

MEMORANDUM

To: Baltimore City Department of Planning, Baltimore Development Corporation
From: Andy Cook, Environmental Planner, Baltimore City Department of Planning
Date: August 17, 2015
RE: THE INDUSTRIAL OPPORTUNITY PROJECT

From June 2014 to June 2015, I undertook a variety of studies under the auspices of the Baltimore City Industrial Opportunity Project. The primary goal of the project was to generate a comprehensive database of industrial vacancy throughout Baltimore City. This database consists of vacant buildings either in an industrially zoned area, or of an industrial building type. It will be made available to the public as a resource to track industrial vacancy and promote industrial building re-use. In addition, I interviewed building owners to identify perceived barriers to redevelopment, analyzed trends in the rezoning of industrial lands from 2004-2014, performed a suitability review of proposed Industrial Mixed-Use zones under Transform Baltimore, and hosted a tour of vacant and active industrial sites in Southwest Baltimore. Each of these projects will be explained in detail in the following sections.

Key Findings

- Approximately 23% of Baltimore City is zoned industrial, or 13,386 acres.
- The Industrial Opportunity Database consists of 54 properties (vacant buildings either in an industrially zoned area, or an industrial building type falling into any zone) city-wide.
- Of the 54 properties, 37 are zoned industrial (69%), 13 are zoned commercial (24%), and 4 are zoned residential (7%).
- Of the industrially zoned buildings, the highest concentration of vacancy is in M-2 (20 buildings, or 52%), followed by M-1 (13 buildings, or 35%), and M-3 (4 buildings, or 11%).
- Approximately 80% of the buildings in the database fall into Enterprise Zones, districts designated by the city to offer property relief to businesses, while only five properties are located in a Focus Area, which offers personal property tax relief. Of those five, three are currently being redeveloped, and the other two are being actively marketed. This may suggest the Focus Area incentive is more relevant to manufacturing-type businesses because of the high cost of equipment.
- Over the last 10 years, Baltimore City has rezoned 403 acres of industrial land to non-industrial zoning categories. This represents a net loss of 2.5% of industrial capacity for the city.¹
 - M-1 and M-2 zones have each lost 4.9% and 5.5% of their total area respectively while M-3 zoning has been reduced by 1.8%
 - Over 900 industrially zoned parcels comprising 4,520 acres of land fall entirely or partially within the flood plain.
 - Over 1,000 industrially zoned parcels comprising 37% of Baltimore's industrial land falls entirely or partially within a Critical Area Boundary.

¹ The city also added 65 acres of industrially zoned land during that time period. 2.5% represents the net loss when that addition is taken into account.

The Industrial Opportunity Database

The database consists of 54 properties city-wide. All properties are identified as 'vacant' either through the Housing Department's 'vacant building notice' tool, by confirmation with the property owner, or by physical evidence (i.e., a collapsed roof, broken and open doors and windows, etc). The buildings are scattered throughout the city in 29 distinct neighborhoods, with the greatest concentrations in Shipley Hill (10 buildings), Broadway East (4 buildings), and Bridgeview/Greenlawn and Carrollton Ridge (3 buildings in each). Of the 54 properties, 37 are zoned industrial (69%), 13 are zoned commercial (24%), and 4 are zoned residential (7%). Of the industrially zoned buildings, the highest concentration of vacancy is in M-2 categories (20 buildings, or 52%), followed by M-1 categories (13 buildings, or 34%), and M-3 categories (4 buildings or 10%). The database includes standard property information like square footage and ownership, but also information relevant to the redevelopment process. Some of these categories include owner contact information, tax incentive districts, historic register eligibility, environmental contamination reports, and redevelopment plans (if any). The database is included as Appendix A.

Methodology

I used GIS analysis, site visits, real estate market research, and owner interviews to create this database. I began with a GIS analysis of properties listed in Baltimore City's vacant building database. From this master list, I selected only buildings zoned industrial or within a 200 foot buffer of industrial zoning. I included buildings in this buffer in order to capture industrial buildings that may have been rezoned in recent years. From this list, I removed properties of less than 5,000 square feet, because that eliminated most residential properties that happened to be in industrial areas. I then used the CoStar real estate database to find other vacant industrially zoned or industrial building-type properties within the city, and added them to my list. I then performed site visits for all buildings on my list, adding vacant properties I found nearby, and removing properties that had either become occupied, been demolished, or were in ruins (roof and/or walls collapsed). From this list, I began attempting to contact owners to discern their plans for the properties (if any), their perceived barriers to redevelopment, and their interest in selling or leasing the properties. The resulting map is pictured in Figure 1.

