

**ECONOMIC AND COMMUNITY
DEVELOPMENT COMMITTEE**

**Inner Harbor Redevelopment
PUBLIC TESTIMONY
DOCUMENTS**

To: Eric Tiso
From : Ted Rouse
Re: HarborPlace Bills 0444, 0446 and 0448
Date: 12/19/23

Testimony by Ted Rouse before the Balt City Planning Commission on 12/21/23

I am against the proposed land use changes in Bills 0444, 0446, and 0448

Design and Land Use Are Inextricably entwined. The cart is before the horse.

The current bills under consideration today should only be considered after UDARP has finished its review of the proposed design and after the Planning Commission has considered whether the proposed design has the potential to draw large crowds back to the inner harbor. Currently the only place for the public to give advice to city government on the Developer's design appears to be at the Planning Commission hearings. The design proposed by the development team necessitates changes to land use rules that are 50 years old. The Planning Commission members need to drastically slow down the review process and give more consideration to the design that is being proposed. I request that the Planning Commission defers action on these Bills until UDARP completes its work with the Developer to refine the plans for Harbor Place.

I applaud developer David Bramble's boldness of vision. I believe [\\$500 million of private investment](#) in the Harborplace site is extremely exciting. I believe residential density, such as 900 apartments, could be a very good thing for the Inner Harbor. As urbanist Jane Jacobs says, "There is nothing like the hustle and bustle of human activity to create a safe environment." **But**, I believe the MCB plan is flawed and will fail to consistently bring large groups of demographically mixed people to enjoy our city's greatest urban asset which is our unique presence on the Chesapeake Bay. If high rise apartment towers are needed for the economics of the site, the towers should be close to the realigned Light Street corridor and the towers need to be skinnier. The revised land use provisions the planning commission approves should include a maximum foot print for individual high rises and a high rise zone of not more than 70' east of the revised Light Street corridor. The planning commission should give thought to the possibility that the developer's desired 900 unit density could be achieved in buildings not higher than 100' (per current height limits) and that no buildings in excess of that height should be allowed in this area which has Federal Hill's height and the Constellation's sail height as existing natural markers. Most important, no residential buildings should be allowed unless the project plan includes a minimum of 50,000

square feet of waterfront restaurant space with waterfrontage no further than 60' from the water's edge.

The water is where the magic is. It's a natural magnet, let's capitalize on it. In particular, the 60 feet between buildings fronting the waterfront and the water's edge is where people want to be. Emphasis should not be on non-waterfront parks further than 60 feet from the water or on view corridors for cars passing by. The emphasis should be on the space between the buildings and the water. The Wharf, a modern real estate development on D.C.'s southeast waterfront, is a great example of how that 60 feet can become magical when there are varied seating options and gathering places, and varied uses such as restaurants, shops, fountains, residential buildings and hotels. There are many European waterfront cities that line their waterfront with restaurants. We need a critical mass of destination locations along our water's edge. That might mean at least 12 restaurants, two hotels, three fountains that kids can jump in and out of, and one or more performance venues. Residential towers by themselves won't activate the waterfront. Bringing lots of people to the inner harbor waterfront 365 days a year should be our Number One Goal in redeveloping Harborplace.

The concept of New Urbanism revealed that so called "public private space" was an essential characteristic of successful small American towns. That space is often found on the front porches of houses that abut public sidewalks. In a similar way, waterfront restaurants would provide that space to Baltimore's beloved inner harbor promenade. A critical mass of such public private space in the subject properties should be required by any new land use provisions. I request that the Planning Commission votes to require a minimum of 50,000 sf of restaurant use within 60' of the water's edge.

We need to minimize the amount of public subsidy needed. Does the promenade really need to be replaced now with \$400 million of public money? It may be possible to do bulkhead repairs where necessary for far less dollars that will last at least 10 years to give us time to find infrastructure money for larger repairs.

We need an updated master plan that has thought given to how we can continually improve the Inner Harbor experience over the next 20 years. I believe a people mover, such as a Gondola or a Monorail, to move people from the stadiums and convention center to Harborplace should be included in a master plan. A bridge that would give residents and visitors an opportunity to circumnavigate the Inner Harbor on foot and/or bicycle within 30 minutes should be part of that plan. I love Visionary Art Museum founder Rebecca Hoffberger's idea of filling sidewalks with quotations of great Baltimoreans and Marylanders like Billie Holiday, Babe Ruth, Frederick Douglass, James Rouse (my father) and many others.

We need a city government empowered, quasi nonprofit whose sole mission is focusing on how to implement an Inner Harbor master plan and the best urban waterfront ideas from around the world. We had such an organization, Charles Center Inner Harbor management, from 1965 to 1985. CCIH caused the Science Center, The Hyatt Hotel, Harborplace, National Aquarium, Convention Center and our Stadiums to be built. We need to reauthorize it for 2023 to 2043 and maybe beyond.

Ted Rouse (ted@heal-thy-planet.com) is president of Healthy Planet LLC, an urban real estate development company working to restore historic buildings in neighborhoods with substantial vacancy. Waterfront properties he developed while a partner at Struever Bros Eccles and Rouse for 25 years include Tindeco Wharf and Canton Cove. Rouse also was chair of the Baltimore Harbor Endowment, which promoted completion of the 7.5 mile waterfront promenade, and chair of the American Visionary Art Museum during its expansion to include the Jim Rouse Visionary Center.

11 February, 2024

Architecture

Urban Design

Planning

Re: City of Baltimore, Baltimore City Council
Economic and Community Development Hearing Tuesday 13, 2024
23-0448 Urban Renewal – Inner Harbor Project 1, Amendment 21 and related bills 0446 and 0444.

Testimony: In Opposition to all three bills

HarborPlace is designated as a public park with limited low commercial uses that serve the public visiting the harbor. The proposed amendments are tailored to allow a specific design that has been proposed by a specific developer. This design has not been vetted for practicality, for its cost-benefits ratio, and for fitting in the overall context of downtown Baltimore or the MasterPlan Inner Harbor 2.0. Nor have these incentives (easing regulations and predevelopment money) been offered to any other potentially interested developers who may have wanted to buy the pavilions if this option would have been available. No reports in support of the proposed design configuration are provided by any agency. There is no good rationale to allow 2-4 million square feet of for-profit office and residential development of unlimited height within the space designated as public space. The suggested amendments violate the original masterplan concept in which the outer frame of buildings on the far side of Pratt and Light Street define the spatial impression (for example when looking down from Federal Hill Park). A line of tall buildings will move the frame effectively by 200' or so closer towards the water's edge, effectively reducing the area perceived as HarborPlace, even if the overall footprint of the buildings does not increase compared to what is there now. The 2-4 million square feet are arbitrary and capricious and not based on good planning. No justification has been provided for these figures.

For the above reasons I am specifically opposed to:

Section 1 (2), V-B: Size of facilities no less than 2 million sf and no more than 4,000 sf and allowing parking NO MORE THAN 4,000 SF ????

Development Area 13: Opposed to adding residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular traffic, allowing parking of any kind

Development Area 14: Opposed to relaxing building construction of any kind

Development Area 15A: Opposed to allowing residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular access, allowing parking.

Testimony from Liz Bement

Bill 23-0448 Urban Renewal-Inner Harbor Project 1-Amendment 21

Zoning - C-5-IH Inner Harbor Subdistrict – Amendment

Charter Amendment - Inner Harbor Park

OPPOSE

Dear President Mosby and Members of the City Council,

I oppose the Urban Renewal, Zoning and Charter amendments listed above . The entire process has lacked transparency and has kept residents in the dark about why one developer has been chosen and given unfettered rights to Baltimore’s most precious public space. The developer has claimed to have held public input meetings, but many in attendance at such meetings say that residential towers were never mentioned in these meetings, let alone requested or supported by attendees.

By his own admission, Mayor Scott had chosen MCB Real Estate to build this project when he first took office and kept it under wraps until the plan was unveiled late last year. Again, this demonstrates a total lack of transparency and public input into this decision.

We need a thoughtfully crafted, independent Master Plan for the Inner Harbor and an international design competition based on that plan for this project to move forward—our city deserves nothing less than this.

Of all the Baltimore residents I have spoken with since this plan was unveiled, including architects, builders, developers, preservationists, and people who live close to the harbor, not one person thinks that this current plan--including doing away with the height limits, building residential towers and on-site parking--is a good idea.

Our politicians should not be choosing favoritism and cronyism for their friends who make large campaign contributions over the will of the people of Baltimore.

This is an incredibly important project with long-term ramifications. Shame on the politicians who are trying to ram this plan down our collective throats. Our city deserves So. Much. Better.

Liz Bement

Upper Fell’s Point

Testimony of E. Evans Paull, City Council Bills, 23-0444, 23-0446, 23-0448, February 13, 2024

Honorable Members of the Baltimore City Council:

To introduce myself, I am Evans Paull, long time city planner, now retired. In my career I worked for 30 years in various Baltimore planning and development capacities; then worked another 15 years at the national level, primarily specializing in brownfields and similarly challenged urban redevelopment projects. I have been the recipient of six awards, including the national Phoenix Award for brownfields redevelopment. My work has been published in six national professional journals and one university-gearred book.

