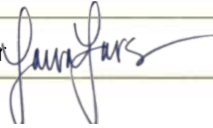



<b>FROM</b>	NAME & TITLE	Laura Larson, Budget Director 	CITY of <b>BALTIMORE</b> <b>MEMO</b>	
	AGENCY NAME & ADDRESS	Department of Finance Room 454, City Hall		
	SUBJECT	City Council Bill 23-0444 – Charter Amendment – Inner Harbor Park		

DATE:

**TO**

The Honorable President and  
Members of the City Council  
City Hall, Room 400

November 28, 2023

**Position: Does Not Oppose**

The Department of Finance is herein reporting on City Council Bill 23-0444, Charter Amendment- Inner Harbor Park, the purpose of which is to amend the portion of the Charter that defines the Inner Harbor Park’s allowed uses. This would enable the development of multi-family dwellings and off-street parking, alongside existing uses of restaurants and other commercial uses.

**Background**

The area that is now known as Harborplace has been an active port from Baltimore’s beginnings. In the 1940’s and 1950’s the port facilities were relocated from the Inner Harbor or “The Basin” to where they presently reside. When the plans for the downtown and waterfront highway system that would connect I-70, I-95, and I-83 fell through, something needed to take its place. The first plans for the renewed Inner Harbor were unveiled in 1964 and in 1976 voters approved a referendum to allow for the construction of the Harborplace pavilions. Construction on Harborplace began in 1979, construction was completed in 1980.

The 1976 referendum was the earliest iteration of the current language, it was most recently amendment by charter amendment in 2016 enabling the construction and operation of concession near Rash Field as well as West Shore Park.

**Fiscal Impact Analysis**

The Finance Department anticipates that while the legislation itself does not have a direct fiscal impact, the development that it enables has the potential to both have impacts on revenues and expenditures. The development has the potential to positively impact various revenue streams not limited to, Real and Personal Property Taxes, Transfer and Recordation Taxes, payments to the Water and Wastewater Utilities, fees from Parking Meters and Permits, and Income Taxes from a net increase in City jobs. These taxes and fees are split between one-time revenues, such as fees for permits, and annualized revenues from taxes and parking meters. The plans are at an early and conceptual stage, making firm forecasts difficult to provide. Project renderings and concepts were released publicly in early November. Based on early estimates the development will require \$400-500 million in public investment.

The Finance Department anticipates that the new development will also have an impact on expenditures. More formal cost estimates will be developed as the City learns more about the development.

**Conclusion**

The Finance Department does not oppose City Council Bill 23-0444. While there are no immediate fiscal impacts from this legislation. It enables the redevelopment of the Inner Harbor, allowing for apartments and parking. Changing the nature of Inner Harbor will bring both revenues and expenditures. When more formal plans are developed, the Finance Department will be able to develop more formal cost estimates.

**For the reasons stated above, the Department of Finance does not oppose City Council Bill 23-0444.**

cc: Nina Themelis  
Michael Moiseyev