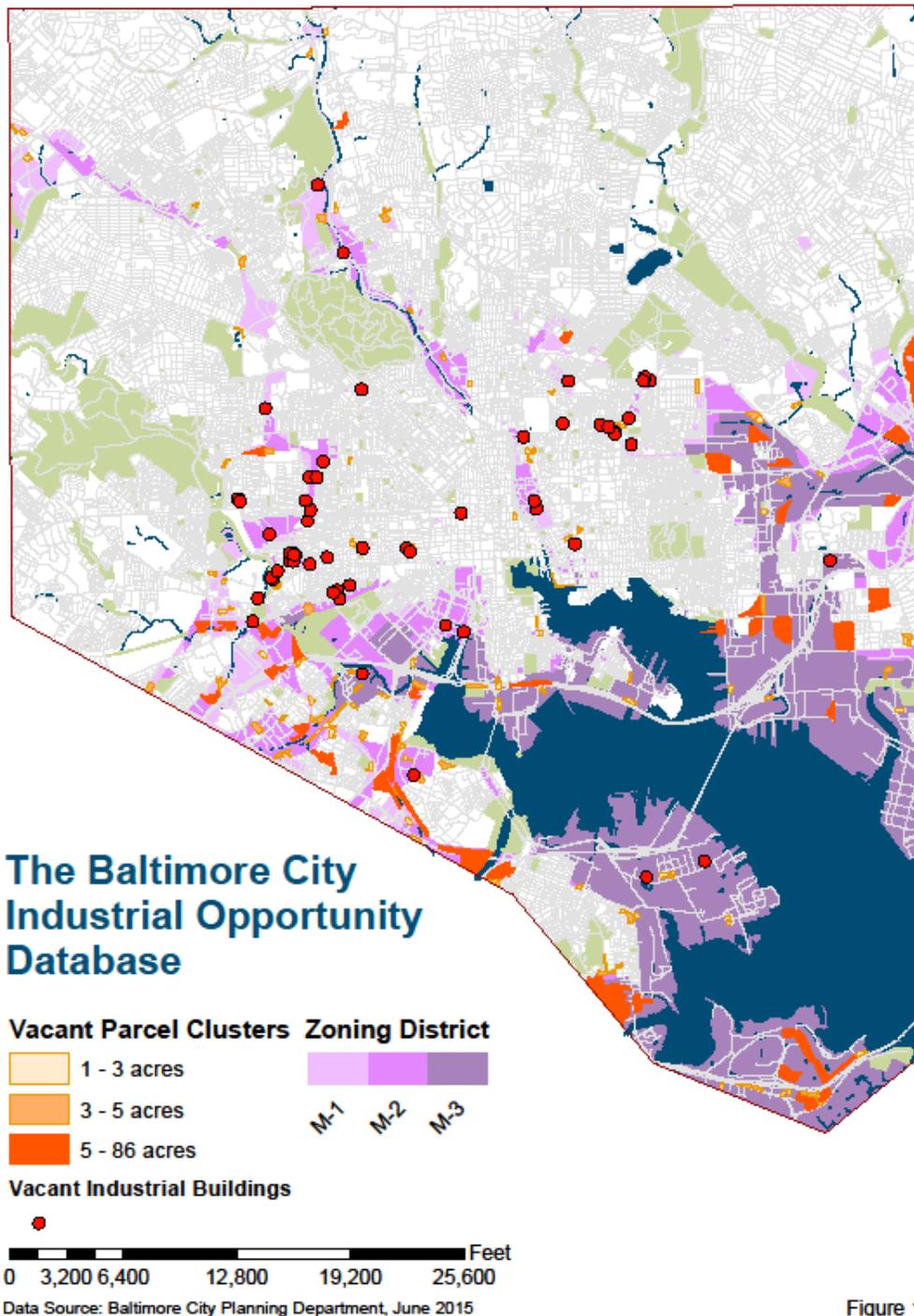


Figure 1

Findings

By far, the largest concentration of vacant industrial buildings in the city is on the west side, stretching from Carroll Park northward to Edmondson Avenue. Many of these properties are either adjacent to railroad tracks passing through Midtown/Edmondson and Penrose/Fayette

Street Outreach neighborhoods or the Gwynns Falls. A pocket of vacancy also exists in the vestigial industrial zones of Shipley Hill. I believe this concentration of vacancy to be the result of several factors:

1. *Poor highway access* - At one time rail and waterway proximity were attractive to industrial businesses, but since trucking has replaced those transportation modes for the shipping of goods, highway access has become more important. This is a problem for companies intending to distribute nationally or internationally, but may not be a problem for businesses geared towards local markets.
2. *Neighborhood perception* - West Baltimore is perceived as a high crime area, which dissuades businesses from locating there. As an example, the Royal Furniture building at 510 S. Monroe has sat vacant since the late nineties, when the business owner was shot and killed in a robbery after work one night. The business moved to Baltimore County the following year.
3. *Residential encroachment* - When viewed on a map, industrially zoned areas of West Baltimore look like thin tendrils creeping across a vast swath of residential zoning. Once considered convenient to have worker housing near manufacturing centers, that notion has eroded with increased car ownership. Now, residents tend to resist new industrial neighbors for fears of pollution, noise, and traffic.

There is also a pocket of six vacant industrial buildings in and around the Broadway East neighborhood. They share the qualities of proximity to rail and residential areas, and distance to highways, with the vacant properties in southwest Baltimore. However, four of them have also been rezoned to either commercial or residential zoning at some point in their history. At least one building owner has pointed to this incompatible zoning as a barrier to re-use of his property as a woodshop.