After retiring I authored an historical account of Baltimore's Road Wars, *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022).^{*} The book has been very well received, including winning two awards (Baltimore City Historical Society and Baltimore Heritage).

I am testifying today in support of MCB's plans for Harborplace, at least in concept if not the specific design. The main point is a fairly simple one: if we want downtown and the Inner Harbor to be the heartbeat of the region, to be a vibrant place for all to enjoy, it's going to take a dramatic change. And that change is going to involve some density and some loss of parkland. The old charter restrictions with limited development worked for a period of time largely because of tourism, but tourism is fickle and extremely seasonal; so, it proved to be unsustainable. The MCB plan is based on the sound theory that mixed use, density, and 24-hour presence are the keys to revival.

An Inner Harbor revival will have enormous secondary benefits, boosting all of downtown, as well as the stadium area, making the entire district more desirable for live-work-play.

My comments above are purposely general – I am not supporting the specific MCB design plan. I would urge consideration of the following:

- A more collaborative and public process to determine an acceptable plan and design;
- A strongly worded guideline or requirement for the retail businesses to be primarily home grown, not the all-too-familiar national chains; and,
- Narrowing Light Street so that some of the envisioned development can be moved further from the waterfront and the Promenade.

Lastly, I want to support a complimentary use of some of the remaining parkland, using it for a tented beer emporium and events space, capitalizing on the number one trend in entertainment: the emergence of direct sale breweries as gathering places for families, friends, tourists, and locals. This "Maryland Spirit Tent" would be a permanent tented facility, open air in the warm months, and enclosed in the winter months. Featuring local and Maryland breweries, the tent should double as an event space, with constantly-changing art shows, concerts, food festivals, etc., all featuring local talent. I have attached a more detailed description of the concept.

My contact information:

evpaull@comcast.net; 202-329-4282

^{*} <https://stop-the-road.com/the-book/>

Can the brewery craze help revive Baltimore's Inner Harbor?

E. Evans Paull

It's the new BFFDD—beer, family, friends, dates, and dogs. The astonishing growth of small breweries that sell directly to customers, thereby enlivening a variety of indoor and outdoor spaces, is perhaps the single biggest trend in Baltimore area dining and entertainment over the last decade. Young people, many with children in tow, flock to these breweries for convivial times with their BFFDDs.

It is my contention that this trend presents an opportunity for Baltimore's Inner Harbor—that the place where Maryland's brewers should showcase their wares should be at Baltimore's waterfront center point.

Many observers have commented that the Inner Harbor, even when its star was shining most brightly, was always plagued by the extreme seasonality of tourism. Most agree that revitalization should be more geared to attracting locals, with special attention to the now considerable number of downtown residents. The need is for an all-weather attraction with local/regional appeal.

An all-weather tented facility, with a changing array of Baltimore and Maryland breweries* acting as the anchor, would be just the kind of attractor that would re-establish the Inner Harbor as a year-round celebratory gathering place for the Baltimore region. The tent sides could be down to envelop the heat in the winter and open air in spring-summer-fall. The breweries could change every month or every couple months, keeping it fresh.

Sections of the tent could be devoted to displaying the work of Maryland artists and artisans (again, changing periodically) and a stage could be used for live music performances. An adjacent open-air plaza area should be a flexible space for fair-weather adjunct activities: a special art show one week, additional concert seating the next. Street performers would help enliven the area and make it just-plain-fun, while also distinguishing the Inner Harbor from the non-downtown breweries. A small playground would add to the appeal for young families.

As to the location, my thought is on the West Shore at the site of what is now a temporary winter attraction: the Christmas Village, modeled after the traditional Christmas Markets in Germany.

The following is my effort to refine the concept:

Prepared Food. The magical synergy of this proposal is that the breweries will generate business for restaurants in Harborplace. The reason is the breweries do not need to make money selling food – many current direct-sale breweries bring in food trucks to provide food, but that won't be necessary at the Inner Harbor. The brewers' clientele will naturally spill over into Harborplace restaurants.

Legal Restrictions. The Baltimore City Charter designates the vast majority of Inner Harbor I as "parkland" and restricts "commercial uses" to the few acres where Harborplace located. A liberal interpretation would

* Local vineyards and distillers could be added to the mix, but my observation is that home-grown breweries are the stronger attraction.

include the brewers' tent as parkland because it is not a permanent structure, would be open air most of the year, and the brewers could be viewed as park vendors under some kind of public or non-profit (rather than "commercial") organizational structure. A 2016 charter amendment allowing outdoor cafes could be helpful. The precedent of the Christmas Market should help pave the way.

Name it the Maryland Spirit Tent. I nominate "the Maryland Spirit Tent," the term "spirit," an intentional double-entendre suggesting fun fueled by alcoholic beverages; the "Maryland" qualifier simply defines all that fun as home-grown, generated by Maryland brewers, artists, musicians, street performers, and possibly winemakers and distillers.

There are now 42,000 people living in the downtown area, with many thousands more living in Fells Point and Federal Hill, all within walking distance (no need for parking!!!). Is there anything more perfect than a beer tent to bring them to the Inner Harbor? They will make coming to the Inner Harbor "cool" again.

E. Evans Paull is the author of *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022). You can follow the book at www.stop-the-road.com or <https://www.facebook.com/Baltimore-Road-Wars-1940-1980-109994791288651>. Paull is a retired city planner, most recently serving as the Principal of the consulting business, [Redevelopment Economics](#). Former posts include stints with the Baltimore City Department of Planning and Baltimore Development Corporation.

Testimony re: Harborplace. City Council Economic and Community Development Committee 2.13.24

Hello. My name is Emma Stokes and I've lived within a 5 minutes' walk of Harborplace about 40 years. That means that Harborplace has been part of my home both in its glory days and in its horrid decline.

When thriving, this jewel on inner harbor was a wondrous place to proudly take visitors. It was a retreat after stressful work days for entertainment, shopping and more. Imagine my devastation, sadness and loss-- along with many others-- watching its deterioration over the past 10 or more years. I constantly looked for signs **that something or someone** would turn the tide and rescue Harborplace. Yet every time I walked over there, there were more signs of poor maintenance, neglect and many closed eating venues and shops. Activities waned. The liveliness and community spirit that had so characterized it was gone. **No signs of a sound strategy seemed to be emerging from government or business (public or private sector).**

Then came the bankruptcy in 2019 and this legendary example of urban renaissance declined further. More than half of the retail spaces became vacant and Harborplace found itself plagued by debt, defaults, and image problems. The decline made turnaround even more unlikely."

As evocatively written by Melody Simmons "The collapse of the waterfront center has been highly visible, painfully slow and humbling all at once, occurring as Baltimore's civic pride is battered by corruption, high murder rates and a tarnished national image." And, added to our burdensome reality, we learned this week that our city's drop of more than 40 spots on a highly regarded ranking that measures U.S. metro areas on economic performance.

When I learned in early 2022 that, **at last**, there was someone seriously interested in revitalizing Harborplace, I felt relief and my belief that downtown Baltimore could start a pathway toward thriving--- **soared**. Again, we'd have the Harbor as a place of, excitement, hope, and wide-ranging possibility for social and economic transformation. A plan has been proposed that engages, educates and entertains people who live in Baltimore as well as those many who visit our city.

So, today, FINALLY, there's a **local** person who has declared the revitalization of Harborplace as his passion. A developer who is not even asking for a TIF. Unlike most developers, he provided all of us with months of public engagement. I participated several times and asked hard questions a lot. Some of the MCB proposal was at deep odds with my visceral response as well as my preferences.

About preferences: We are humans with various life experiences, education, training, and hence a range of preferences for how we want 'our Harborplace' to look and feel. I'm no different in that regard---it's quite natural and normal. So, for several months, I've been in '**values and preferences warfare**' as I listened, read, learned and challenged myself to consider alternative ways of thinking, assessing and judging the MCB proposal. I engaged with others about their preferences.

I've done enough almost enough research for a doctoral dissertation! Well over 20 times I've extensively reviewed their designs (including walking the site with design in hand), their website as well as the Master Planning documents. I read traffic studies and plans written over the past 12 years.

At this stage of review and discussion, we all see and hear our competing expressions of preferences and opinions because of something that's so important to us.

I implore us to think about and **reconcile** competing values, multiple preferences and what seems to be an unproductive 'us versus them' situation. I arrived at a reckoning with the realities for a thriving downtown and having Harborplace again. A huge factor--- one of economic viability so very desperately by this area of Baltimore and its downtown forced me to do a 'reality check' and re-ordering of my assessment and preferences.

While there are many significant elements to be considered as Purpose, Function, Form what is paramount is how can this special place be fashioned, framed and structured to meet not only our passion for its public spaces and park areas, but also for its economic vitality even greater than in the past?

My arduously-achieved and progressed stance is based upon several factors including that the majority of the MCB Harborplace design and function meets many competing needs and even preferences:

- The park areas are larger than in the past, stunning, and environmentally sounder than our current ones.
- An award-winning, breath-taking building, the Crescent--- along with large glass-enclosed ground level spaces **in all other buildings**---provide plentiful amounts of both public access and also many eating, entertaining and shopping spaces.
- So, to be predictably human, I'd prefer a lower height residential building, but I've moved from opposition to **understanding** the economic sustainability rationale for it. I realize, **logically**, that TRADE OFFS are necessary to fulfill this crucial part of our City's survival.
- Lastly, I see truly mixed-use development that combines residential spaces with spaces for public enjoyment for dining, entertainment, shopping and recreation. The allocation of space for all these uses is balanced. We can have a vibrant and dynamic environment, attracting both residents and visitors—tourism is not optional. Satisfying almost all factors and preferences aims to balance economic growth, community well-being, and environmental sustainability.

