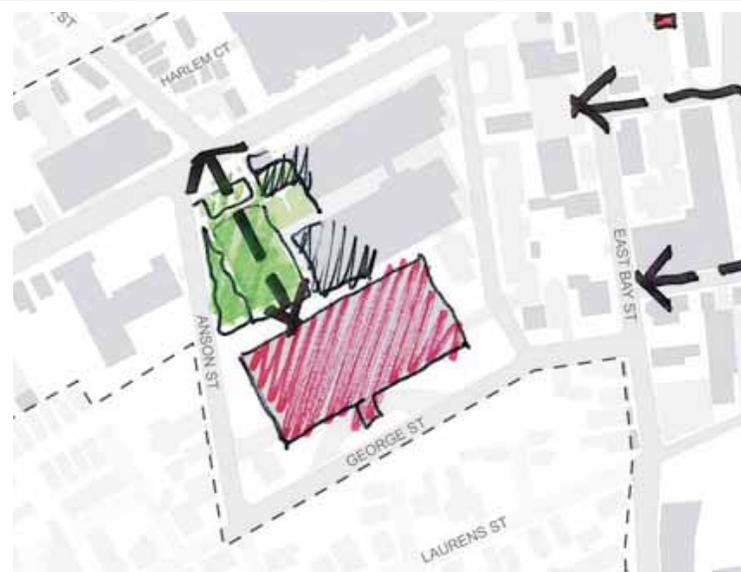
Gateway #3
Define Terminus of Calhoun Street
Open views to Aquarium from Concord Street

Gateway #3
Activate East Bay intersection with active ground level uses and pedestrian activity