Incentive zones

Approximately 80% of the buildings in the database fall in Enterprise Zones, districts designated by the city to offer property tax relief to businesses. This may suggest that Enterprise Zones alone are not an effective enough incentive to convince businesses to locate in certain areas. A study by the American Planning Association in 1951 found that local property taxes were such a small percentage of a manufacturing company's overall costs, that tax incentives were not considered a significant draw for business re-location. Despite Baltimore City's notoriously high property taxes, this may still be the case today. On the other hand, only five of the properties in the database fall in Focus Areas, districts designated by the City to offer *personal* property tax relief. Of those five, three are currently being redeveloped, and the other two are being actively marketed. The Focus Area incentive may be more relevant to manufacturing-type businesses, because of the high cost of equipment.

Age

Building age is also a relevant characteristic. Approximately 79% of buildings in the database were built in or before 1950; ten of those buildings were built before 1900. While adapting such old buildings can be a challenge for modern industrial users, the age of these buildings makes

many of them eligible for historic redevelopment incentives. Fourteen of the properties in the database fall in federally designated historic districts, but only one (1505 W Baltimore Street) falls in a local CHAP district.

New Markets Tax Credits

All but one of the properties in the database fall in census tracts deemed eligible to receive New Markets Tax Credits (NMTCs). So far, NMTCs have not been used in Baltimore for any redevelopment project intended for an industrial user. However, successful examples of using NMTCs for industrial redevelopments exist in many other cities, including Chicago, Philadelphia, and Pittsburgh, to name a few.

Owner Interviews

Building owners cited a variety of barriers they saw to redeveloping their properties:

Zoning uncertainty- Several building owners claimed they didn't want to invest in improvements to their buildings until Transform Baltimore had passed, and they could be sure of their property's new zoning status.

Sprinkler system upgrades- Several building owners cited the high cost of upgrading sprinkler systems in their buildings to meet modern standards. Costs can be particularly significant in large, multi-story buildings. In addition to the one-time cost of installation, owners cited fears over ongoing cost increases in their water bills as a result of the increased water pressure needed for the system.

Safety - Many building owners cited theft and vandalism for thwarting their efforts at property improvements. As soon as new electric systems are installed, they are stolen; as soon as new windows are installed, they are broken; if equipment is stored on site, it is stolen.

Redevelopment cost uncertainty - This issue came up more for city-owned properties. It is understood that large industrial buildings are expensive to redevelop, but just how expensive is difficult to discern. In the case of one city-owned property, the uncertainty of redevelopment cost was cited as the primary barrier to finding an interested buyer.

Vacant Land

Creating a comprehensive database of vacant industrial land turned out to be too large a task for one person in the span of the year. While the accompanying map (Fig 1) includes vacant parcel clusters, not all of them have been verified in person, and many are likely to be forested, under highways, or used as parking lots. However, I felt it worth including for the sake of addressing the largest vacant industrial sites, all of which will be attractive development sites sometime in the future. There are nineteen vacant sites over ten acres in size, and they are listed in Appendix B.

The Industrial Opportunity Database is a snapshot of industrial vacancy in Baltimore City in 2015. The database will be made available to the public through the Department of Planning website, and hopefully Open Baltimore. In addition, plans are in place for Baltimore Heritage and Housing Policy Watch to collaborate on an ongoing blog series highlighting individual

properties in the database. Currently however, there are no plans to update the database on any kind of schedule.

Industrial Zoning in Baltimore City

As a part of this project, I also undertook a study of three issues related to industrial zoning in Baltimore: the trends in re-zoning of industrially zoned land, the burden of flood plain and critical area regulations on industrial zones, and the use of the proposed new zoning category Industrial Mixed-Use (I-MU).