Yesterday I read of former assessments of the Festival Marketplace that warned about its not being designed with all Baltimore communities in mind, and that it did not provide sustainable growth for the city itself. The MCB project did inclusive community engagement and its economic model projects economic sustainability. It also integrates with the City's Masterplan process as well as with the ideas of other key stakeholders.

Thus, here we are again, 50 years later, including the **last 10 horrid years** watching Harborplace's decay, We're figuring out how the use of land of the former festival marketplace might be reborn, reimagined, and also flourish and endure.

I genuinely hope that **right now** is the time to find the political will, financial means, planning capacity and civic commitment. Let's engage Baltimore into a meaningful and lasting transformation of this shared central space as a hub supporting and connecting our city. I don't want us to experience an even more abysmal fall from which recovery is ever more elusive.

Thank you for listening and considering my perceptual, emotional and mental journey to this pivotal day.

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Testimony in Opposition to Council Bills:

23-0444 Charter Amendment Inner Harbor Park
23-0446 Zoning – C-5-IH Inner Harbor Subdistrict
23-0448 Urban Renewal – Inner Harbor Project I

February 13, 2024

The Honorable President
and Members of the City Council
City Hall Room 400
100 N. Holliday Street

After studying all the information I could obtain, I am writing to oppose this package of three bills which prematurely give a blank check for private redevelopment of Baltimore's most valuable and important public property --- Harborplace. Instead of rushing legislation to meet an unnecessary and artificial deadline, the Mayor and City Council should require an economic study and a transparent Master Planning process for Harborplace and the rest of Inner Harbor Park, preferably coordinated with plans for the adjacent Pratt Street and Conway Street corridors. Baltimore deserves better. **The argument that it is this plan or nothing is a false choice.**

I wish to highlight several concerns with both the process and substance of these bills:

1. With these bills, the City will be prematurely and irrevocably giving away substantial public property interests and protection without fair compensation and without analysis of the intended and unintended consequences. MCB, the developer and applicant now "owns" only the remaining years of a 50 year old ground lease and the existing pavilions, subject to zoning and other legal controls designed to protect the public's interest in use of the leased property. The underlying land is public park land. This package of bills removes those controls without first putting new controls in place. It also gives more rights to MCB than they purchased. For example:

- The height restrictions in the original zoning are removed and the developer is allowed to build to unlimited height. (In effect, the City is giving away the air rights over the existing buildings).
- The zoning and Charter are changed to allow residential uses, which are not currently permitted. As the Law Department explains, multifamily residential is a private use not consistent with the public nature of a park.
- The area of the current ground lease is to be expanded.
- A new ground lease will presumably extend the remaining period of the original ground lease.

These are valuable development rights that the developer never bought or paid for. The Inner Harbor Park is Baltimore's most valuable land and one of the most valuable pieces of property on the East Coast, if it were available for private development. Yet ,the City is simply giving

development rights and public assets away without an analysis of their monetary value or the net economics of the deal for the public. The City is also greatly reducing its leverage to protect the public interest going forward, e.g. in negotiating the ground lease.

2. MCB has said they do not intend to contribute a share of the estimated \$400-500 million cost of promenade public infrastructure costs --- and there are no specifics as to how the City will pay for them. The success of the developer's plans for residential and commercial development is highly dependent on the promenade improvements. It is therefore especially consequential that the City is giving so much away without getting anything in return, while providing what amounts to a massive subsidy.

At the Planning Commission hearing, Councilman Costello minimized the financial burden on the City of this subsidy, speculating that the federal and state governments will provide most or all of the \$400-500 million. But there are no such commitments from the state beyond the last year's pledge of \$60 million. It seems unlikely, and frankly irresponsible, to move forward counting on the Army Corps of Engineers or Congressional earmarks to pay the bulk of these costs.

3. No market data, economic impact study or equity analysis has been publicly offered to show any overriding necessity to produce luxury housing on the Inner Harbor Park nor to assess its impact on downtown revitalization. Under the City Charter, the Inner Harbor Park is dedicated as public land to be preserved for public use. So, most Baltimoreans were surprised to learn that the Charter would be changed to allow Harborplace to be monetized for use as private, luxury waterfront apartments.¹ What City allows private development on its most cherished park land?

- The City's larger goal is to spur revitalization of the old downtown core, using new residential construction and conversion of office buildings throughout the old downtown. There is no lack of potential sites for high rise apartments downtown north of Pratt and west of Light, including the old News American site already owned by MCB.
- Construction of 810 new market rate units² at Harborplace will compete with other locations downtown and runs a real risk of suppressing downtown revitalization.
- Despite requests, the developer and City have resisted making available any market data or economic analysis to support building 810 high rent units at Harborplace. A recent market study published by the Downtown Partnership (2023) suggests there is a finite demand for market rate rentals downtown and in adjacent areas ---- about 4,427 new rental units.³ The plans for Harborplace alone would consume nearly **20%** of the

¹ The Law Department has rejected the assertion by MCB representatives o that multifamily residential was already allowed under the Charter which allowed public eating places and retail as commercial uses ancillary to public use of the park. IMCB's claims that multifamily residential is considered a "commercial" under some unspecified provisions of "state law." However, there are many uses of the term "commercial" in state laws, and most include only "non-residential activities. Regardless, state law is not relevant. Under City law, residential and commercial land uses are treated differently and regulated under separate sections of the zoning code.

² MCB has said 10% (90) of the Harborplace units will be affordable, the minimum required by the City's new Inclusionary Housing law.

³ The Downtown Partnership market study also finds that due to Work From Home, demand for small units, which have characterized much of downtown development and will likely comprise a substantial percent of the proposed

demand needed to support residential revitalization of the entire downtown area. Profitable levels of occupancy at Harborplace are likely to come at the expense of development north of Pratt and west of Light Street.

- More specifically, the Harborplace towers are likely to absorb the bulk of the demand for higher rent units.⁴ The Downtown Partnership market study finds demand for only 1,315 units at monthly rents of \$2,500 and up --- Harborplace alone would consume fully **61%** of the demand for high rent luxury apartments downtown.
- We have heard a lot of aspirational statements about growing demand for downtown living, but little or no data. Studies by the Downtown Partnership and Live Baltimore find that more than half of this demand comes from people already living in Baltimore City. Time and again we have seen new construction of housing cannibalize our existing markets.

Maryland needs to build more housing, but there is no overriding need to produce high rent housing on the public waterfront--- and it may even be counterproductive to downtown revitalization.

4. The best parts of the MCB plans are those that involve the public spaces --- elements that the public will have to pay for and that the City can do anyway. The two-level promenade looks like a fun and attractive response to sea level rise. The narrowing of Pratt Street to car traffic and elimination of the slip lane at Light and Pratt is long overdue. The new Freedom Park/McKeldin Square is a good concept and deserves more space. It seems squeezed into the new corner of Light and Pratt, instead of becoming a major feature.

The proposed architectural plans for Harborplace have not been well received by UDAAP or the architect and planner community. I will leave that critique to the experts. But even to a layperson's eye the renderings of the proposed commercial, office and residential buildings are underwhelming at best:

- The buildings are massive, crowding the waterfront promenade and blocking views from the west and north. To the south, the apartment towers loom over the attractive Visitor Center. West Shore Park seems to be largely ignored.
- The commercial real estate market is struggling due to Work at Home. What is the rationale for building a new office building to compete for tenants with existing downtown office space.
- The residential towers are massive, heavy and block views of the water from other areas downtown. The elimination of the C-5-IH is a complete reversal of the idea that heights

Harborplace units, is likely to "diminish significantly" not to grow. These projections based on data should be contrasted with aspirational claims made in public presentations that demand will grow beyond these levels.

⁴ Information on proposed rent levels and unit sizes have not been released, but MCB representatives agree that the Harborplace market rate units will rent at the top of the market, at least on par with 414 Light Street.

at Harborplace and closest to the harbor should be limited to preserve views and support the value of downtown properties.

- As written, the legislation gives the developer control over many of the pedestrian walkways for the public to access the harbor (e.g the walkways between the apartment towers and between the Sail Building and office building. This could allow access to be closed to the public and privatized for the residential and commercial tenants.
- Despite a goal of building something that "looks like Baltimore," the Sail Building where much of the retail/commercial space will be located looks like something in Las Vegas or Miami.

5. The claim that the residential, commercial and office buildings will enliven the park space and areas across Pratt and Light Streets is largely aspirational, not supported by economic impact data or on-the-ground experience.

- Harbor East, Harbor Point and Port Covington also mix residential, office and commercial uses, but the streets and public spaces are practically dead zones.
- Again, no information about rents for restaurants and shops is available. But it is likely spaces in the Sail and apartment towers will be too high for small local businesses.
- Demand for retail space is languishing in an era of Shop From Home. It seems unlikely the retail component will succeed where the old Harborplace failed. People do not go down to the harbor to shop, they go to enjoy the beauty of the harbor itself.