Gateway #2
Improve pedestrian crossings between neighborhoods



Gaillard Auditorium Forecourt



Public Improvements

Liberty Square

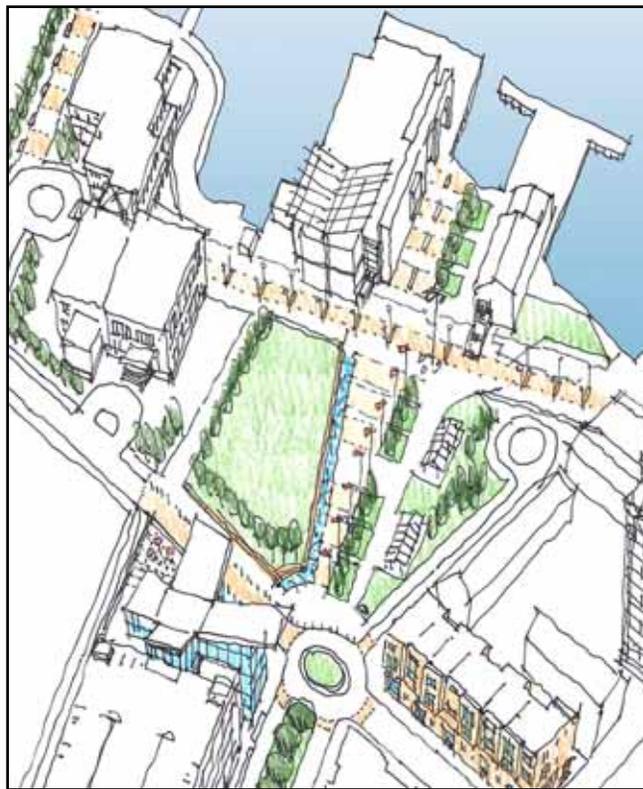


BEFORE

Interactive fountain

Remove fences

Vendors in park



AFTER

Public Improvements



Liberty Square Modifications



Concord Park



Ensure an ample view corridor

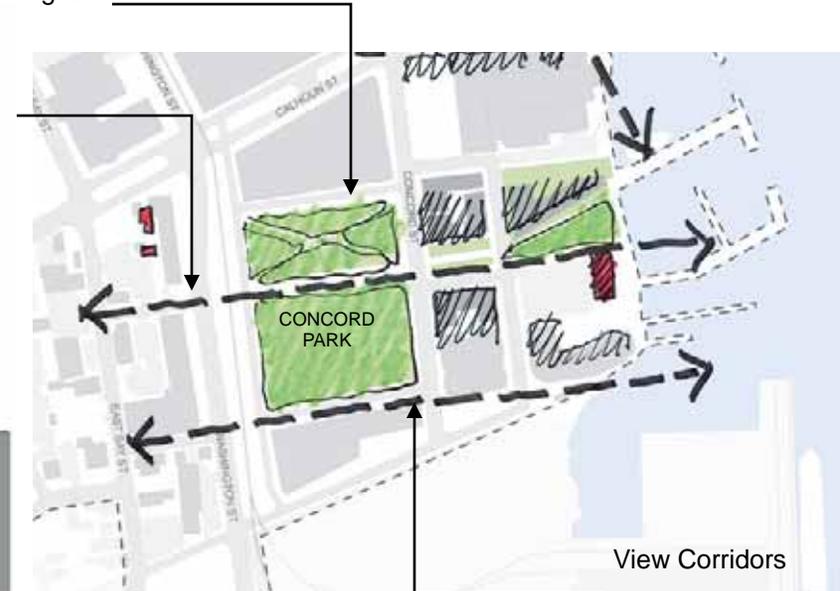


Public parking along park edges

STREET in CONCORD PARK DEVELOPMENT

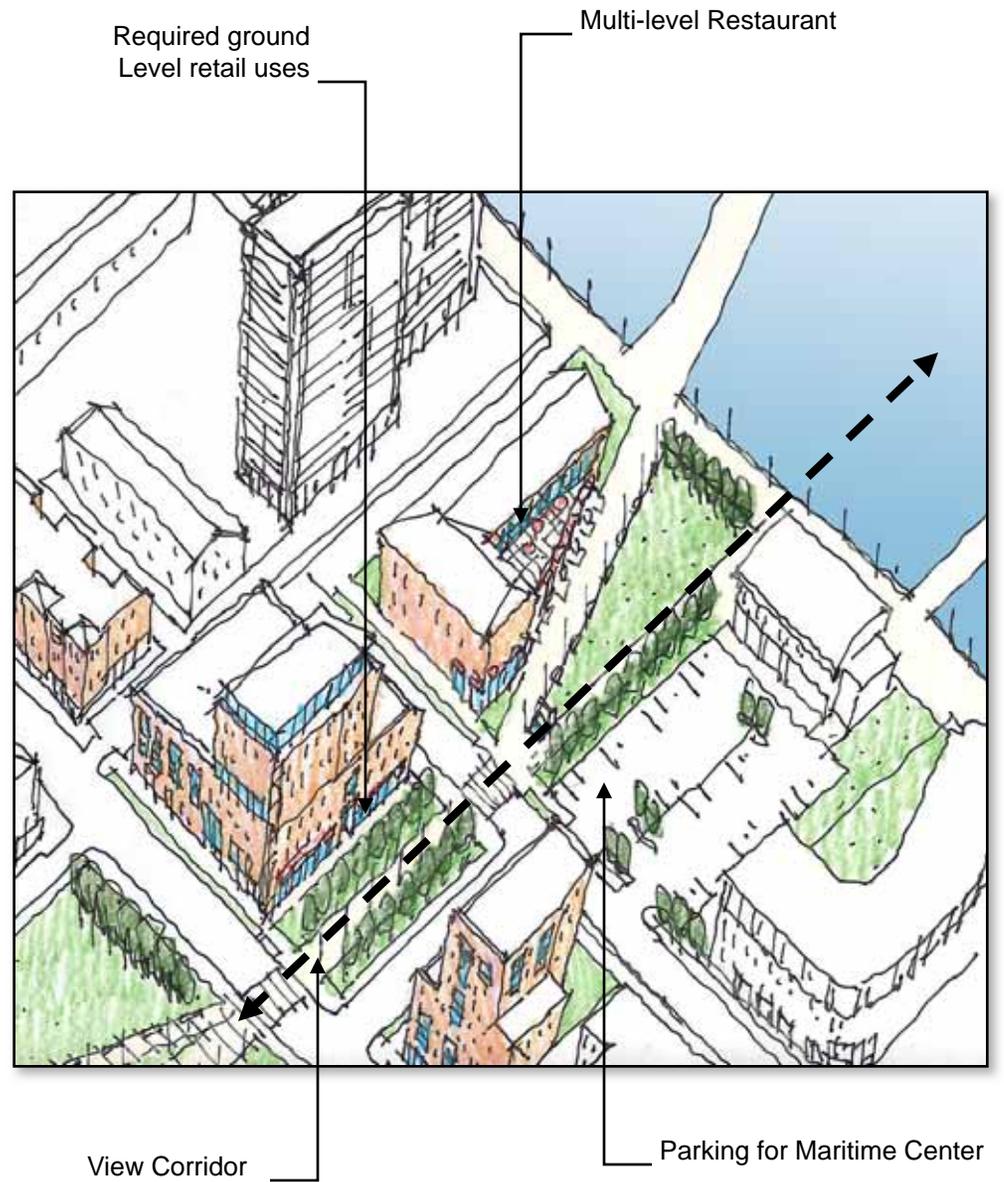


Connect pedestrians from East Bay Street through Inspection Street and Concord Park to waterfront to