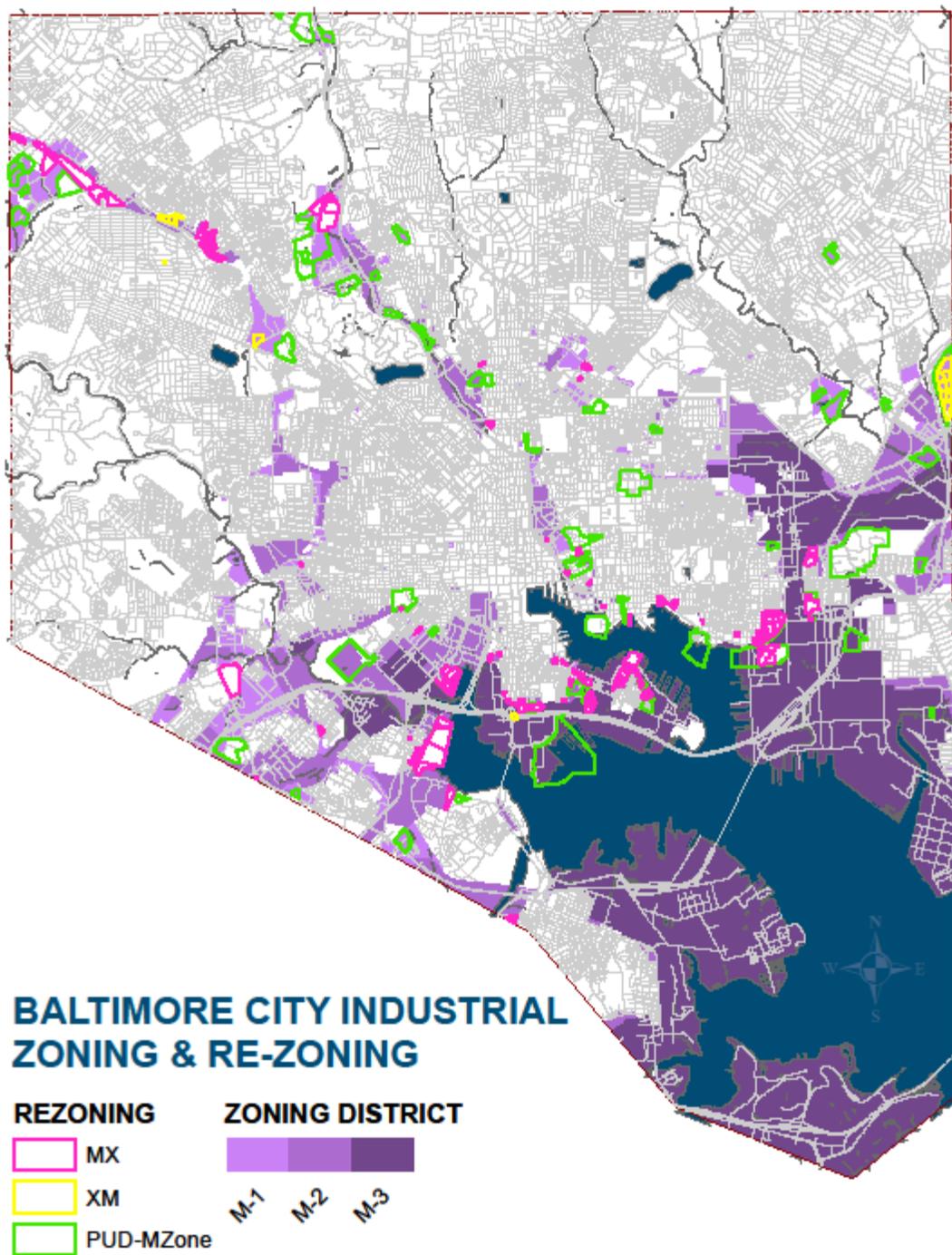
Industrial Re-Zoning

As of Spring 2015, there are 13,386 acres of industrially zoned land in Baltimore City. 65% of this is comprised of properties zoned M-3, most of which can be found in the Canton Industrial Area, the Fairfield Area, and Hawkins Point. M-3 zoning is used by the heaviest of industrial users; ports, chemical processors, and landfills to name a few. M-1 and M-2 zones are used for lighter industrial purposes like manufacturing and assembly, and categorize 12% and 22% of industrial areas respectively.

Over the last ten years, Baltimore City has re-zoned 403 acres of industrial land to non-industrial zoning categories. This represents a net loss of 2.5% of industrial capacity for the city². When broken down by industrial category, it becomes clear that the burden has been disproportionately placed on M-1 and M-2 zones, which have each lost 4.9% and 5.5% of their total area respectively. M-3 zoning has been reduced by 1.8%.

As the map in Figure 2 shows, most of this rezoning activity has taken place in south Baltimore, in the Harbor East, Canton, Locust Point, and Riverside neighborhoods, and has been driven by market demand for housing in those areas. While this has resulted in plenty of new housing construction, it also has had the effect of reducing Baltimore's manufacturing capacity, by eliminating land zoned for that purpose. It is true that Baltimore has seen a dramatic reduction in manufacturing businesses over the last several decades, and this re-zoning process may be a matter of 'right-sizing' our city's industrial capacity. However, there is currently no plan in place that states what the right amount or mix of industrial zoning should be. Without such targets, we run the risk of permanently losing the areas in our city that can support working-class jobs. Preserving M-1 and M-2 zones is especially important because the kinds of businesses that operate there can still be good neighbors to the residential districts that occupy the vast majority of our city.

² The city also added 65 acres of industrially zoned land during that time period. 2.5% represents the net loss when that addition is taken into account.



"MX" represents formerly industrial areas rezoned to a new category. "XM" represents areas rezoned from a non-industrial category to an industrial category. "PUD-MZone" represents industrial areas targeted by Planned Urban Developments (PUD).

Figure 2

Industrial Mixed-Use Review

The new Transform Baltimore zoning code offers a promising new tool for industrial redevelopment: the Industrial Mixed-Use zoning category (I-MU). I-MU zoning allows for light industrial users to occupy the same building as residential and commercial users. For the purposes of redeveloping a vacant industrial building, this zoning category could help close challenging financing gaps, by allowing a portion of an otherwise industrial building to be used as market rate housing. For this reason, I-MU should be strategically used on areas with multi-story buildings capable of handling a variety of users. However, I would suggest eliminating the minimum lot size requirement of 5,000 square feet as currently proposed. Some smaller industrial buildings (including one in the Industrial Opportunity Database) are suitable for multiple users but occupy lots under 5,000 square feet.

Currently, the Transform zoning code proposes 461 acres of I-MU zoning spread over roughly 600 parcels. I re-examined each proposed I-MU zone to determine if it was an appropriate zoning category given the neighborhood context and the existing structures on site. I worked with district planners to evaluate these sites and make recommendations for additions and subtractions to proposed I-MU districts. These recommendations are included in Appendix C.