The status quo at Harborplace is untenable, but that does not mean we need to accept a rushed, risky and costly plan. There is no need to demonize the developer for doing what developers do --- coming up with a plan that maximizes private profit. But the City has a fiduciary duty to residents of Baltimore to protect the public interest in an irreplaceable and valuable asset --- and that means doing the necessary due diligence and negotiating the best deal possible for the public.

I strongly urge the Committee and full City Council to vote no or table these three bills. Thank you for the opportunity to comment and for your thoughtful consideration.

Barbara Samuels
960 Fell Street, #301
Baltimore, MD. 21231
bsamuels72@gmail.com
(443)695-2657

February 9, 2024

Sharon Green Middleton, Chair
Members, Economic and Community Development Committee
City Hall
Baltimore, Md. 21202

Re: CBs 23-444,446,448, February 13, 2024

Dear Mrs. Middleton and Ladies and Gentlemen:

There is a very serious issue with this legislation which I wish to bring to your attention.

Following the Harborplace proposal by the Rouse Company in the 1970s, the City took steps to dedicate the Inner Harbor waterfront as a public park to be held in perpetuity for this purpose. The Charter was amended to read:

“There is hereby dedicated to public park uses for the benefit of this and future generations of the City of Baltimore and the State of Maryland the portions of the City....”

The urban renewal plan was amended to read:

“Open space: Development Area 15 (the Inner Harbor waterfront) is hereby dedicated perpetually as public open space so as to be forever available for public use”.

These are powerful words. They designate the Inner Harbor as a park to exist in perpetuity. The open space came about as the result of the original Inner Harbor plan approved by Ordinance 1045 in 1967 and signed by then Mayor McKeldin. That plan designated the waterfront as open space. The City engaged David Wallace, the Frederick Law Olmsted of his day, to design the Inner Harbor. The open space designation was not a casual afterthought. The proposal before you is inconsistent with a park.

The words suggest that the City holds the Inner Harbor as a public trust. There is a case where funds were bequeathed to the City for a park. But the City wanted to use the funds for playgrounds. The Court of Appeals said no to the playgrounds—the funds were for a park and had to be used for that purpose. That was how Leakin Park came about. Baltimore v. Peabody Institute, 175 Md. 186 (1938).

You are trustees and obligated to preserve the park “for this and future generations”.

Respectfully,

city letter

**Baltimore City Council
Economic and Community Development Committee**

**February 13, 2024
Hearing on Bills related to Inner Harbor Development
File # 23-0444, 23-0446, 23-0448**

OPPOSITION

As a Baltimore City resident who has had the privilege of living in Federal Hill and Otterbein for more than two decades, I submit the following written testimony in opposition to the three bills relating to the redevelopment of the Inner Harbor that seek to accommodate MCB Development's (alternatively, "the Developer") demands to, *inter alia*, amend the City Charter and Urban Renewal Plan to remove current height restrictions and allow luxury private residences with off street parking.

Let me say at the outset that I personally have been hopeful the Developer would propose a vision that is good for Baltimore residents, that preserves the public nature of the harbor and attracts visitors, and that is both sustainable and economically beneficial to the City as a whole.

But as David Bramble, head of MCB, is the first to admit, that is not his job: "I am a developer, and I do this to make money." So what the Developer is proposing, after having knowingly acquired the two pavilion buildings subject to height restrictions and limited to commercial/public use, is a reflection of what the Developer wants to ensure profits on this one individual project, not necessarily what is best for the city overall. It bears serious review.

Yes, the Developer tout the extensive "community engagement" it conducted. But the City paid the Developer \$1 million dollars for that engagement, without any apparent strings attached in terms of incorporating that community feedback. And to the extent that "the community" would prioritize public amenities that the Developer did not deem profitable, they would not likely be reflected in the Developer's plan.

All this is not to fault the Developer. He's just doing his job.

As a resident and voter in this City, I rely on the Mayor and City Council to analyze whether and to what extent what one powerful developer wants for the City's crown jewel will benefit all of us, sustainably, over the long run.

I oppose these bills because they would allow major long-term changes to "the beating heart of Baltimore"¹ prior to serious scrutiny and with several major questions unanswered.

Among the many questions that our elected officials appear to not have answers for include:

¹ David Bramble, October 30, 2023, *available at* <https://baltimorefishbowl.com/stories/500m-harborplace-redevelopment-plan-calls-for-two-residential-towers-offices-shops-restaurants-and-public-space/>.

1. **How exactly will the public financing of the (at least) \$400 million work?** I have asked this several times with no firm responses. I know the Developer is raising its own \$500 million from investors for his buildings and has said that he will not seek TIFs. But what is the plan for public financing for the other proposed changes to the City's land? Is the City seeking grants under the federal infrastructure bills? Have there been any commitments of funds other than the mere \$63 million from the state so far? Where is the definite commitment to ensuring this is covered by federal and state funds?
2. **As the Developer has said, the renderings are merely "concepts."** If the Developer can increase profits by tacking on another 1,000 luxury residences and expanding his buildings to cut off all views of the harbor, he will. He was asked about simply amending the height restrictions to raise rather than eliminate them, and he said that he will build as high as he can if profitable. Relatedly, there is no explanation for why the City needs to also eliminate the height restrictions all around the harbor, including the piers on the other side of the World Trade Center.
3. **Who has analyzed and what is the plan for the massive transportation and traffic pattern changes that this "concept" – if executed – will require?** The Developer's "concept" includes substantial reductions in car lanes on Light and Pratt. While I love the idea of more walkability around downtown, this requires serious consideration and a commitment to improved public transportation. In a "community engagement" session, the Developer suggested that cars can just take other streets. But anyone who has to drive in the City knows that Howard, Baltimore, and Charles are simply not suitable alternatives as currently comprised. Moreover, a substantial increase in public transportation seems unlikely with the massive cuts announced by the Department of Transportation. So again, where is the analysis of how these changes would be made?
4. **How will these changes impact commercial properties nearby, and where is an analysis of whether these changes will strain, rather than support or complement, retailers and restaurants surrounding the harbor.** At a community engagement session, the Developer promised that such an analysis is forthcoming. But a developer's analysis is not the unbiased analysis that residents deserve.
5. **Because the Developer only acquired the two pavilion buildings, what alternatives did he consider to high rise luxury apartment complexes with parking?** We have heard the Developer threaten several times that he won't do the project without the large-scale changes that these three bills will make. But such a hard ball negotiating stance ignores the fact that the Developer acquired those buildings and will remain their owner even if these bills get rejected. And it ignores the fact that the Developer *only* acquired the physical pavilions, not the entire inner harbor, which is on City land and currently dedicated for public use. Could the Developer come up with a Plan B that complies with current law while still earning a profit (albeit perhaps not *maximizing* it)?
6. **Why are the procedural changes to planning review necessary, which appear to limit citizen input and such review to the Urban Design Architectural Advisory Panel (UDAAP), stripping the Department of Housing and Community Development of its current power to approve of plans?** See, e.g., File # 23-0448, page 5, Section iv.

Because these bills would ultimately work massive long-term changes to the character of one of this City's main attractions, and, indeed, to Baltimore City as a whole, **I urge this Committee and the City Council to vote NO on these bills unless and until the City develops a tangibly funded, well designed, and carefully planned vision for the public aspects of the harbor (other than the buildings owned by the Developer) and/or completes a rigorous analysis of whether and to what extent the Developer's "concept" for the harbor is in the best interest of the City.**

If it turns out that – after rigorous neutral analysis – the Developer's plan to maximize its profits is coextensive with the City's best interest, then this Committee and the Council can appropriately take a well-informed vote in favor of the bills before it.

Thank you in advance for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Sally Dworak-Fisher". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Sally Dworak-Fisher
Otterbein

My opposition to the current iteration of proposed Harborplace redevelopment is rooted in a very simple notion. Baltimore deserves better. While it has been claimed that the City managed a public engagement process, that process must have been a mere exercise in going through the motions. I'm quite sure that Baltimoreans did not ask to be excluded from a substantial share of its most visible public park. Instead of being greeted with open space, they will be told that they are not allowed in gigantic apartment buildings guarded by security and intended only for the affluent.

I'm quite sure that they did not ask for existing views of the waterfront to be destroyed, resulting not in a net gain in value, but an extraction of existing value by an already-wealthy developer. I'm quite sure that they do not want hundreds of millions of dollars to be gifted to the project by Baltimore City when there are so many challenges to be tackled, whether affordable housing, juvenile safety, education, or infrastructure.

Speaking of which, no one seems to be paying much attention to the impact of 900 apartments on wastewater treatment capacity. No one seems to be talking about the impact of so much construction material being brought to the water's edge on water quality. Few seem focused on the impact on traffic attributable to proposed lane closures that have yet to be subject to a timely traffic study.

Some will say that something is better than nothing. That is Baltimore at its worst – when it settles. Once again, insider dealing and a lack of vision are supplying our families, businesses, and visitors less than they deserve. Rather than serving wealthy renters, who could easily be situated on the other side of Pratt Street, this project should be a gathering place for both families and small business entrepreneurs. Visitation at scale generates massive economic impacts, supports proximate institutions like the Aquarium, Maryland Science Center, American Visionary Art Museum, Port Discovery, the Orioles, and the Reginald F. Lewis Museum, while supporting additional tax base and supplying abundant opportunity for small business owners. By all means, work with the current developer, but insist on something far better.

