

TJA

<b>FROM</b>	NAME & TITLE	THOMAS J. STOSUR, DIRECTOR	CITY of <b>BALTIMORE</b> <b>MEMO</b>	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 8 <sup>TH</sup> FLOOR, 417 EAST FAYETTE STREET		
	SUBJECT	CITY COUNCIL BILL #16-0693 / REPEAL OF PORT COVINGTON URBAN RENEWAL AREA AND PLAN		

**TO**

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

DATE: July 18, 2016

At its regular meeting of July 14, 2016, the Planning Commission considered City Council Bill #16-0693, for the purpose of repealing Ordinance 87-1075, as amended by Ordinances 87-1179 and 88-1, which established the Port Covington Urban Renewal Area and Plan.

In its consideration of this Bill, the Planning Commission reviewed the attached staff report which recommended approval of City Council Bill #16-0693 and adopted the following resolution, eight members being present (seven in favor, one recusal):

**RESOLVED**, That the Planning Commission concurs with the recommendation of its Departmental staff, and recommends that City Council Bill #16-0693 be approved as recommended in its staff report, and be passed by the City Council.

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

TJS/WA

Attachment

- cc: Ms. Kaliopé Parthemos, Chief of Staff
- Mr. Colin Tarbert, Deputy Mayor for Economic and Neighborhood Development
- Mr. Leon Pinkett, Assistant Deputy Mayor for Economic and Neighborhood Development
- Ms. Angela Gibson, Mayor's Office
- The Honorable Rochelle "Rikki" Spector, Council Rep. to Planning Commission
- Mr. David Tanner, BMZA
- Mr. Geoffrey Veale, Zoning Administration
- Ms. Sharon Daboin, DHCD
- Mr. Patrick Fleming, DOT
- Ms. Elena DiPietro, Law Dept.
- Ms. Melissa Krafchik, PABC
- Ms. Natawna Austin, Council Services
- Mr. William Cole, Baltimore Development Corporation
- Ms. Caroline Paff, Sagamore Development Company



*Stephanie Rawlings-Blake*  
Mayor

## PLANNING COMMISSION

*Wilbur E. "Bill" Cunningham, Chairman*

### STAFF REPORT



*Thomas J. Stosur*  
Director

July 14, 2016

**REQUEST:** City Council Bill #16-0693/ Repeal of Port Covington Urban Renewal Area and Plan

**RECOMMENDATION:** Approval

**STAFF:** Tamara Woods

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

#### **SITE AREA**

**General Area:** The boundaries of the Urban Renewal Plan are east of Hanover Street, south side of McComas Street, along Gould Street just west of the BG&E parcel, and terminating at the U.S. Government pierhead line. Included in the plan area is a mix of manufacturing, production and utility uses, as well as the City's Ferry Bar Park.

**Site Conditions:** The Urban Renewal Plan area includes part of Baltimore's Critical Area; portions of the area fall within Baltimore's 100 Year Floodplain and the Critical Area's 100 Foot Buffer. South Hanover and McComas Streets provide access to East Cromwell Boulevard. Just beyond those streets to the north are the South Baltimore and Riverside neighborhoods, with the Locust Point neighborhood to the northeast.

#### **HISTORY**

- In January 1985, the Planning Commission approved a Marina Master Plan for Baltimore City.
- Ordinance #87-1075 established the Port Covington Urban Renewal Area.
- On December 3, 1987, the Planning Commission approved a Final Subdivision and Development Plan for Port Covington.
- Ordinance #88-0001 provided the most recent amendment (#2) to the Port Covington Urban Renewal Plan.
- Ordinance #90-0425 established the Port Covington Planned Unit Development for approximately 72 acres of undeveloped land owned by CSX Railroad.
- On November 9, 1995, the Planning Commission approved a revised Final Subdivision Plan for the larger Port Covington tract.
- On January 23, 1997, the Planning Commission approved the Final Subdivision for the CSX property within the Port Covington Planned Unit Development to create a 40.26 acre Parcel A and 14.90 Parcel B for disposition purposes.

