

FINDINGS OF FACT

City Council Bill No: 25-0127

MOTION OF THE CHAIR OF THE LAND USE AND TRANSPORTATION COMMITTEE, AFTER A PUBLIC HEARING AT WHICH AGENCY REPORTS AND PUBLIC TESTIMONY WERE CONSIDERED, AND PURSUANT TO SECTIONS 10-304 AND 10-305 OF THE MARYLAND LAND USE ARTICLE AND SECTION 5-508 OF THE BALTIMORE CITY CODE, THE CITY COUNCIL ADOPTS THESE FINDINGS OF FACT CONCERNING:

Rezoning – 4188 ½ O’Donnell Street and Block 6543A, Lot 001B

Upon finding as follows with regard to:

- (1) Population changes;
 - There has been a modest population increase of roughly 400 people in the adjacent Brewer’s Hill community to the west.
- (2) The availability of public facilities;
 - The area continues to be adequately served by existing municipal water, sewer, and public services
- (3) Present and future transportation patterns;
 - This area will be served by the future Redline, though the route of the potential Redline is not yet finalized.
- (4) Compatibility with existing and proposed development for the area;
 - The parcels under review are unique in that they are former railroad right-of-way. The adjacent properties were previously industrial and served by the railroad that accessed this site. The larger site is separated by other sites by railroad right-of-way to both the east and west, and the raised O’Donnell Street to the south. To the north is the Crown Cork site which has a variety of uses including artist studios and light industrial spaces
- (5) The recommendations of the City agencies and officials, including the Baltimore City Planning Commission and the Board of Municipal and Zoning Appeals;

Dept of Housing & Community Development	Approve
Dept of Transportation	Without Recommendation
Planning Commission	Approve
Board of Municipal and Zoning Appeals	No Objection
Law Dept	Approve for form and sufficiency

- (6) The proposed amendment's relationship to and consistency with the City's Comprehensive Master Plan.
- The Comprehensive Plan identifies the area as potential Transit Oriented Development, due to the proximity of two of the alternative routes of the Red Line. One of the parcels is currently identified as a vacant lot, while the other is not, but appears as such. The rest of the adjacent property is being prepared for redevelopment.
- (7) Existing uses of property within the general area of the property in question;
- The immediate adjacent properties are zoned either C-2 or I-2. Further from the site are areas zoned R-8, and I-1. They are residential and commercial properties.
- (8) The zoning classification of other property within the general area of the property in question;
- The surrounding areas are zoned C-2, R-8, & I-2
- (9) The suitability of the property in question for the uses permitted under its existing zoning classification;
- The properties under review are so small and disconnected from other I-2 uses that they are functional unusable as zoned.
- (10) The trend of development, if any, in the general area of the property in question, including changes, if any, that have taken place since the property in question was placed in its present classification;
- The larger area of southeast Baltimore is experiencing development pressure to transition from industrial to residential. This includes a variety of requests to rezone industrial property to allow for residential and commercial uses.
- (11) For a rezoning based on a SUBSTANTIAL CHANGE IN THE CHARACTER OF THE NEIGHBORHOOD, the following facts establish the substantial change since the time of the last comprehensive rezoning:
- (12) For a rezoning based on a MISTAKE in the existing zoning classification, the following facts establish that at the time of the last comprehensive zoning the Council failed to consider then existing facts, or projects or trends which were reasonably foreseeable and/or that events occurring subsequent to the comprehensive zoning have proven that the Council's initial premises were incorrect:
- Staff finds that there was a mistake in the existing zoning that would meet the above criteria. Prior to the comprehensive rezoning completed in 2017, the area was zoned M-3. During the 2017 rezoning, known as Transform Baltimore, the area directly adjacent was rezoned C-2, however, these two lots which were no longer in use as railroad right-of-way and which are physically integrated with the area zoned C-2 were not rezoned.

SOURCE OF FINDINGS (Check all that apply):

[X] Planning Report – Planning Commission’s report, January 15, 2026

[X] Vote of the Committee to accept the report of the Planning Department as the finding of fact – Voted favorably on 02/26/26

[X] Testimony presented at the Committee hearing.

Oral – Witness:

- Jason Wright - Department of Housing and Community Development
- Ty’lor Schnella – Mayor’s Office of Government Relations
- Eric Tiso - Department of Planning
- Jeff Hochstetler – Department of Law

Written:

- Planning Department Staff Report –
- Baltimore Development Corporation Report –
- Law Department, Agency Report –
- Department of Public Works, Agency Report –
- Department of Transportation
- Board of Municipal and Zoning Appeals

COMMITTEE MEMBERS VOTING IN FAVOR

Dorsey
Middleton
Blanchard
Gray
Bullock
Parker
Porter