February 12, 2024

Bil 23-0448 Urban Renewal: Inner Harbor Project 1

Position: Oppose

Dear Members of the Baltimore City Council,

I am a city resident and live in the Riverside neighborhood with my family. I started renting in 2011, and in 2017 we bought a home and have enjoyed city living. Part of the appeal of deciding to live and stay in the city is the Inner Harbor. We enjoy living close by and make the most of walking on the promenade, exploring seasonal (and pop up) events, and playing at the splash pad in the summer and at the parks year around.

While I was initially excited about a local developer buying the pavilions, I am appalled with the developers plans for this public space.

Please oppose removal of the height restrictions. Oppose amending the land use/zoning. Oppose amending the Urban Renewal Plan. This is a public space that needs to be preserved for both the people of Baltimore and tourists who visit. I speak for myself, my family, and my friends in the city/surrounding counties when I say do not alter land uses in and around Harbor place. We need to preserve this public space and keep the current zoning, urban plan, and heigh restrictions in place. Please think about the future of the city and its residents and not just new and flashy skyscrapers.

Thank you for your consideration. I know I will be following the city council's actions on these bills when I plan my vote in the primary and general election.

Rachael Caruso

410 491 0229

1311 Webster Street

Baltimore, MD 21230

February 9, 2024

Sharon Green Middleton, Chair
Members, Economic and Community Development Committee
City Hall
Baltimore, Md. 21202

Re: CBs 23-444,446,448, February 13, 2024

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The words suggest that the City holds the Inner Harbor as a public trust. There is a case where funds were bequeathed to the City for a park. But the City wanted to use the funds for playgrounds. The Court of Appeals said no to the playgrounds—the funds were for a park and had to be used for that purpose. That was how Leakin Park came about. Baltimore v. Peabody Institute, 175 Md. 186 (1938).

You are trustees and obligated to preserve the park “for this and future generations”.

Respectfully,

city letter

Economic & Community Development Testimony Against Bill #0448

My name is Rebecca Alban Hoffberger and I am the Co-Founder of a non profit business, The American Visionary Art Museum, that has been in continuous operation for 29 years, located on an award-winning 1.1 acre campus adjacent to the Baltimore inner Harbor. We host over 100 weddings, corporate, and charitable events each year, attracting a diverse international visitor following.

Specific to the oversight duties of your Economic and Development Committee, the following should be of all our urgent concern:

1. Private commercial development of Baltimore City's waterfront has already been dominated by luxury development, often with large public subsidies, that end up NOT being welcoming to middle-class, let alone poor people. The #1 group of Baltimore citizens sadly leaving Baltimore to live elsewhere is our Black Middle Class. This MCB plan's primary focus is luxury residential and office clientele.
2. For FAR FAR LESS public subsidy investment than what MCB is seeking to make their tall exclusive towers possible, the existing PEOPLE-scaled pavilions could be exquisitely renovated (living green roofs added) and new FAMILY-oriented attractions and delights added that could again make new global history as to what an amazing urban waterfront park can and should be for ALL - Baltimore citizens of all ages, tourists and visitors to the nearby convention center and ballparks. I want our kids to fall in love with their City again and be proud to show it off. For possible example, the year round Capital Wheel ferris wheel at the National Harbor, annually attracts well over half million riders. It has 1 million programmable LED colored lights (think "Go Ravens and seasonal Holiday wishes in bright lights) - and get this - it only cost \$1 million - paying for itself in its first year! Such an attraction could be free or hugely discounted to Baltimore hometown residents and children. It will afford visitors magic views of our whole City well out to the Bay.
3. The MCB proposed four towers boast adding 900 residential units while they would simultaneously EXTRACT or reduce values of the existing good faith residents and offices whose obstructed views will lower their property values and thereby taxes, greatly. Besides, why build new office buildings with tremendous vacancies just across the street?
4. There was never any INDEPENDENT traffic study, nor any INDEPENDENT Master Plan conducted for the MCB proposed development, one that also seeks to cannibalize an entire lane of the already congested Pratt Street, and to control in perpetuity the balance of of our Inner Harbor PUBLIC Park by this private entity.

5. MCB's David Bramble is in this instance, a NO-BID developer, hand picked by our Mayor and gifted \$1 million of taxpayers money. Despite swearing by Mayor Scott's own admission our various City agencies to total secrecy, I have friends who saw preliminary MCB tall tower designs TWO YEARS BEFORE the supposed "open public input forums" were even held.
6. The HarborPlace pavilions are people-scaled, two-story structures that were able to be built on slab - with minor disruption of the ground beneath. The MCB Tall towers will require deep excavation and enormous steel pilons reaching 150-200-Ft down to deep bedrock to adequately hold their 32 and 25 proposed story heights, weight and width. Going from reasonable height restraints to UNLIMITED under the control of ONE developer is a horrendous idea.
7. An Act of The US Congress gifted these formerly classified US Waters to be conveyed in perpetuity as a Baltimore City public park. The properties ONCE United States' bay waters, were formed to create the HarborPlace land entirely by FILL from the debris of the Great Baltimore Fire, oyster shells, and traces of toxic Chromium. Penetrating the fill ground will require a costly and time consuming environmental extraction and disposal - a massive disruption required to build adequately strong foundations for MCB's tall towers. Setting those deep steel foundation beams will take years of staging and mega months of high decibel NOISY AND ALL DAY LONG pounding.

In Summary: For FAR LESS public money, FAR MORE PEOPLE FUN, and FAR MORE QUICKLY, we can maintain the current height restrictions to create a better than ever HarborPlace, one welcoming to locals, families and tourists alike - touting Baltimore's amazing history of sports legends, creatives, and social justice leaders in a Baltimore Walk of Fame, Wit & Wisdom extending down Conway and around inscribed upon the pavers of the entire new and to be raised, Promenade. A true Baltimore Celebration, people-scaled place of communal fun, safety, shared harbor beauty and Joy! As Carl Stokes wisely observed from his most recent visit to the pop up German Christmas Fair, "People say no one will visit HarborPlace anymore. But at very little expense or effort, the temporary skating rink, the neon ferris wheel, and the food and craft holiday mart were packed to capacity with smiling faces."

Please say NO, or at least insist on a DELAY for any approval of Bill and related proposals from MCB until RESPONSIBLE and INDEPENDENT impact studies are completed, and maybe better less expensive ideas considered. What you decide NOW will greatly affect MANY generations to come.

February 12, 2024

DEAR COUNCIL PRESIDENT MOSBY AND MEMBERS
OF CITY COUNCIL,

I am writing today to express my strong opposition to the proposed changes to HarborPlace.

As a live long city resident of Fell's Point, our Inner Harbor is near and dear to my heart. I recently took a walk from Fell's Point to Federal Hill. My route is always along the waterfront promenade, and every time I make this excursion, I can't help but feel fortunate to walk through the park and public land that is HarborPlace. What struck me most during my recent walk, was the volume of people I encountered along the way. There were not many people through Harbor East, but once I hit the Aquarium, the Inner Harbor was filled with people! There is all this talk about HarborPlace needing to be fixed, but from what I witness on a regular basis, is that despite the pavilions being empty, the PUBLIC parts of HarborPlace are alive and well utilized. HarborPlace needs to once again be an attraction for the PUBLIC, it does not need to be developed. Our city should be making every possible effort to ensure HarborPlace remains a PUBLIC park for years to come.

This current proposal needs a complete restart. There should be an open, transparent process led by the City with actual, traceable input from the public, not a developer led process with the main goal to increase their profits.

If you want to create something, that will truly be inclusive for all of Baltimore, HarborPlace must remain PUBLIC space.

SINCERELY,

KATE NORRIS SIMMMS

1630 Lancaster St, Baltimore, MD 21231

February 11, 2024

To the Economic and Community Development Committee of the Baltimore City Council,

As a member of the Inner Harbor Coalition, I write in opposition to 23-0444 Charter Amendment – Inner Harbor Park and submit for consideration and context three exhibits:

- 1) A timeline of the history of Harborplace with links to articles that show how the property's issues are due not because of the concept being wrong (the revitalization of Norfolk's Waterside shows that's not the case), but because of Ashkenazy Acquisitions' mismanagement and how Baltimore City has been outmaneuvered by developers:
 - First being caught off guard in 2012 by General Growth Properties' sale of Harborplace to Ashkenazy two months after negotiating a 33-year lease extension in exchange for higher rents (which the city never collected on).
 - Second, forgoing ground rent from July 2014 to October 2019 in exchange for a public works project (unclear what that was), which meant that Ashkenazy could not fall behind on rent and the city could not intercede. It was left to Deutsche Bank to step in after Ashkenazy missed its loan payment.
- 2) & 3) A more recent timeline (since 2022) of MCB's purchase and much-lauded community input sessions, showing how implausible it is that the community's input played a significant role in what has been presented as the design. Public trust is already so eroded and this process will only feed the anger:
 - Participants were shown alternate city concepts on September 30 just one month before the final concept unveiling.
 - July 13, MCB announced that four firms had been hired and would begin work off of the initial June 3 public forum. Attached is a word cloud of that session from MCB's own report. Neither offices or apartments are mentioned. MCB has put its agenda first and foremost, with public input as little more than window dressing.