The types of allowed industrial uses in I-MU are more limited than in the new light industrial category I-1, and have been selected to allow only uses compatible with residences, like warehousing and light food processing. However, the code as it currently stands also makes 'Motor vehicle service and repair' an allowed use in this zoning category. Auto shops require the storage and use of a variety of solvents, oils, and other chemicals that are known to be hazardous to human health. When an auto shop vacates a site, it commonly leaves contaminants in the soil and groundwater behind, earning it the designation of a brownfield. By allowing this use in I-MU zoned areas, the city is opening the door for human habitation above auto shops, and in the presence of harmful chemicals.

Flood Plain and Critical Area Regulations

Most of Baltimore City's industrial areas are either adjacent to, or in close proximity to the Chesapeake Bay and its tributaries. This is a historical remnant from the days when industrial businesses used waterways for shipping and dumping of their waste products. These days however, this proximity to water makes industrial land subject to two potent forms of regulation: Flood Plain regulations and Critical Area Guidelines.

Over 900 industrially zoned parcels comprising 4,520 acres of land fall entirely or partially within the flood plain, making 34% of industrial land in the city subject to flood plain regulations. Flood plain regulations are necessary for protecting lives in the event of flooding, but can also be a barrier for redevelopment. Five of the vacant properties in the Industrial Opportunity Database are in the flood plain, and at least two of them have encountered serious barriers to redevelopment due to the regulations. Strategies should be developed to help industrial users retrofit properties in the flood plain to comply with regulations, while also allowing for continued or new industrial uses.

Similarly, over 1,000 industrially zoned parcels comprising 37% of Baltimore's industrial land fall entirely or partially within the Critical Area boundary. Critical Area guidelines are in place to protect water quality in the Chesapeake Bay and its bordering wetland ecosystems, and any industrial user within its boundary should be held to the highest standards. However, the regulations currently prohibit solid waste collection facilities within the boundary, which includes composting facilities. Given that composting is an essential feature of a progressive waste management system, and that it requires M-3 zoning in order to operate, the Critical Area guidelines should be amended to make composting an allowed or conditional use.

Recommendations:

1. *Create a fund for removing barriers to industrial redevelopment projects.*
Such a fund could have a variety of functions; for performing structural engineering assessments to establish redevelopment costs; for performing environmental assessments; for installation or upgrade of sprinkler systems; for installation of green roofs or renewable energy systems. One successful example of such a program is the New Orleans Fresh Food Financing Initiative, which provides funding for redeveloping properties into new grocery stores.
2. *Establish targets for city-wide industrial land use*
Such targets should not only include acreage of land zoned industrial, but also the appropriate mix of industrial zoning categories and their locations. It should include proposed locations for new light industrial areas that are easily accessible by public transit.
3. *Create a guiding document for industrial redevelopment in the flood plain*
Such a document should be geared specifically to developers and business owners redeveloping properties for industrial users. It should focus on translating regulations into plain English, and addressing common issues faced by industrial businesses.
4. *Work with CDFIs to identify viable industrial redevelopment projects capable of receiving New Markets Tax Credits.*
Such projects should have a strong workforce development component and target manufacturing sub-sectors with growth potential (ie, advanced manufacturing, food manufacturing, apparel manufacturing, green industries).
5. *Expand Focus Area designations to include areas with high industrial vacancy.*
Pockets to consider include Shipley Hill, Mt. Clare, and Broadway East/South Clifton Park.
6. *Make composting an allowed or conditional use within the Critical Area Boundary.*
Regulations should be in alignment with forthcoming MDE composting regulations.
7. *Remove the minimum lot size requirement and make 'Motor vehicle service and repair' a forbidden use in the Industrial Mixed-Use zoning category.*

THE BALTIMORE CITY INDUSTRIAL OPPORTUNITY DATABASE

APPENDIX A: VACANT INDUSTRIAL BUILDINGS

This database includes vacant or abandoned buildings that are either industrially zoned or of an industrial building type, anywhere in the City of Baltimore. It represents a 'snapshot' of industrial vacancy in 2015. It was created by Andy Cook of the Baltimore City Department of Planning. He can be reached at andrew_cook@baltimorecity.gov

CATEGORY KEY

CATEGORY	DESCRIPTION
BLOCKLOT	Block and lot number
FULLADDR	Full street address
BLDG_NAME	Building name (if applicable)
LIEN_AMT	Lien amount on the property
ZONECODE	Zone code
OWNER_1	Property Owner
OWNER_2	Secondary property owner (if applicable)
OWNR_CONTACT	Contact for owner or responsible agent
ZIP_CODE	Zip Code
NEIGHBOR	Neighborhood
YEAR_BUILD	Year built
BLDGSQFT	Building square footage
LDG_DOCKS	Number of loading docks
DRIVE_INS	Number of drive-in bays
ENT_ZONE	Enterprise Zone (Tax incentive district)
FOCUS_AREA	Focus Area (Tax incentive district)
CRIT_AREA	Critical Area (regulatory area)
FLD_PLN	Flood Plain (Regulatory area)
FLOORS	Number of Floors
NRHP_DIST	Federal Historic District
CHAP_DIST	Local Historic District
NRHP_SITE	National Register of Historic Places site
NMTC_ELIGBL	New Market Tax Credit eligibility
ENV_REPORT	Link to environmental report
NOTES	Additional notes

