
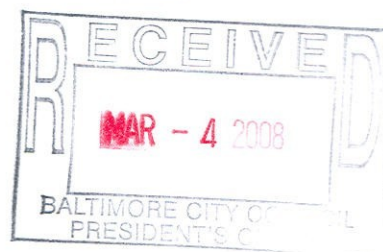


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|-------------|-----------------------|--|---|---|
| FROM | NAME & TITLE | Shirley A. Williams, Acting Director | CITY of BALTIMORE MEMO |  |
| | AGENCY NAME & ADDRESS | Department of Public Works 600 Abel Wolman Municipal Building | | |
| | SUBJECT | CITY COUNCIL BILL 08-0025 | | |

DATE: February 27, 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 08-0025 introduced by Councilman Reisinger on behalf of Gateway South, LLC.

The purpose of the bill is to approve the application of the Mayor and City Council of Baltimore and Gateway South, LLC, which are either the owner, potential owner, developer, and/or contract purchaser of the following properties: 1501, 1601, 1633, and 1645 Warner Street; 2110 and 2119 Haines Street; 1501, 1525, and 1551 Russell Street; 2102 Oler Street; 2104 Worcester Street; and portions of Warner Street, Russell Street, Worcester Street, Bayard Street, Haines Street, Oler Street, and South Eutaw Street (collectively, the "Property"); to have the Property designated a Business Planned Unit Development; and to approve the Development Plan submitted by the applicant.

City Council Bill 08-0025, if approved, would create a Business Planned Unit Development (PUD) within the Carroll Camden Urban Renewal area called Gateway South. The Carroll Camden Urban Renewal Area is located southwest of downtown Baltimore and includes both stadia and the Carroll and Camden Industrial Park areas, including the 55-acre Montgomery Park complex. The proposed PUD would encompass an approximately 15 acre site located between Russell Street and the Middle Branch, and between Bush and Alluvion Streets. The PUD would establish a sports theme mixed use development.

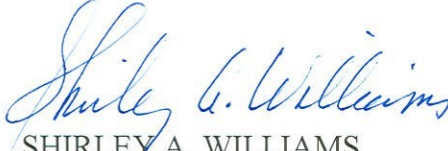
Currently, the land use plan for the Carroll Camden Urban Renewal area provides a transition from the heavy industrial uses to a mix of high tech, light manufacturing, office, and transit oriented development. Zoning districts are aligned to concentrate heavy industrial uses west of Bush Street and more moderate intensity and light industrial uses near residential blocks and the Middle Branch. The area of the Russell Street corridor that would be adjacent to or included in the proposed PUD already has commercial uses such as gas stations, a motel, some retail, and the Greyhound bus station. These established uses would be compatible with the proposed mixed use development. Companion legislation (City Council Bill 08-0023) would amend the Carroll Camden Urban Renewal Plan to allow for B-2 Zoning District land uses, designate a community business land use area, remove the industrial land use regulations restricting mixed use development for the proposed Gateway South area, and would have height limits for the PUD area governed by the PUD, not the Urban Renewal limits. Additional companion legislation (City Council Bill 08-0024) would rezone properties in the PUD area that are currently M-2-3 to B-2-2 to allow for the mixed use development.

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The proposed Development Plan would relocate the Greyhound Bus Terminal from its present location on Haines Street, to Russell Street (between Worcester and Bayard Streets), with a pick up and drop off area along the frontage. The bus terminal building would be 70,000 square feet. A structured parking facility would share this site and would provide parking for the entire PUD development. The PUD would allow for the construction of a tower at the Worcester end of the building. On street parking would be available along Warner Street. A long building would be built in the middle of the site (parallel with Russell Street) to house office and some retail uses. The PUD would be allowed to develop 1,062,000 square feet of office space and 134,000 square feet of retail space. Portions of this building would be elevated over Bayard and Worcester Streets to allow access to the waterfront areas of the site. A 90,000 square foot "Sports-Plex" facility would be constructed at the current site of the bus terminal on Haines Street and would include a parking facility at the lower levels of the building. Open space would remain along the Middle Branch waterfront, adjacent to the PUD development and the Gwynns Falls Trail. A conceptual massing plan is included in the Development Plan, but will be subject to final development plan and design approval by the Planning Commission. The entire PUD is within the Critical Area and the tidal flood zone of the Gwynns Falls, and a large portion is within the Critical Area Buffer zone. All proposed development would have to satisfy the requirements of these controlling laws and regulations before permits could be issued.

Based on these findings, the Department of Public Works supports passage of City Council Bill 08-0025.


SHIRLEY A. WILLIAMS
ACTING DIRECTOR

SAW/MMC:pat