- On March 6, 1997, the Planning Commission approved a Minor Amendment to allow two naval vessels to dock on Pier 6 at the Port Covington PUD.
- Ordinance #00-0057 amended the Port Covington PUD to allow development of a “power center” similar to a shopping center, except that stores may be much larger than typical retail stores.
- Ordinance #02-0431 amended the Port Covington PUD Ordinance and added sheets to the Development Plan for the PUD to allow a gasoline or service station as an accessory use to a principal permitted use and include design details for a service station to be added to Area 1.
- On December 4, 2003, the Planning Commission replaced the 1985 Marina Master Plan with the Maritime Master Plan for Baltimore City and adopted that plan. This plan makes specific recommendations for Port Covington, including limiting the number of marina slips to 400.
- On August 13, 2004, the Mayor and City Council approved Ordinance #04-0803 (City Council Bill #04-1343) concerning the construction of structures on piers.
- On September 20, 2007, the Planning Commission Approved the Middle Branch Master Plan.
- On October 29, 2015, the Planning Commission Approved the South Baltimore Gateway Master Plan.
- On June 23, 2016, the Planning Commission Approved the Port Covington Master Plan.

### **CONFORMITY TO PLANS**

This request is compatible with the Port Covington Master Plan which calls for the repeal of the Port Covington Urban Renewal Plan.

### **ANALYSIS**

The goal of the redevelopment of Port Covington is to transform the more than 60 properties which, represent approximately 260 acres of underutilized industrial land and three miles of waterfront into a dynamic mixed-use community. It is also the future home and global headquarters of Under Armour. The goal is to not only retain the industrial uses, but fold in residential, office and commercial uses. Currently, most of the peninsula is zoned M-3, heavy industrial, with only a small portion of the area zoned commercial (the intersection of McComas and Hanover Streets). In addition to the heavy industrial zoning, portions of the plan area are governed by an Urban Renewal Plan (URP) and Planned Unit Development (PUD) that covers approximately 68 acres on the eastern side of the peninsula.

On June 23, 2016, the Planning Commission adopted the Port Covington Master Plan. As part of the implementation of the Port Covington Master Plan, one of the more immediate land use approvals that is required to create the proposed mix-use development is the repeal of the Port Covington Urban Renewal Plan. The redevelopment of the Port Covington area will require many land use approvals which will incrementally happen over the course of many years, but there are several items that are outlined as part of the Master Plan that will need to happen in the first couple of years to set the stage for development. These items include:

- Repeal of the Urban Renewal Plan
- Amend or Repeal the Planned Unit Development

- Modify the impending new City of Baltimore Zoning Code
- Create new streets and subdivide parcels for new development

The Urban Renewal Plan (URP) was established in 1987 via Ordinance 87-1075. The Urban Renewal Plan was amended twice by Ordinances 87-1179 and 88-1. The URP's primary stated objectives are to promote commercial, recreational and economic development for the area and to redevelop underutilized land for industrial and business use. The permitted land uses within the URP are from the M-1-2 and M-3 zoning districts. In addition, it states that commercial uses established under the PUD would be allowed. Also, the URP shows the majority of the Port Covington area to be rezoned to M-1 when in fact, the properties were never rezoned and remain zoned M-3, making the land use section more permissive than what is allowed per the underlying zoning.

The URP cannot allow for more permissive uses, and typically when a PUD is in place as well, the stricter governs. Quite possibly, the land use section of this URP may be unenforceable without changing the underlying zoning of the parcels within the URP. That being said, in order to move forward with the proposed mixed-use development envisioned for the area, both a rezoning and complete overhaul of the URP would be necessary. Currently, there are plans to rezone the parcels within the URP through TransForm Baltimore in order to allow for the breadth of uses from residential to industrial. With this type of zoning in place, the URP would be unnecessary to implement a mixed-use development. Given the current, underlying zoning of M-3 the industrial uses in place would be allowed to continue without the URP.

As noted above, the repeal of the Port Covington Urban Renewal Plan is part of a broader strategy and City Council Bill #16-0693 is a necessary step for implementation.

#### **COMMUNITY NOTIFICATION**

Notification for this item was done via email to a list of approximately 6,100 recipients, which includes both individuals and organizations. In addition, the following community organizations have been notified of this action: Community of Curtis Bay Association, Concerned Citizens For A Better Brooklyn, Cherry Hill Community Coalition, Westport Neighborhood Association, Lakeland Community Association Partnership, Mt. Winans Community Association, South Baltimore Neighborhood Association, Riverside Neighborhood Association, Sharp-Leadenhall Planning Committee, Inc., Locust Point Civic Association, Inc., Federal Hill Neighborhood Association, Inc, Federal Hill South Neighborhood Association, Sharp-Leadenhall Improvement Association, and The Honorable Eric Costello.



**Thomas J. Stosur**  
**Director**