The Inner Harbor was supposed to be "dedicated perpetually as public open space so as to be forever available for public use." It's a public trust, not a cash machine. We can do better for now and for the future.

Sincerely,

Phyllis Fung

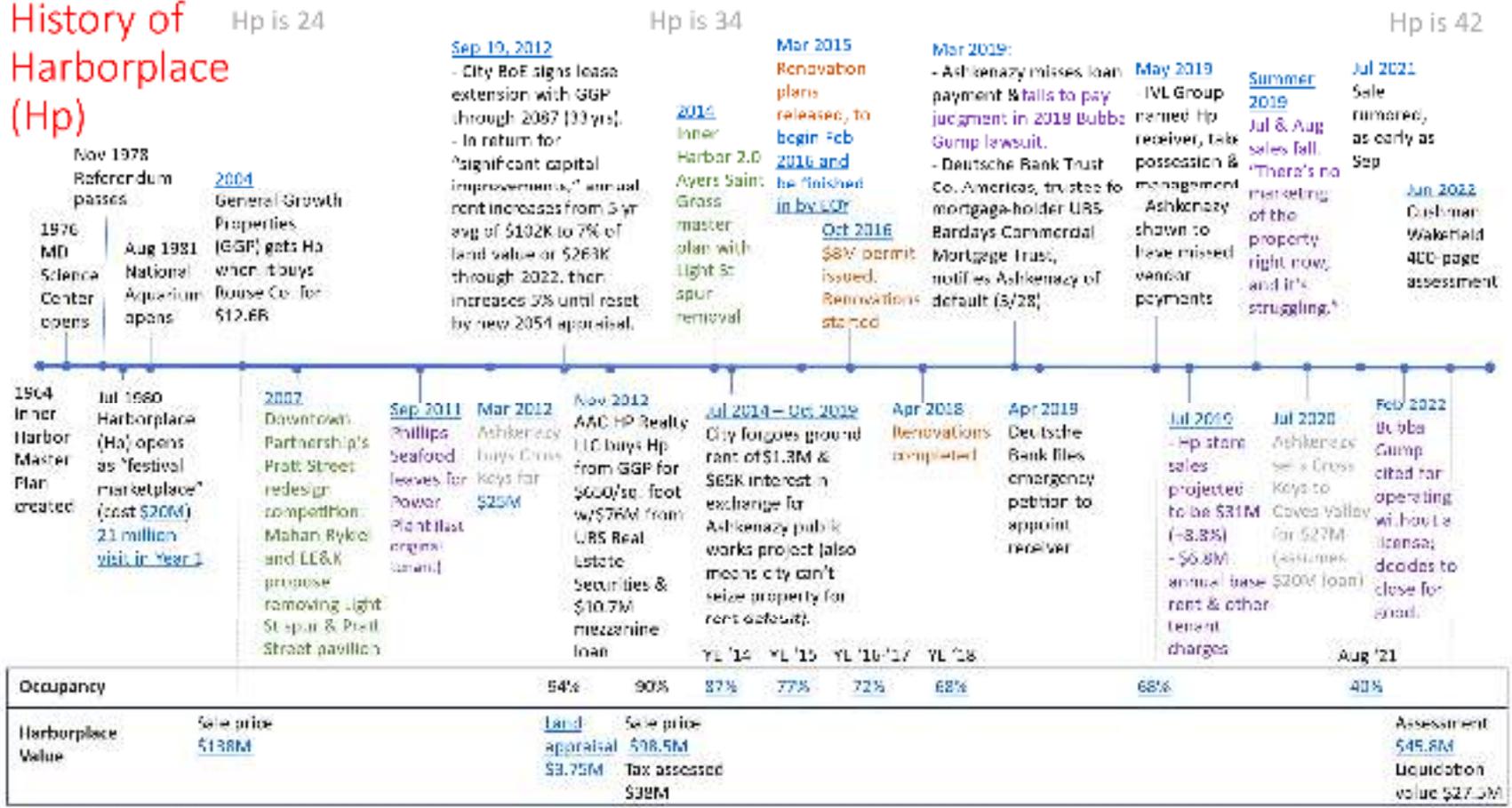
2134 Cambridge Street, Baltimore, MD 21231

Phyllis.fung@gmail.com

202-812-3864

Exhibit 1: Harborplace timeline

History of Harborplace (Hp)



1976 MD Science Center opens

1978 Nov Referendum passes

1981 Aug National Aquarium opens

2004 General Growth Properties (GGP) gets Harborplace when it buys House Co. for \$12.6B

Sep 19, 2012 - City BoE signs lease extension with GGP through 2027 (30 yrs). - In return for "significant capital improvements," annual rent increases from 3-yr avg of \$102K to 7% of land value or \$263K through 2022, then increases 3% until reset by new 2051 appraisal.

2016 Inner Harbor 2.0 Ayers Saint Gross master plan with Light St spur removal

Mar 2015 Renovation plans released, to begin Feb 2016 and be finished in by GGP

Oct 2016 \$8M permit issued. Renovations started

Mar 2019: - Ashkenazy misses loan payment & fails to pay judgment in 2019 Bubba Gump lawsuit. - Deutsche Bank Trust Co. Americas, trustee to mortgage-holder URS Bandays Commercial Mortgage Trust, notifies Ashkenazy of default (5/28)

May 2019 - IVL Group named Hp receiver, takes possession & management - Ashkenazy shown to have missed vendor payments

Summer 2019 Jul & Aug sales fall "There's no marketing of the property right now, and it's struggling."

Jul 2021 Sale rumored, as early as Sep

Jun 2022 Cushman Wakefield 400-page assessment

1964 Inner Harbor Master Plan created

Jul 1980 Harborplace (Ha) opens as "festival marketplace" (cost \$20M) 21 million visit in Year 1

2007 Downtown Partnership's Pratt Street redesign competition. Mahan Rhyker and LCK propose removing Light St spur & Pratt Street pavilion

Sep 2011 Phillips Seafood leaves for Power Plant last original tenant

Mar 2012 Ashkenazy buys Cross Keys for \$25M

Nov 2012 AAC HP Realty LLC buys Hp from GGP for \$600/sq. foot w/\$76M from URS Real Estate Securities & \$10.7M mezzanine loan

Jul 2014 - Oct 2019 City forgoes ground rent of \$1.3M & \$65K interest in exchange for Ashkenazy public works project (also means city can't seize property for rent default)

Apr 2018 Renovations completed

Apr 2019 Deutsche Bank files emergency petition to appoint receiver

Jul 2019 - Hp start sales projected to be \$31M (-8.8%) - \$6.8M annual base rent & other tenant charges

Jul 2020 Ashkenazy sells Cross Keys to Cover Valley for \$27M (assumes \$20M loan)

Feb 2022 Bubba Gump cited for operating without license; decides to close for good.

Aug '21

Links to citations for Exhibit 1

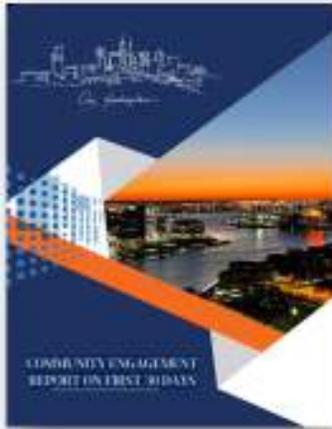
Timeline

- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.baltimoresun.com/2012/11/10/ashkenazy-future-owner-of-harborplace-cuts-bad-investments-loose/>
- [https://www.baltimorecity.gov/sites/default/files/Inner Harbor Final Report 11112013red.pdf](https://www.baltimorecity.gov/sites/default/files/Inner_Harbor_Final_Report_11112013red.pdf)
- <https://www.bizjournals.com/baltimore/news/2019/12/13/saving-harborplace-how-a-struggling-city-and.html>
- <https://www.southbmore.com/2017/03/01/photo-updates-development-around-the-inner-harbor/>
- <https://www.bizjournals.com/baltimore/news/2019/06/07/heres-what-harborplace-might-have-looked-like-with.html>
- <https://www.bizjournals.com/baltimore/news/2016/10/24/8m-permit-issued-for-pratt-street-pavilion.html>
- <https://www.cbsnews.com/baltimore/news/harborplace-renovations-ending/>
- <https://www.baltimoresun.com/2019/06/03/judge-takes-baltimores-harborplace-out-of-owners-control-paving-way-for-possible-sale/>
- <https://www.baltimoresun.com/2019/10/04/tenants-at-baltimores-harborplace-struggled-over-the-summer-report-shows/>
- <https://www.baltimoresun.com/2012/03/07/village-of-cross-keys-sold-to-retail-and-property-investor/>
- <https://www.bizjournals.com/baltimore/news/2021/07/16/developer-take-ownership-of-harborplace-baltimore.html>
- <https://www.cbsnews.com/baltimore/news/bubba-gump-shrimp-co-at-harborplace-closes-citing-covid-19-building-maintenance/>
- <https://www.wbaltv.com/amp/article/baltimore-harborplace-sale-nears-approval/41412812>

Occupancy & Harborplace Value

- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://www.fitchratings.com/research/structured-finance/ubs-barclays-commercial-mortgage-trust-2013-c5-focus-report-25-11-2019>
- <https://www.baltimoresun.com/2019/07/24/sales-down-for-some-key-tenants-at-baltimores-harborplace-where-nearly-a-third-of-spaces-are-vacant/>
- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.bizjournals.com/baltimore/news/2023/07/13/harborplace-abc-closing-baltimore-design-team.html>

Exhibit 3: July 9 MCB report word cloud



"The Baltimore developer announced Thursday it closed on the property on June 21 and said it had hired Gensler to lead the design team that will include three Baltimore-based firms: Sulton Campbell Britt & Associates, BCT Design Group and Unknown Studio. **The designers will use a report released this week by MCB called "First Thirty Days" as a blueprint to begin the process to turn around Harborplace,** MCB co-founder P. David Bramble said."