FULLADDR	BLDG_NAME	ZONECODE	NEIGHBOR	YEAR_BUILD	BLDGSQFT	ENT_ZONE	FOCUS_AREA	CRIT_AREA	FLD_PLN	FLOORS	NRHP_DIST	NMTC_ELIGBL
1501 N CHESTER ST		M-1-2	BROADWAY EAST	0	0	YES	NO	NO	NO		2 YES	YES
25 S WARWICK AVE		M-2-2	SHIPLEY HILL	0	0	YES	NO	NO	NO		1	YES
2804 WILKENS AVE		B-3-2	GWYNNS FALLS	1800	47224	YES	NO	NO	YES	VARIABLES		YES
1 WILLARD ST	Eigenbrot Brewery	M-2-2	SHIPLEY HILL	1873	33964	YES	NO	NO	NO	VARIABLES		YES
1801 E OLIVER ST	Baltimore Food Hub	B-3-2	OLIVER	1890	0	YES	NO	NO	NO	VARIABLES	YES	YES
320 N EUTAW ST		B-4-2	DOWNTOWN	1890	87088	YES	NO	NO	NO		5 YES	YES
510 S MONROE ST	Royal Furniture Building	M-2-2	CARROLLTON RIDGE	1890	85875	YES	NO	NO	NO		3	YES
508 E PRESTON ST		B-3-3	JOHNSTON SQUARE	1900	48070	YES	NO	NO	NO		3 YES	YES
2101 E BIDDLE ST	Hoen Lithograph Building	M-1-2	MIDDLE EAST	1900	94122	NO	NO	NO	NO	VARIABLES	YES	YES
877 HOLLINS ST		M-1-2	HOLLINS MARKET	1900	31250	YES	YES	NO	NO		2 YES	YES
1112 APPLETON ST		M-1-2	BRIDGEVIEW/GREENLAWN	1900	15727	NO	NO	NO	NO		1	YES
333 W OSTEND		M-2-3	CARROLL-CAMDEN INDUSTRIAL AREA	1900	45673	YES	YES	YES	YES		3	YES
0	Clipper Mill Industrial Park	M-2-1	WOODBERRY	1900	135659	NO	NO	NO	YES		3	
201 S CENTRAL AVE	Joseph Kavanaugh Co	M-2-2	WASHINGTON HILL	1905	16014	YES	NO	NO	NO		3 YES	YES
1220 E OLIVER ST		B-1-2	OLIVER	1905	7755	YES	NO	NO	NO		2	YES
2121 WICOMICO ST	Holly Poultry	M-3	SAINT PAUL	1908	152084	YES	YES	YES	YES		1	YES
343 N GAY ST		M-2-3	JONESTOWN	1910	14000	YES	YES	NO	NO		4 YES	YES
16 S POPPLETON ST		R-8	HOLLINS MARKET	1917	15232	NO	NO	NO	NO		3 YES	YES
1505 W BALTIMORE ST		B-2-3	FRANKLIN SQUARE	1920	13680	YES	NO	NO	NO		3 YES	YES
1301 N WOLFE ST		B-3-2	BROADWAY EAST	1920	17425	NO	NO	NO	NO		2 YES	YES
1720 LLEWELYN AVE		R-7	BROADWAY EAST	1920	7350	NO	NO	NO	NO		2 YES	YES
525 S MONROE ST		B-3-2	CARROLLTON RIDGE	1920	8526	YES	NO	NO	NO		2	YES
2480 DRUID HILL AVE	Baltimore Traction Company	B-3-2	PENN NORTH	1920	30377	YES	NO	NO	NO		1	YES
2636 W NORTH AVE	Walbrook Mill & Lumber	M-1-*	PANWAY/BRADDISH AVENUE	1920	17504	YES	NO	NO	NO	VARIABLES		YES
1220 CURTAIN AVE		M-1-2	EAST BALTIMORE MIDWAY	1920	101600	YES	NO	NO	NO		4	YES
420 S MOUNT ST		M-1-2	NEW SOUTHWEST/MOUNT CLARE	1920	27600	NO	NO	NO	NO		3	YES
302 N SMALLWOOD		M-1-2	PENROSE/FAYETTE STREET OUTREACH	1920	23606	YES	NO	NO	NO		1	YES
613 S MONROE ST	Alma Manufacturing	M-2-2	CARROLLTON RIDGE	1920	18701	YES	NO	NO	NO	VARIABLES		YES
53 S CATHERINE ST		M-2-2	SHIPLEY HILL	1920	27639	YES	NO	NO	NO		1	YES
300 STINSON ST		M-2-2	SHIPLEY HILL	1920	22631	YES	NO	NO	NO		1	YES
150 S CALVERTON ROAD	Lenmar Lacquer Company	M-2-2	SHIPLEY HILL	1920	34503	YES	NO	NO	NO	VARIABLES		YES
200 S FRANKLINTOWN RD		M-2-2	SHIPLEY HILL	1920	82050	YES	NO	NO	NO	VARIABLES		YES
1300 WARNER ST		M-2-3	CARROLL-CAMDEN INDUSTRIAL AREA	1920	96000	YES	YES	YES	NO		4	YES
2140 EDMONDSON AVE	Ward Bakery	M-1-2	MIDTOWN-EDMONDSON	1927	155150	YES	NO	NO	NO		3	YES
1311 N WOLFE ST		B-3-2	BROADWAY EAST	1930	13254	NO	NO	NO	NO		1 YES	YES
2802 FREDERICK AVE		M-1-2	CARROLL-SOUTH HILTON	1930	10797	YES	NO	NO	NO		1	YES
225 N FRANKLINTOWN ROAD		M-2-1	PENROSE/FAYETTE STREET OUTREACH	1931	39912	YES	NO	NO	NO		2	YES
2120 W LAFAYETTE AVE	ACME-ROSEMONT Warehouse	M-1-2	BRIDGEVIEW/GREENLAWN	1932	149430	YES	NO	NO	NO		5	YES
2301 SINCLAIR LANE		M-2-2	SOUTH CLIFTON PARK	1940	33490	YES	NO	NO	NO		1 YES	YES
804 N FRANKLINTOWN ROAD		B-3-2	FRANKLINTOWN ROAD	1940	55176	YES	NO	NO	NO	VARIABLES		YES
2922 ARUNAH AVE		B-3-2	FRANKLINTOWN ROAD	1940	8421	YES	NO	NO	NO		3	YES
2417 W BALTIMORE ST		M-2-2	SHIPLEY HILL	1945	13300	YES	NO	NO	NO		1	YES
2330 HOLLINS ST		M-2-2	SHIPLEY HILL	1945	6700	YES	NO	NO	NO		1	YES
1940 BELAIR ROAD	McGarvey Industrial Park	M-2-2	SOUTH CLIFTON PARK	1950	237650	YES	NO	NO	NO		3 YES	YES
2439 W BALTIMORE ST		M-2-2	SHIPLEY HILL	1950	5384	YES	NO	NO	NO		1	YES
5601 EASTERN AVE	PEMCO Site	M-3	GREEKTOWN	1950	178188	YES	NO	NO	NO	Varies		YES
1940 CHESAPEAKE AVE		M-3	FAIRFIELD	1963	47500	YES	NO	NO	NO		1	YES
31 S PAYSON ST		R-8	BOYD-BOOTH	1963	13372	NO	NO	NO	NO		2	YES
2000 W LAFAYETTE AVE		B-2-2	BRIDGEVIEW/GREENLAWN	1965	24980	YES	NO	NO	NO		1	YES