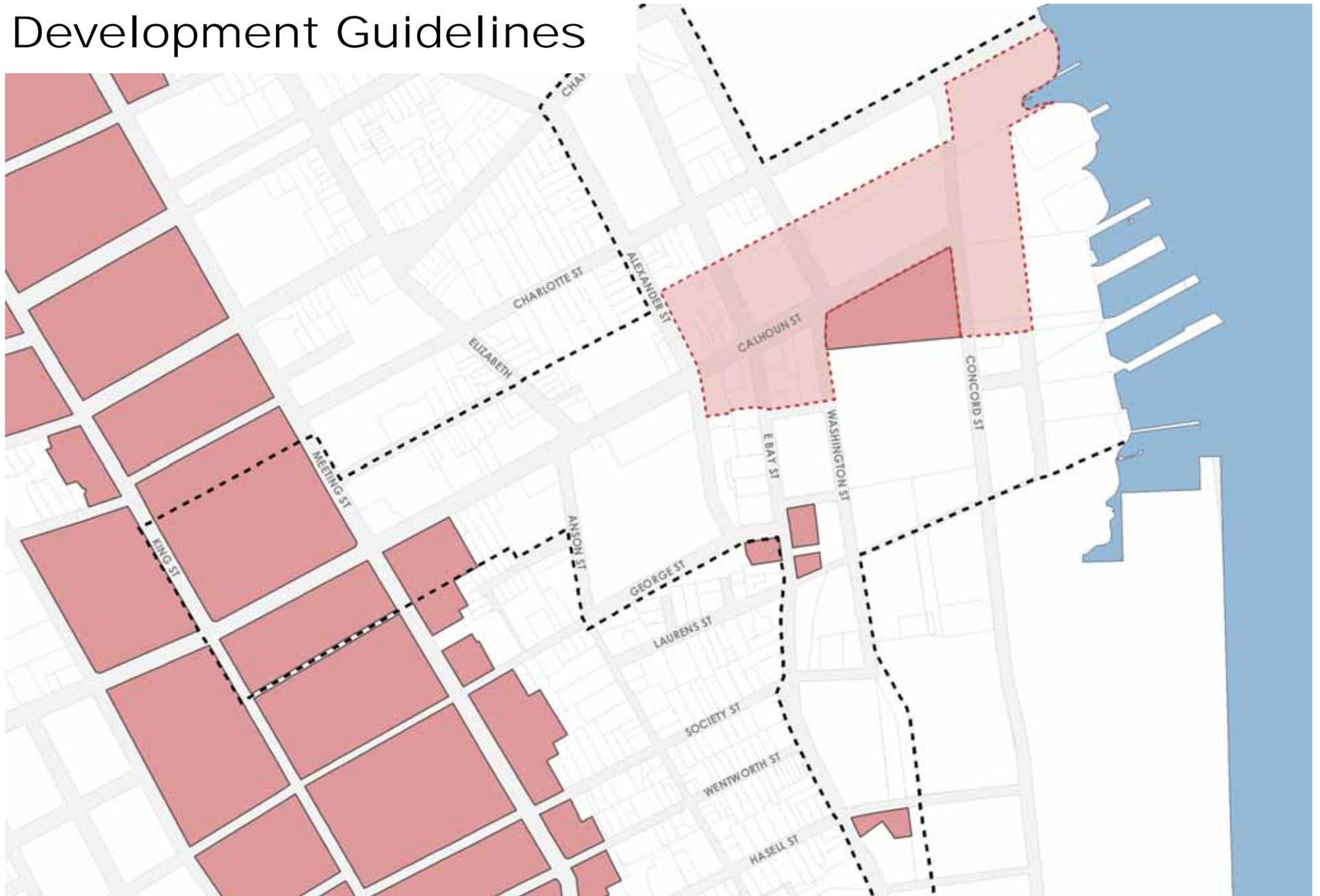
Public Improvements

Maritime Center Waterfront



Public Improvements

Development Guidelines



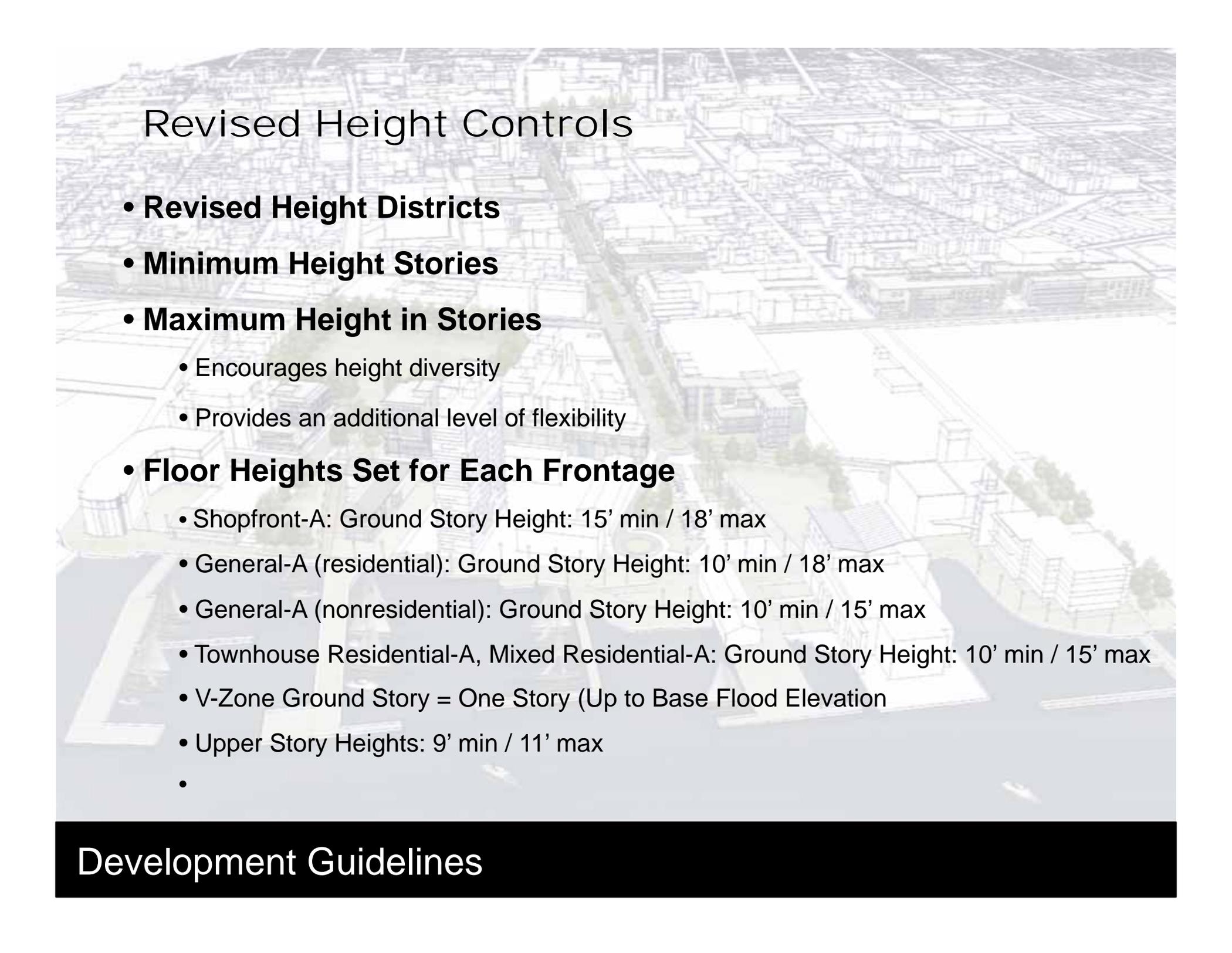
Accommodations Overlay Expansion on Calhoun Street

Development Guidelines

2008 Accommodations Statistics (ERA)

- Annual Occupancy rate at 72.7%
- Supply increased by 11.4% from 2007
- Avg. rates increased by 7.8% (2006-2007) to \$151
- Mt Pleasant occupancy at 70% (avg rate \$131)
- Pent-up demand for hotels on Peninsula
- ERA estimates demand for 1,100-1,500 hotel rooms over next 5 years (2008-2013)
- Upscale branded products such as: Doubletree, Renaissance, or Pinckney Inn

Accommodations Overlay Expansion on Calhoun Street



Revised Height Controls

- **Revised Height Districts**

- **Minimum Height Stories**

- **Maximum Height in Stories**

- Encourages height diversity
- Provides an additional level of flexibility

- **Floor Heights Set for Each Frontage**

- Shopfront-A: Ground Story Height: 15' min / 18' max
- General-A (residential): Ground Story Height: 10' min / 18' max
- General-A (nonresidential): Ground Story Height: 10' min / 15' max
- Townhouse Residential-A, Mixed Residential-A: Ground Story Height: 10' min / 15' max
- V-Zone Ground Story = One Story (Up to Base Flood Elevation)
- Upper Story Heights: 9' min / 11' max
-



Group 1 and 2 Historic Buildings and Study Area Boundary



New Height Map (existing in color)



New Height Map (existing in color)

55' height zone (Calhoun St)

Existing regulation

Proposed regulation





New Height Map (existing in color)

55' height zone (with bonus to 70') East Bay St.





ZONING RECOMMENDATIONS

- New Zoning Overlay District
- Overlay Controls Building Form
 - Underlying use provisions remain the same
 - Although, some changes to ground floor use provisions
- Six Street-Based “Frontages”
 - Separate standards for each frontage
 - Distinct form and character for each frontage
- Frontages Divided into Two Groups
 - “A” flood zone (West of East Bay)
 - “V” flood zone (East of East Bay)