-The Baltimore Business Journal, July 13, 2023

Community Engagement, 30-day report, week of July 9



Minus "Baltimore", "Harborplace", "harbor"

For your files...

-Eric

From: beverley garrison <cinnamongirl21225@yahoo.com>

Sent: Sunday, February 11, 2024 2:24 PM

To: Tiso, Eric (DOP) <Eric.Tiso@baltimorecity.gov>

Subject: Bill 23-0448

CAUTION: This email originated from outside of Baltimore City IT Network Systems.

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Hello.. My name is Beverley Biddinger.. I reside at 600 Light Street The Christ Church Harbor Apartments for seniors.. I am writing to oppose the bills that would let Bramble and associates to build high rise apartments and office building and sail structure in our treasured gem which is the inner harbor.. Harborplace.. our public park should always remain a public park and never have developers build privatized buildings on the water .. we as a city can do better .. for the people of Baltimore and tourist.. I feel if this went to pass it would be devastating for our communities .. they could build so many tall buildings we would not have room for families and tourists to enjoy the water ..we need fun family friendly activities at harborplace.. what's wrong with refurbishing what we have to achieve that.. this is all I have to say as a senior citizen who's lived in Baltimore all of my 69 years thank you.. sincerely
Beverley Delores Biddinger

RE: Harborplace legislation: Testimony

Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Mon 2/12/2024 11:17 AM

To: Jane Seebold <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Cc: Leva, Anthony F (City Council) <anthony.leva@baltimorecity.gov>

Tony, would you please ensure this is added to the bill file for all three bills? Thanks, EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

100 N. Holliday Street

Baltimore, MD 21202

(443) 813-1457 (mobile)

(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Costello, Eric (City Council)

Sent: Monday, February 12, 2024 11:17 AM

To: 'Jane Seebold' <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Subject: RE: Harborplace legislation: Testimony

Jane, in receipt, thank you. -EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

100 N. Holliday Street

Baltimore, MD 21202

(443) 813-1457 (mobile)

(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Jane Seebold <jaseebold@gmail.com>

Sent: Monday, February 12, 2024 11:13 AM

To: Testimony <Testimony@baltimorecity.gov>

Cc: Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Subject: Harborplace legislation: Testimony

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23-0444 Charter Amendment

23-0446 Inner Harbor Subdistrict Amendment

23-0448 Inner Harbor Project I Amendment

Hello,

I would like to express strong support for the above amendments specifically and the Harborplace project overall as proposed by MCB Real Estate. I have lived in the Federal Hill South neighborhood for 17 years, and I spend a considerable amount of time in and around the Inner Harbor. I think the proposed plans are very exciting and will bring life and joy back to the waterfront, attracting residents and visitors alike.

From the expanded park area to the two-level promenade to the elegant and unique sail building, the proposed Harborplace has many great features. I am also a fan of adding 900 apartments to the site and think two tall towers is the way to do it. As we learned from the Ritz Carlton development on the south side of the harbor, building on a wide and long footprint versus a narrow and high one significantly reduces water views. As someone who walks through the Inner Harbor frequently, I like the idea of people living there, creating energy and supporting small businesses.

The project also dovetails nicely with the improved Rash Field Park, the popular West Shore Park, and the soon-to-come Blueway to create a truly amazing urban waterfront experience. Let's do this, Baltimore!

Thank you for your time.

Jane Seebold
111 East Clement Street
Baltimore MD 21230
jaseebold@gmail.com

Peter Jackson
1807 Bolton St
Baltimore, MD 21217

February 13, 2023

Vice President Sharon Green Middleton
Chair, Economic and Community Development Committee
City Hall
100 Holliday Street, Fourth Floor
Baltimore, Maryland 21202

Dear Chair Middleton,

Born and raised in Baltimore, I grew up with a unique appreciation for what Harborplace meant for this city. Although the project's opening in the summer of 1980 predated my birth, I spent my youth not just patronizing its many shops with my family, but surrounded by many of the people who had a hand in bringing the project to life. My father was a Rouse company alum who cut his teeth at Faneuil Hall in Boston, the very first of Rouse's festival marketplace concepts that Harborplace would be modeled on. I attribute summertime visits to the home of Ben Thompson, the architect behind Harborplace, and the time spent with him building "paper cities" as a formative part of my own fascination with the urban built environment.

Today, my wife and I are proud residents of Baltimore City's 11th district, and that childhood interest in cities led me into a career at JLL where I work in commercial real estate, primarily in downtown Baltimore.

For decades, Harborplace was the centerpiece of a resurgent Central Business District in downtown Baltimore, attracting locals and tourists alike. Since the Rouse Company's sale however, it has been in a 20-year state of gradual decline marked by mismanagement and disinvestment, while local and global forces have continued to reshape downtown Baltimore around it. The office market's center of gravity has shifted south and east towards newer developments in Harbor East, Harbor Point and now Baltimore Peninsula, while the pandemic and the rise of remote work has drastically changed the way we approach in-person work, and the types of spaces employers seek out to bring their employees together. This has had an outsized impact on downtown retail spaces and uses. All the while, generational changes have made Baltimore's downtown its fastest growing residential district. Global warming, unheard of forty years ago, now threatens our urban waterfront and neighboring lands. These seismic shifts in the way Americans approach downtowns could never have been imagined at the time of Harborplace's opening in 1980. What was once downtown's greatest asset, its crown jewel, has only weighed on downtown's fortunes in recent years.

Our CBD is desperately in need of a transformative solution that will reinvigorate interest in its blocks and buildings for office users, serve and build on its residential base and delight its visitors and tourists. A simple look at some of statistics highlight just how drastic this need is:

Downtown's current office vacancy rate sits above 20% and is poised to reach historic 30%+ highs when T. Rowe Price departs Pratt Street. Its tax base is precipitously declining as commercial building assessments and sale prices are falling by more than a 1/3rd. Total office demand is down 30-50% as

companies shift to hybrid and remote work schedules, while those employers seek out newer better offices in more amenitized, pedestrianized and mixed-use neighborhoods. Office to residential conversions, while gaining popularity in other urban markets, are running out of steam in downtown Baltimore. Our early adoption of the High-Performance Market Rate Rental Housing Tax Credit for conversions worked to build that new residential base in downtown, and most of the buildings that were candidates for conversion have now already been converted, but the demand for downtown housing remains with a projected need of 5,600 to 6,595 units over the next 5 years.

MCB's vision for Harborplace is the solution that downtown Baltimore needs. Its proposed mix of expanded parks and green spaces, pedestrian-scaled streets, commercial buildings, residential towers, and retail opportunities are the thoughtful and appropriate composition of uses to make the most of this critical site.

Moreover, the team behind this plan is one that is local to Baltimore with a proven track record of delivering high profile projects and bringing investment into the city, not just in downtown but throughout our city's various neighborhoods.

I am therefore writing today to voice my support for MCB's vision for a new Harborplace and to urge the committee to vote to approve the legislative package currently before it. The City Charter established the Inner Harbor Park just as Rouse and Thompson designed the pavilions for a vastly different set of urban challenges than the ones we face today and will most certainly face tomorrow. This site at the intersection of Pratt and Light, of cityscape and waterfront is too important to be a museum, bound by constraints laid out decades ago even if they were done so with the best of intentions.

I applaud MCB's efforts to tackle so many of today's challenges in one cohesive design. Their vision expands the public sphere and protects important view corridors to serve all downtown, reimagines how the buildings on the site interact and engage with Pratt Street, and brings crucial missing round-the-clock residential activity to the site. Adding height and density to the project is key to ensuring its viability while also maintaining and expanding the public space and views that are so important to the rest of the neighborhood.

These legislative changes allow for our Harborplace to evolve to meet the moment, and to help stem the tides of decline in downtown. We as a city cannot afford to wait for another solution while this site falls into further disrepair and drags the rest of downtown with it.

This project's approval is not essential just for MCB, but for everyone with a valid stake in downtown or the city as a whole. This plan for our Inner Harbor offers an exciting and ambitious solution, and MCB's team has a proven track record to deliver on these promises if this committee and voters of Baltimore City approve the legislative packages ahead of them. I ask that you and your colleagues please give them that the opportunity.