FULLADDR	BLDG_NAME	ZONECODE	NEIGHBOR	YEAR_BUILD	BLDGSQFT	ENT_ZONE	FOCUS_AREA	CRIT_AREA	FLD_PLN	FLOORS	NRHP_DIST	NMTC_ELIGBL
2100 W FRANKLIN ST		M-1-2	MIDTOWN-EDMONDSON	1972	69704	YES	NO	NO	NO	2		YES
1340 CHESAPEAKE AVE		M-3	FAIRFIELD	1976	25697	YES	NO	NO	NO	1		YES
2490 GILES ROAD		R-6	CHERRY HILL	1976	63348	NO	NO	NO	NO	1		YES
2001 W COLD SPRING LANE		M-1-1	WOODBERRY	1983	36826	NO	NO	NO	YES	1		NO
320 STINSON ST		M-2-2	SHIPLEY HILL	1986	5800	YES	NO	NO	NO	VARIES		YES

BALTIMORE CITY INDUSTRIAL OPPORTUNITY DATABASE

APPENDIX B: LARGEST VACANT PARCEL CLUSTERS

This database includes all the vacant industrial parcel clusters greater than 10 acres in size in the City of Baltimore. Each property listed below is either a single parcel or cluster of adjacent parcels. BLOCKLOT and FULL_ADDRESS designations have been assigned to each site for easy identification, though some sites consist of multiple parcels with different block lots and addresses. All sites are industrially zoned (in whole or in part) or are adjacent to other industrial areas. This list represents a 'snapshot' of industrial land vacancy in 2015. It was created by Andy Cook of the Baltimore City Department of Planning. He can be reached at andrew_cook@baltimorecity.gov

ACRES	BLOCKLOT	FULL_ADDRESS	OWNER	PROPERTY_NAME	NEIGHBORHOOD
10.1	6242 036	4500 E LOMBARD ST	BIRCHWOOD REALTY CO., INC		KRESSON
11.3	7177 009	5501 PENNINGTON AVE	PENNINGTON PARTNERS, LLC		CURTIS BAY
11.9	6498A001	1200 S HAVEN ST	EXXON CORP 0059		CANTON INDUSTRIAL AREA
12.7	6505 009A	3901 BOSTON ST	BCP INVESTORS, LLC		CANTON INDUSTRIAL AREA
13.1	7492B026	2911 HURON ST	PATAPSCO EXCAVATING/SILVERLAKE INC		LAKELAND
14.0	6189 027	4120 E CHASE ST	AK ASSET MANAGEMENT CO	FORMER ARMCO LANDFILL	ORANGEVILLE
14.4	7001 018	1975 QUARANTINE ROAD	MAYOR AND CITY COUNCIL OF BALTIMORE		HAWKINS POINT
15.1	7612C007	2890 WATERVIEW AVE	BALTIMORE GAS & ELECTRIC CO		CHERRY HILL
17.7	7005 029	5601 QUARANTINE ROAD	CSX TRANSPORTATION, INC.		HAWKINS POINT
18.0	7027C004	101 W GARRETT ST	MAYOR AND CITY COUNCIL		BROOKLYN
18.5	7628 003	3101 ANNAPOLIS ROAD	PATAPSCO MASTER BUSINESS TRUST		CHERRY HILL
18.5	7612N009	608 W PATAPSCO AVE	EMANUEL, NORMAN J		CHERRY HILL
19.0	6235 009	6709 PULASKI HWY	WH-PULASKI LLC	FORMER PULASKI INCINERATOR	ORCHARD RIDGE
27.6	6150 001	3500 E MONUMENT ST	MAYOR & CITY COUNCIL	MONUMENT STREET LANDFILL	ORANGEVILLE INDUSTRIAL AREA
27.9	6771D011	6301 O'DONNELL ST	HOUSING AUTHORITY OF BALTIMORE CITY		O'DONNELL HEIGHTS
28.3	6587 008	1610 S NEWKIRK ST	EXXON CORPORATION 0053		CANTON INDUSTRIAL AREA
35.3	6871C001	1500 BROENING HWY	DUKE BALTIMORE LLC		CANTON INDUSTRIAL AREA
58.2	6220 041	1941 62ND ST	FRP HOLLANDER 95, LLC		PULASKI INDUSTRIAL AREA
71.0	7165 038	PENNINGTON AVE LANDFILL	MAYOR & CITY COUNCIL	PENNINGTON AVE LANDFILL	CURTIS BAY

THE BALTIMORE CITY INDUSTRIAL OPPORTUNITY PROJECT

APPENDIX C: PROPOSED INDUSTRIAL-MIXED USE ZONE EVALUATION

This review consisted of evaluating proposed I-MU zones under Transform Baltimore. It's goals were to weed out proposed I-MU sites that may not be suited for that zoning category, AND to propose new sites that would be well suited for I-MU designation. It was created by Andy Cook of the Baltimore City Department of Planning, with assistance from all Department of Planning Community Planners. He can be reached at andrew_cook@baltimorecity.gov

LOCATION	CURRENT ZONING	TRANSFORM ZONING	RECOMMENDED ZONING	RATIONALE
2480 Druid Hill Ave	B-3	C-2	I-MU	Building type, nearby I-MU zones
120-130 S Central Ave	M-2	C-2	I-MU	Building type, adjacent I-MU zone
Blocks 1268 & 1269 (Bounded by Exeter, Hill, East, & Ensor)	B-3, M-2	C-2	I-MU	Building type, existing uses, neighborhood context
2201-2323 Evergreen St	M-1	I-MU	I-1	Not compatible with residential use
2646 Presbury St	M-2	I-MU	R-6	Wooded lots adjacent to R-6
2300 N Monroe St	B-3	R-8	I-MU	Building type, adjacent I-MU zone
1930 Windsor Ave	B-3	R-8	I-MU	Building type, adjacent I-MU zone
2113 W Lafayette	M-1	I-MU	I-1	Current use, railway adjacency, buffered from residential by I-MU
804 N Franklintown Rd	B-3	R-8	I-MU	Building type, commercial proximity
700 W Patapsco Ave	M-2	I-MU	I-2	A portion of lot seems to be mis-zoned on map
877 Hollins St	M-1	R-8	I-MU	Building type, developer proposal for I-MU
3121-3215 Lohrs Lane	M-1	I-MU	I-1	Current use, railway adjacency, building type
300 S Ellamont	M-1	I-MU	I-1	Current use, railway adjacency, I-1 adjacency
20-124 S Franklintown Rd	M-2	I-MU	R-8	Difficult truck access, R-8 adjacency, elementary school proximity
320-340 Stinson St	M-2	I-MU	R-8	Difficult truck access, elementary school proximity
3005-3231 Strickland St	M-1	I-MU	R-6	Very clearly a residential neighborhood
720-800 S Caton Ave	M-1	I-MU	I-1	Building type, current use, I-1 adjacency
31 S Payson ST	R-8	R-8	I-MU	Building type, adjacent I-MU zone
113-127 N Madeira St	B-3	I-MU	R-8	Difficult truck access, very close proximity to residential on all sides
1720 Llewellyn Ave	R-7	R-8	I-MU	Building type, adjacent industrial uses
1725-1731 Llewellyn Ave	M-1	C-2	I-MU	Building type, current industrial uses
1801 E Oliver St	B-3	C-2	I-MU	Building type, proposed uses, adjacent I-MU zone (recommended)
1301-1327 N Wolfe St	B-3	C-2	I-MU	Building type, adjacent I-MU zone (recommended)