FORM BASICS: HEIGHT



FORM BASICS: SITING

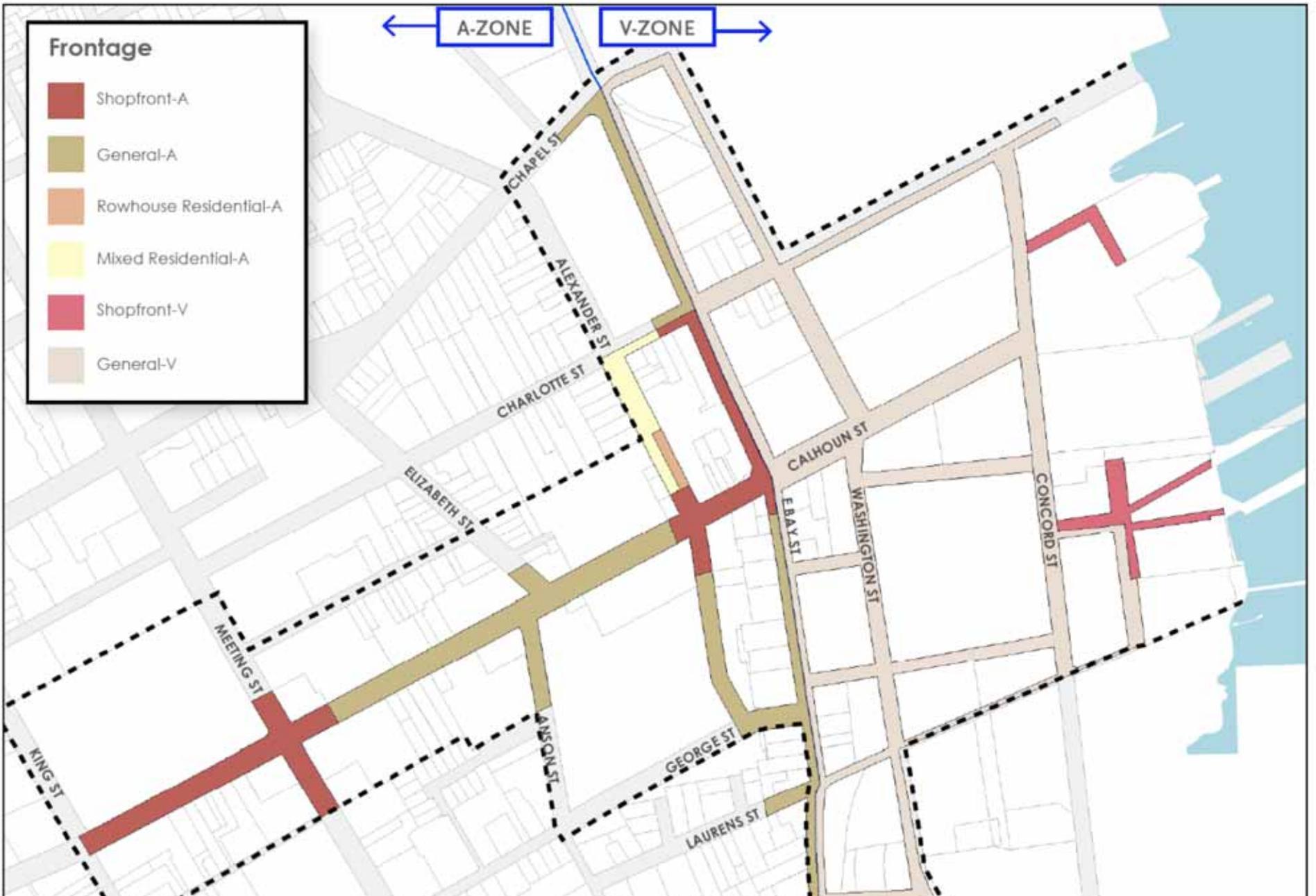


FORM BASICS: ELEMENTS



FORM BASICS: USE





Frontage Classifications

An aerial architectural rendering of a city waterfront development project. The image shows a dense urban grid with various building footprints, streets, and a waterfront area. The rendering is in a light, semi-transparent style, allowing the text to be clearly visible over it. The text is centered on the left side of the image.

ZONING RECOMMENDATIONS

- Four Frontages in A-Zone (West of East Bay)
 - ***SHOPFRONT-A***
 - ***GENERAL-A***
 - ***ROWHOUSE RESIDENTIAL-A***
 - ***MIXED RESIDENTIAL-A***
- Two Frontages in V- Zone (East of East Bay)
 - ***SHOPFRONT-V***
 - ***GENERAL-V***



Shopfront A

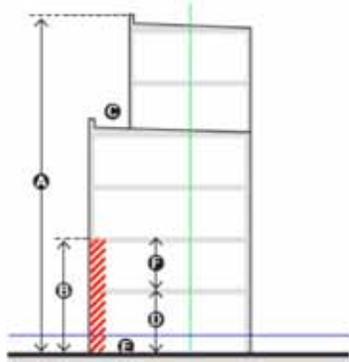
SHOPFRONT-A

- Active flood-proofed shopfronts at grade along street edge
- Upper-stories for office or residential uses
- Parking is setback 30 ft. from sidewalk
- Large storefront windows required

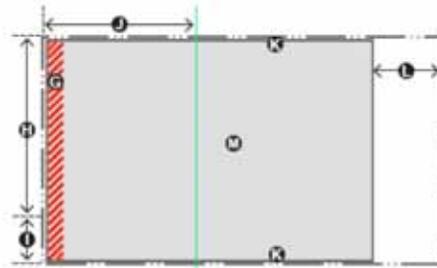


SHOPFRONT-A

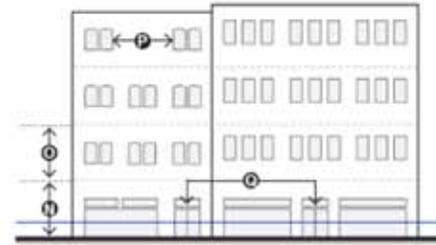
- KEY:**
- Front setback area
 - Parking setback
 - Base flood elevation
 - Property line
 - Buildable area



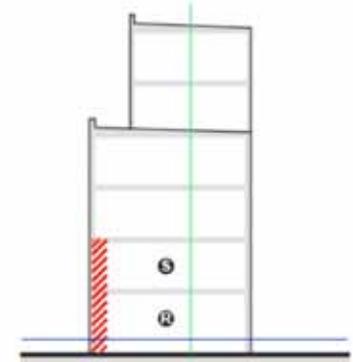
HEIGHT



SITING



ELEMENTS



USE

BUILDING HEIGHT

A Stories, max	see Height Map
B Stories, min (in front setback area)	see Height Map
C Stepback at 4 stories, min	15'

GROUND STORY HEIGHT

D Floor to floor, min/max	15'/18'
E Ground floor elevation (floodproof)	0'

UPPER STORY HEIGHT

F Floor to floor, min/max	9'/11'
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NEIGHBORHOOD TRANSITION

Height and setbacks may be affected by neighborhood transition standards -- see XXXX

STREET FACADE

G Front setback area, min/max	0'/5'
H Frontage, min (in front setback area)	90%

STREET WALL

I Required along unbuilt portion of front setback area	
Height, min/max	6'/12'

SETBACK

J Parking setback, min	30'
K Side setback	none
L Rear setback, no alley, min	10'
M Rear setback, with alley	3'

LOT COVERAGE

N % of lot occupied by buildings, max	90%
--	-----

TRANSPARENCY

O Ground story facade, min/max	60%/90%
P Upper story facade, min/max	20%/60%
Q Length of blank wall, max	20'

DOORS AND ENTRIES

R Distance between functioning entries, max	50'
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PERMITTED USES

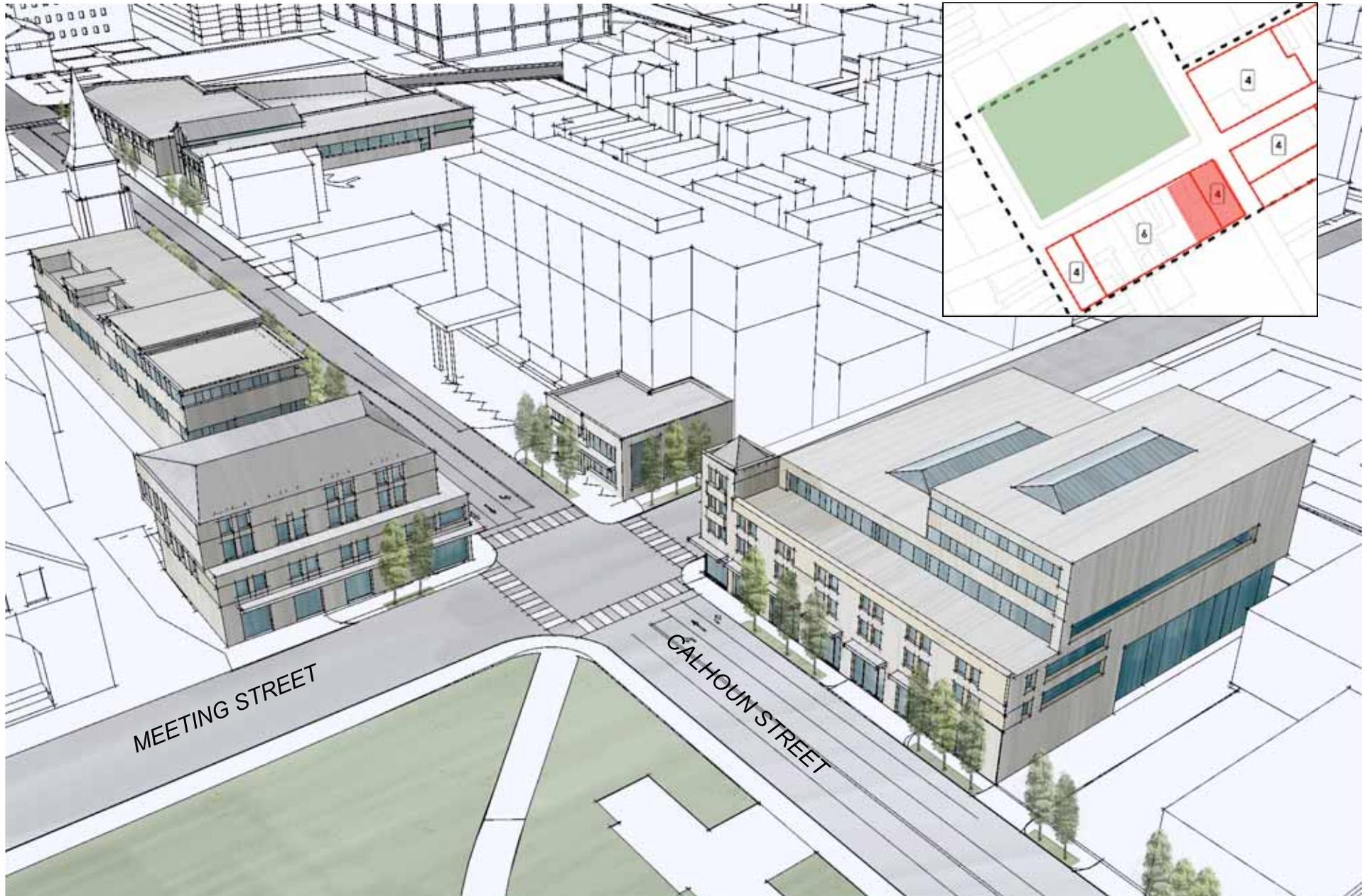
R Ground story	Commerce, Parking (behind parking setback line)
S Upper stories	Commerce, Residential, Parking (behind parking setback line)