Sincerely,

Peter Jackson

cc Eric Costello eric.costello@baltimorecity.gov, Anthony Leva Anthony.leva@baltimorecity.gov

Baltimore City Council
Economic and Community Development Committee
Baltimore City
Baltimore, Md 21202

February 12, 2024

Dear Council Members

I oppose the current development plan for Harborplace for many reasons.

- Adding housing to the allowed zoning for the site will privatize an area that should be maintained as public use space for all residents of the City and beyond.
- Adding a floating promenade will add to routine maintenance and be unwise at a time when the world is worried about sea rise due to global warming.
- The cost of changing the traffic patterns at Pratt and Light seems an unnecessary use of our public funds

As a very long time resident of Baltimore, I see the area as a mostly open place that focuses on celebrating Baltimore and its people and history, where people can take a break, be inspired and energized. It should be looked at like our "Central Park". I hope we can start again and solicit ideas from many talented designers.

Sincerely yours,

Carolyn Boitnott

Cc Councilwoman Ramos

The Inner Harbor should definitely have height restrictions on buildings, and focus on making public spaces that are able to be enjoyed by all, instead of buildings that can only be enjoyed by the select wealthy few. Baltimore needs more public spaces, and the creation of these has been celebrated and welcomed, such as Rash Field by the Inner Harbor. If we focus on having more places that can be enjoyed by everyone, the city will flourish and crime rates will go down. The creation of new skyscrapers will not have this effect. Furthermore, the water views that people already have should not be closed off. The Inner Harbor is meant to be a place for everyone to enjoy. There should be height restrictions for buildings in the Inner Harbor.

Maria Novitskaya

Baltimore's Inner Harbor Waterfront and Harborplace

As a native Baltimorean and former tenant of the World Trade Center Baltimore from 1977-1988, I became aware of the inconvenience of being across the street from available parking. I am well acquainted with the first campaign to build Harborplace, and the need for its amenities, which I long enjoyed. I am also aware that any surplus parking that may be available today, which for the most part is privately owned, will likely be fully absorbed as the recovery from Covid continues, and office occupancy rates are restored. The core importance of Pratt and Light Streets for vehicular traffic, and the undisclosed replacement plans that may be under consideration to replace traffic lane capacities that may be reduced by preliminary LRT or BRT plans on Pratt and Lombard Streets recently promoted by MTA Maryland also need to be considered. And, most importantly, U.S. Department of HUD and other federal funds were used to plan and build the Inner Harbor Urban Renewal project's infrastructure with great thought and care via a well-organized and implemented planning process which should not be brushed aside by a city administration desperate for quick fixes for the area's problems.

The difference between individual project economics (i.e., what makes the project financeable and sustainable), and what the economic externalities of a project might be have been insufficiently considered. Harborplace would not have been built without the substantial value that it added to the target Inner Harbor area and beyond. Management of Harborplace involved management of many elements of the Inner Harbor project, as well as entertainment elements of the Inner Harbor Park and Harborplace facilities, both of which were originally managed by Charles Center Inner Harbor Management with special focus. That focus no longer exists and MCB does not exemplify the sort of management depth that is needed once construction is completed.

Perhaps our most necessary first step, as citizens, is to inventory what we know, and what we need to know in order to provide the sort of analysis we need in order to make informed recommendations to the City of Baltimore. It is also necessary for us to identify any evidence of misinformation and possible corruption in the process to set forth the city's policies vis-à-vis Harborplace and the Inner Harbor. The Bramble project was presented before objectives and policies were developed to identify what would be truly helpful to existing property owners and investors in the Inner Harbor area, what would be a net benefit to the City of Baltimore and the region, and what considerations should be understood beginning with the possible reuse of the existing Harborplace entitlements and leasehold provisions. Bramble failed to adequately convince many of us that Harborplace is unworkable in anything close to its existing scale and mass, except for their statements the Harborplace is an outdated concept which is both obsolete and inefficient. The Inner Harbor shoreline is among the most critical public domains existing in Baltimore City and should not be abandoned by the city to a purchaser of the leasehold without having first considered preserving the health of the entire Inner Harbor real estate community. The city should not further a policy of bailing out speculative purchasers or developers who overpaid for properties restricted by existing covenants and zoning, and then being compelled to add \$500 million in public funds to make the purchasers' speculative bid

profitable. Too many expensive and long-lasting errors occur when public agencies, appearing desperate, throw more public money at projects bearing little resemblance to existing or emerging urban plans.

Very few cities have escaped the economic damages that were inflicted by Covid and Baltimore was no exception. The overall well-being of the Inner Harbor area must be considered carefully. Even in its current state, the existing Harborplace Pavilions have utility. More appropriate uses of existing structures across Light and Pratt Streets from Harborplace should be considered first, before view-obstructing buildings are approved along the waterfront.

Baltimore's waterfront is a major beneficial amenity as it exists. Many of the problems confronting the Inner Harbor and Harborplace, such as crime and the resulting impediments to visitation and business location, have more to do with the management of the city and its public security than the pandemic alone. The Ashkenazy ownership and management of Harborplace, in addition to not being up to its tasks, likely also suffered from the city's failures in public security and Inner Harbor Management.

There is far more to discuss in the examination of the best options for Baltimore's Inner Harbor. The city's relinquishing control of the beloved Inner Harbor Waterfront to the highest bidder is not any more desirable than would be a sale of parts of Patterson Park, Druid Hill Park, Lake Roland and other beloved parklands in Baltimore City and the region.

Baltimore's Inner Harbor Waterfront and Harborplace

As a native Baltimorean and former tenant of the World Trade Center Baltimore from 1977-1988, I became aware of the inconvenience of being across the street from available parking. I am well acquainted with the first campaign to build Harborplace, and the need for its amenities, which I long enjoyed. I am also aware that any surplus parking that may be available today, which for the most part is privately owned, will likely be fully absorbed as the recovery from Covid continues, and office occupancy rates are restored. The core importance of Pratt and Light Streets for vehicular traffic, and the undisclosed replacement plans that may be under consideration to replace traffic lane capacities that may be reduced by preliminary LRT or BRT plans on Pratt and Lombard Streets recently promoted by MTA Maryland also need to be considered. And, most importantly, U.S. Department of HUD and other federal funds were used to plan and build the Inner Harbor Urban Renewal project's infrastructure with great thought and care via a well-organized and implemented planning process which should not be brushed aside by a city administration desperate for quick fixes for the area's problems.

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I oppose this legislation intended to transform the landscape of the Inner Harbor, allowing for tall residential buildings that would block out sun at the harbor and obstruct the view for so many now benefiting from the stupendously beautiful waterfront. I agree with the video testimonies made by Anirban Basu and Carl Stokes on the Inner Harbor Coalition's YouTube channel and would urge everyone to watch those videos as well as others on the channel. Mr. Basu's satirical and blistering critique of the process makes clear that the vision behind this legislation is not the vision of the people of Baltimore city nor conceivably of those who participated in the focus groups. Mr. Stokes makes the vitally important point of the public nature of the Inner Harbor. He refers to it as a public square. One could also call it a public park, but what is important is the term and concept, Public. Public spaces are to be enjoyed by the public. And as Mr. Stokes pointed out, the Inner Harbor is a space currently being immensely enjoyed by the public, by people from all over the city, country, and world. Anyone who visits Baltimore goes to the Inner Harbor, and there are also many Baltimoreans who enjoy this precious site. I frequently walk along the Inner Harbor and enjoy seeing families and others leisurely taking in the tremendous views, teens showing off their skills at the skateboard board park, children screaming at the playground. I don't necessarily love the bicyclists who zoom by me too fast or a few other aspects, but overall, I love the Inner Harbor. My heart sinks at the thought of it being used to build high rises that would destroy the charm and splendor of the Harbor. As others have noted, quite a bit has been done to invest in the Harbor, the upgrading of Rash Field by the city is one great example. Much more can be done. And with the proper process, I'm sure the city can bring more commerce to the area, commerce that serves the people, as was the original vision of this unique venue. Thank you for this opportunity to comment

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**ECONOMIC AND COMMUNITY
DEVELOPMENT COMMITTEE**

**Inner Harbor Redevelopment
PUBLIC TESTIMONY
DOCUMENTS**

February 11, 2024

To the Economic and Community Development Committee of the Baltimore City Council,

As a member of the Inner Harbor Coalition, I write in opposition to 23-0444 Charter Amendment – Inner Harbor Park and submit for consideration and context three exhibits:

- 1) A timeline of the history of Harborplace with links to articles that show how the property's issues are due not because of the concept being wrong (the revitalization of Norfolk's Waterside shows that's not the case), but because of Ashkenazy Acquisitions' mismanagement and how Baltimore City has been outmaneuvered by developers:
 - First being caught off guard in 2012 by General Growth Properties' sale of Harborplace to Ashkenazy two months after negotiating a 33-year lease extension in exchange for higher rents (which the city never collected on).
 - Second, forgoing ground rent from July 2014 to October 2019 in exchange for a public works project (unclear what that was), which meant that Ashkenazy could not fall behind on rent and the city could not intercede. It was left to Deutsche Bank to step in after Ashkenazy missed its loan payment.
- 2) & 3) A more recent timeline (since 2022) of MCB's purchase and much-lauded community input sessions, showing how implausible it is that the community's input played a significant role in what has been presented as the design. