


<b>FROM</b>	NAME & TITLE	David E. Scott, Director	CITY of <b>BALTIMORE</b> <b>MEMO</b>	
	AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building		
	SUBJECT	<b>CITY COUNCIL BILL 08-0028</b>		

DATE: August 14, 2008

**TO**

The Honorable President and Members  
of the Baltimore City Council  
c/o Karen Randle  
Room 400 - City Hall

I am herein reporting on City Council Bill 08-0028 introduced by Council Member Reisinger on behalf of The Shapiro Company.

The purpose of the Bill is to amend the Urban Renewal Plan for Key Highway East Industrial Area to permit a new land use in the Renewal Area, modify the objectives of the Renewal Plan, add a new Appendix to the Renewal Plan, clarify, conform, and correct certain language and references in the Plan, and revise certain exhibits to the Plan; waive certain content and procedural requirements; make the provisions of this Ordinance severable; and provide for the application of this Ordinance in conjunction with certain other ordinances.

Ordinance 87-986 established the Urban Renewal Plan for Key Highway East Industrial Area. (A technical amendment will be necessary to correct the Ordinance number, which was incorrectly cited as 87-989 in line 18 of page 1 of the Bill.) The area is bounded roughly by the U.S. Government pierhead and bulkhead line established in 1915, a 20 foot alley to the rear of Woodall Street, E. Fort Avenue, Lawrence Street, Harvey Street, and Webster Street. The intent of the Urban Renewal Plan is to maintain industrial employment compatible with adjacent residential areas, economic development and job opportunities, improve the visual appearance of the waterfront, and to encourage the growth of maritime businesses.

The Key Highway Waterfront Study was completed in May of this year. The Study area is bounded by Cross Street, Covington Street, Fort Avenue, and Key Highway, and includes the Key Highway East Urban Renewal Area. The results of that Study recommended that the Key Highway East Urban Renewal Plan be repealed and replaced with a plan that encourages mixed use development. The focus of the Study is to develop Key Highway as a waterfront boulevard having a median, wide sidewalks, and generous plantings. The area would have mixed use development, public open space and access to the waterfront. The buildings along Key Highway would be four to eight stories high with retail on the street level and apartments or offices above. High density development along the waterfront would be designed as slender, tall structures to accommodate view corridors and waterfront access.

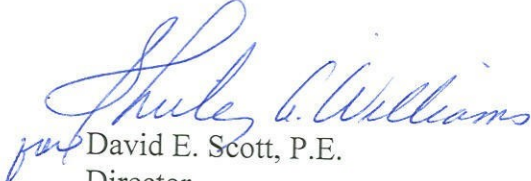
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The Honorable President and Members  
of the Baltimore City Council  
August 14, 2008  
Page 2

City Council Bill 08-0028, if approved, would amend the Urban Renewal Plan for Key Highway East to permit mixed use development compatible with adjacent residential and industrial areas. The intent is to allow uses permitted in the B-2 category of the Baltimore City Zoning Code, with some listed as prohibited uses. The mixed land use category would allow diverse uses along Key Highway and near the waterfront. Mixed use development controls are listed in an Appendix A. The controls include streetscape guidelines, massing and bulk controls, building design guidelines, and parking requirements. In their review of the Bill, the Planning Commission recommended amending the legislation to require certain minimum and maximum building heights on the landside of Key Highway (minimum height of 45 feet and maximum height of 90 feet), on Harvey Street (buildings above 35 feet high must be set back 30 feet), and Lawrence Street, Fort Avenue, and Key Highway (buildings above 70 feet high must be set back 12 feet). The provisions of the Bill and the amendments proposed by the Planning Commission appear to support the intent of the Key Highway Waterfront Study.

Based on these findings, the Department of Public Works supports passage of City Council Bill 08-0028 as proposed to be amended by the Planning Commission, and with the recommended technical amendment.

  
David E. Scott, P.E.  
Director

DES/MMC:pat

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