USE REQUIREMENTS

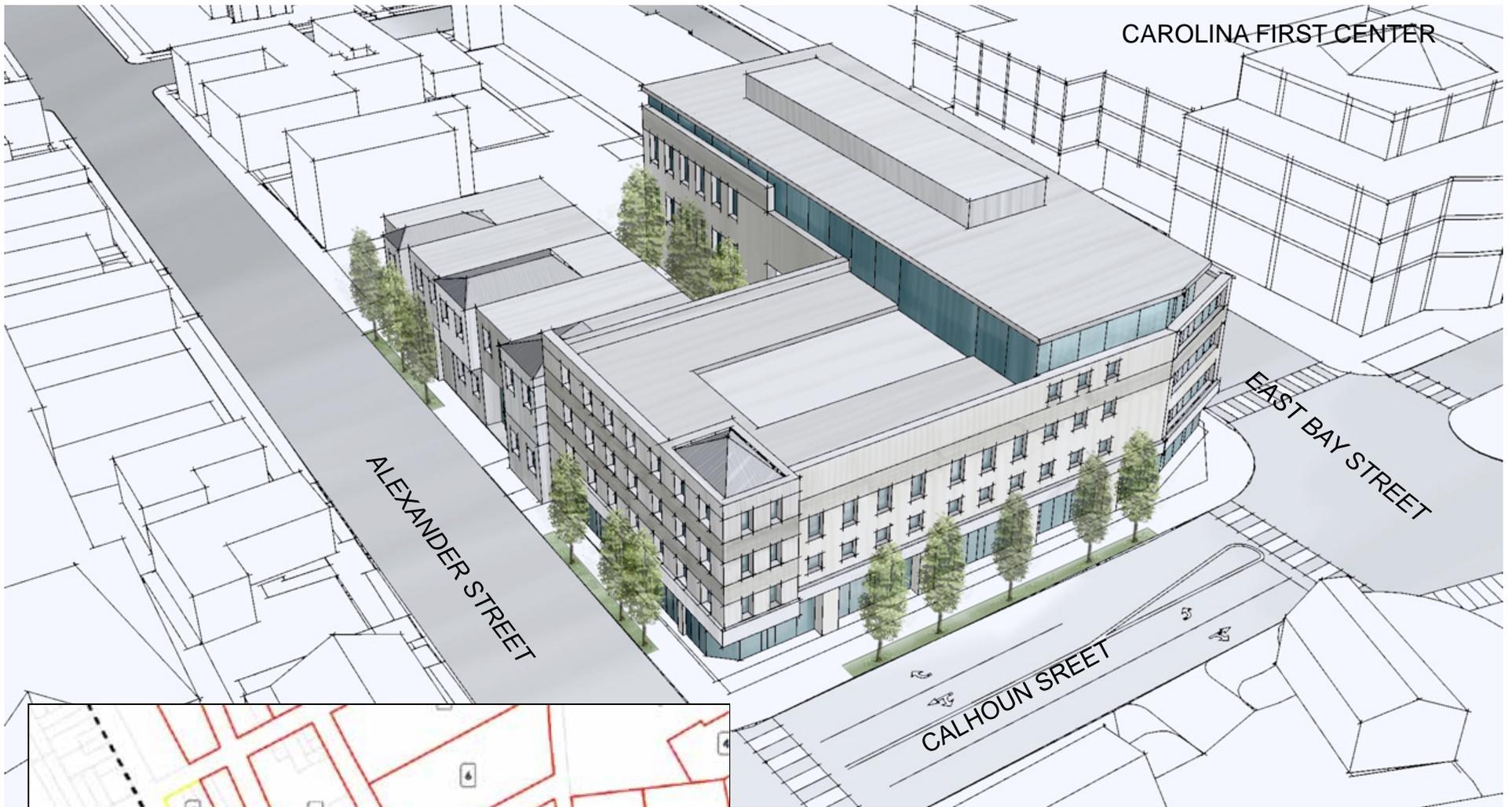
No commerce use is permitted above a residential use

No restaurant or retail sales use is allowed in upper stories unless it is a second story extension equal to or less than the area of the ground story use

For specific use requirements see XXXX



Shopfront A



Shopfront A



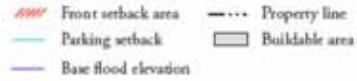
General A

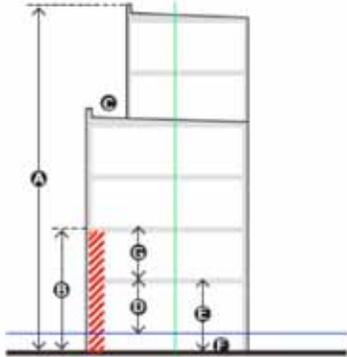
GENERAL-A

- Allows variety of buildings along street edge (office, retail, residential)
- Nonresidential flood-proofed at grade
- Residential raised up above base flood elevation
- Parking is setback 30 ft. from sidewalk
- Ground floor residential, street facing entrance required

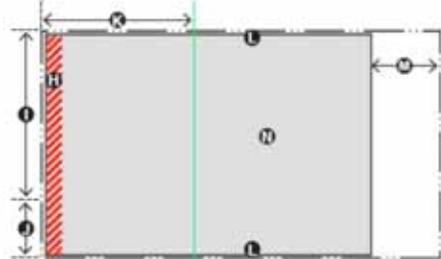


GENERAL-A

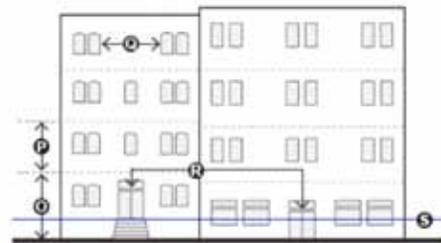
KEY:

 Front setback area Property line
 Parking setback Buildable area
 Base flood elevation



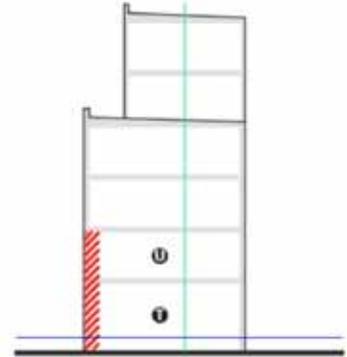
HEIGHT



SITING



ELEMENTS



USE

BUILDING HEIGHT	
A	Stories, max see Height Map
B	Stories, min (in front setback area) see Height Map
C	Stepback at 4 stories, min 15'
GROUND STORY HEIGHT	
Floor to floor	
D	Residential, min/max 10'/18'
E	Commerce, min/max 15'/18'
Floor elevation	
	Residential base flood elevation
F	Commerce 0'
Commerce use must be floodproof below base flood	
UPPER STORY HEIGHT	
G	Floor to floor, min/max 9'/11'
NEIGHBORHOOD TRANSITION	
Height and setbacks may be affected by neighborhood transition standards -- see XXX	

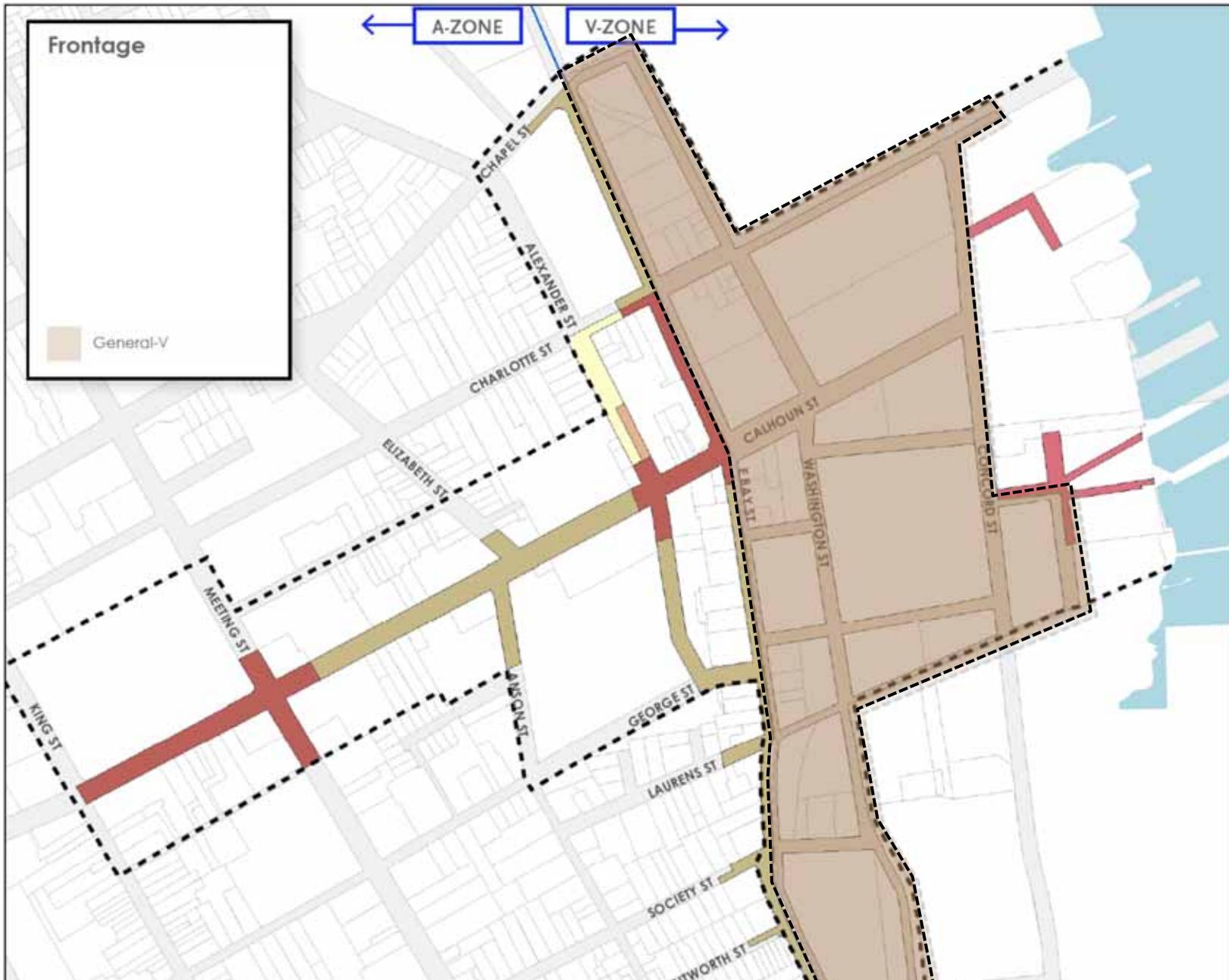
STREET FACADE	
H	Front setback area, min/max 0'/10'
I	Frontage in front setback area, min 80%
STREET WALL	
J	Required along unbuilt portion of front setback area Height, min/max 6'/12'
SETBACK	
K	Parking setback, min 30'
L	Side setback none
M	Rear setback, no alley, min 10'
N	Rear setback, with alley 3'
LOT COVERAGE	
O	% of lot occupied by buildings, max 80%

TRANSPARENCY	
P	Ground story facade, min/max 50%/80%
Q	Upper story facade, min/max 20%/60%
R	Length of blank wall, max 30'
DOORS AND ENTRIES	
S	Distance between functioning entries, max 60'
FLOOD PROTECTION	
	Residential Elevate
	Commercial Floodproof

PERMITTED USES	
U	Ground story Commerce, Residential, Parking (behind parking setback line)
V	Upper Stories Commerce, Residential, Parking (behind parking setback line)
USE REQUIREMENTS	
No commerce use is permitted above a residential use	
No restaurant or retail sales use is allowed in upper stories unless it is a second story extension equal to or less than the area of the ground story use	
For specific use requirements see XXX	



General A



General V

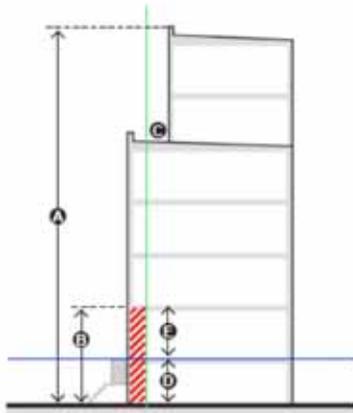
GENERAL-V

- Allows variety of buildings (office, retail, residential) raised above based flood elevation
- Active uses not permitted on ground floor
- Parking is set back 10 ft. from sidewalk
- Entrances, lobbies, and staircases are required at street level
- Ground floor residential, entrance required that opens directly on to street

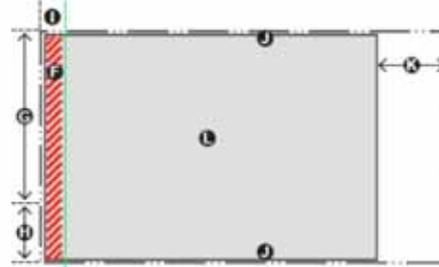


GENERAL-V

KEY:
 Front setback area (hatched)
 Parking setback (green line)
 Base flood elevation (blue line)
 Property line (dashed line)
 Buildable area (grey shaded)



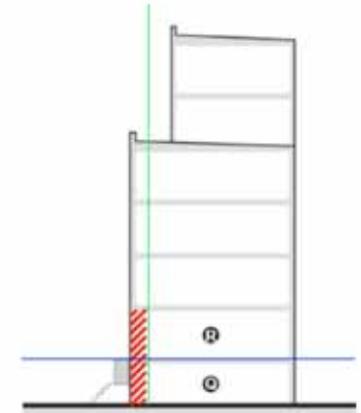
HEIGHT



SITING



ELEMENTS



USE

BUILDING HEIGHT

- A Stories, max see Height Map
- B Stories, min (in front setback area) see Height Map
- C Stepback at 4 stories, min 15'

GROUND STORY HEIGHT

- D Floor to floor, min/max base flood elevation
- E Ground floor elevation, min/max base flood elevation

UPPER STORY HEIGHT

- F Floor to floor, min/max 9/11'

NEIGHBORHOOD TRANSITION

Height and setbacks may be affected by neighborhood transition standards -- see XXX

STREET FACADE

- G Front setback area, min/max 0/110'
- H Frontage in front setback area, min 80%

STREET WALL

- I Required along unbuilt portion of front setback area
- J Height, min/max 6/12'

SETBACK

- K Parking setback 10'
- L Side setback none
- M Rear setback, no alley, min 10'
- N Rear setback, with alley 3'

LOT COVERAGE

- O % of lot occupied by buildings, max 80%

TRANSPARENCY

- P Ground story facade, min/max 0%/50%
- Q Upper story facade, min/max 20%/60%
- R Length of blank wall
- S Ground story n/a
- T Upper story 30'

DOORS AND ENTRIES

- U Distance between functioning entries, max 60'

PERMITTED USES

- V Ground story Lobby, Storage, Parking (behind parking setback line)
- W Upper Stories Commerce, Residential, Parking (behind parking setback line)

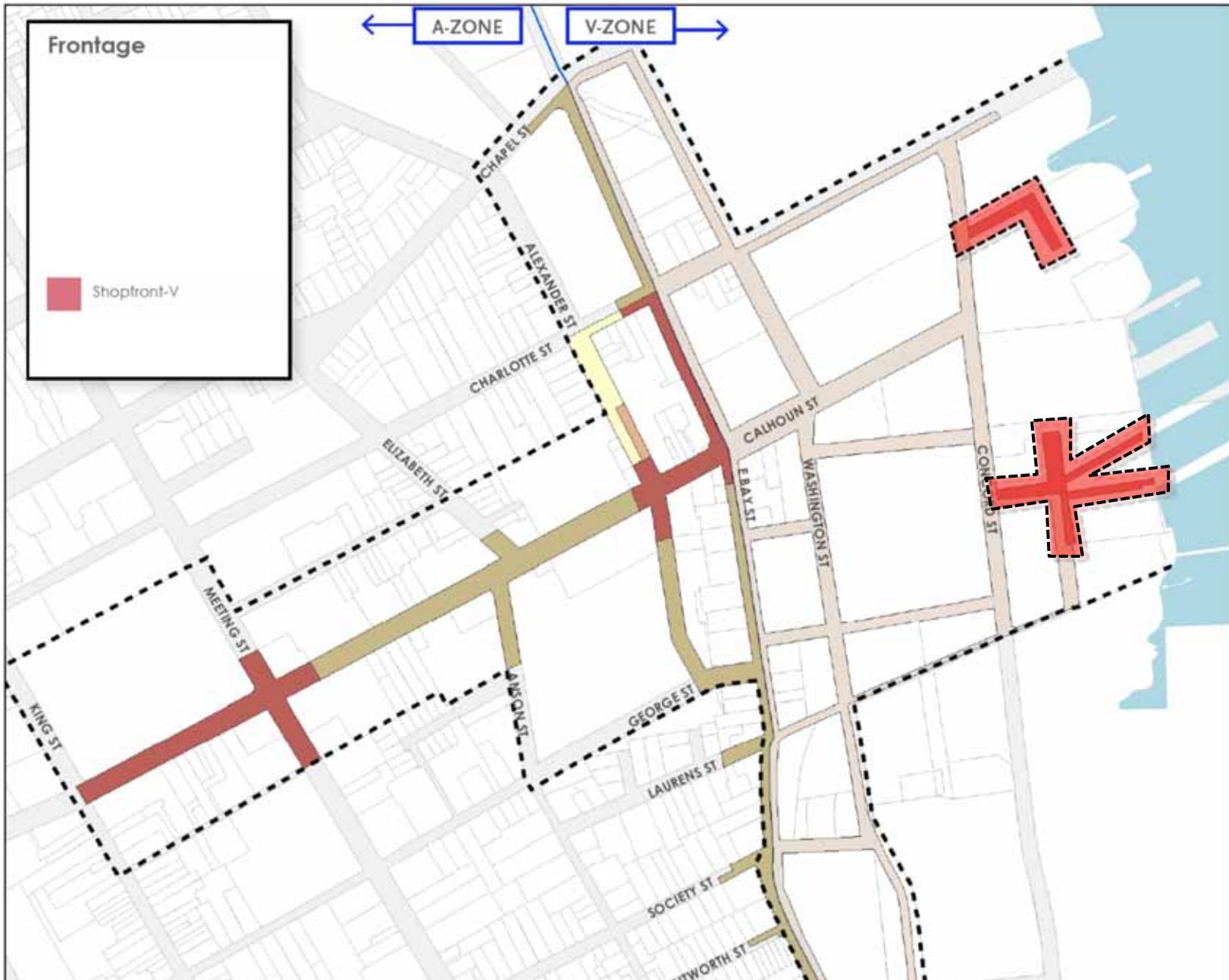
USE REQUIREMENTS

No commerce use is permitted above a residential use.
 No restaurant or retail sales use is allowed in upper stories unless it is a second story extension equal to or less than the area of the ground story use.

For specific use requirements see XXX



General V



Shopfront V

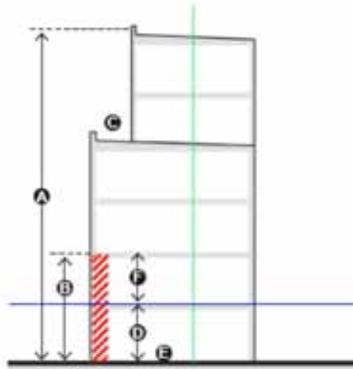
SHOPFRONT-V

- Requires ground floor retail, outdoor dining along waterfront
 - Break away construction below base flood elevation
 - Permanent access to upper floor
- Parking is setback 30 ft. from sidewalk
- Large storefront windows or operable doors required

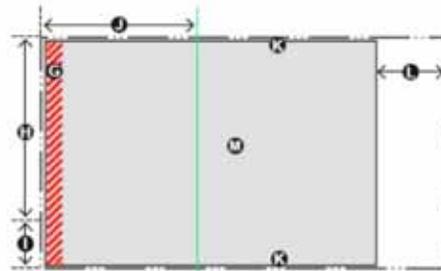


SHOPFRONT-V

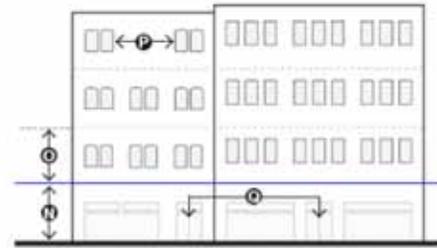
KEY:
 Front setback area (red hatched)
 Parking setback (green line)
 Base flood elevation (blue line)
 Property line (dotted line)
 Buildable area (grey shaded)



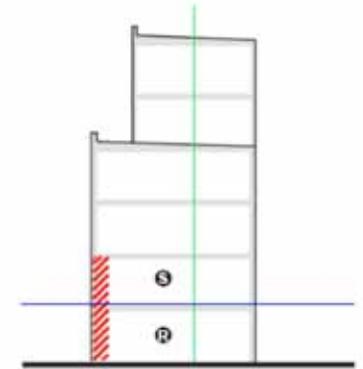
HEIGHT



SITING



ELEMENTS



USE

BUILDING HEIGHT

A Stories, max	see Height Map
B Stories, min (in front setback area)	see Height Map
C Stepback at 4 stories, min	15'

GROUND STORY HEIGHT

D Floor to floor, min/max	base flood elevation
E Ground floor elevation (breakaway construction)	0'

UPPER STORY HEIGHT

F Floor to floor, min/max	9'/11'
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NEIGHBORHOOD TRANSITION

Height and setbacks may be affected by neighborhood transition standards -- see XXX

STREET FACADE

G Front setback area, min/max	0/75'
H Frontage, min (in front setback area)	90%

STREET WALL

I Required along unbuilt portion of front setback area	
Height, min/max	6'/12'

SETBACK

J Parking setback, min	30'
K Side setback	none
L Rear setback, no alley, min	10'
M Rear setback, with alley	3'

LOT COVERAGE

N % of lot occupied by buildings, max	90%
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TRANSPARENCY

P Ground story facade, min/max	60%/90%
Q Upper story facade, min/max	20%/60%
R Length of blank wall, max	20'

DOORS AND ENTRIES

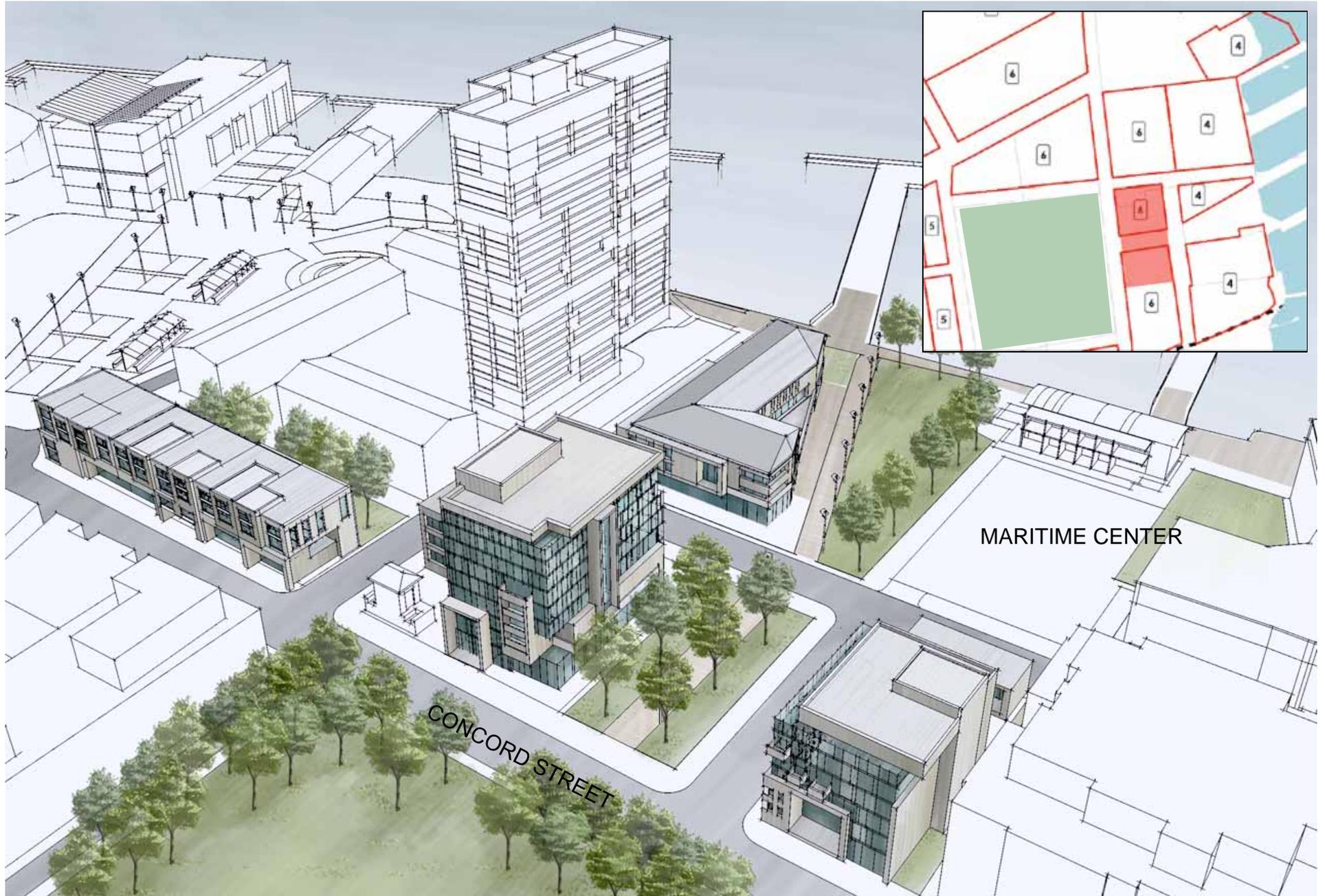
S Distance between functioning entries, max	50'
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PERMITTED USES

R Ground story	Temporary Retail, Parking (behind parking setback line)
S Upper Stories	Commerce, Residential, Parking (behind parking setback line)

USE REQUIREMENTS

No commerce use is permitted above a residential use
 No restaurant or retail sales use is allowed in upper stories unless it is a second story extension equal to or less than the area of the ground story use
 For specific use requirements see XXX



Shopfront V

- 
- Invest in public improvements
 - Balance modes of transit
 - Establish design standards
 - Use publicly owned parcels
 - Expand accommodations zone
 - Better utilize on –street and public parking resources
 - Market and brand the district for new and emerging market business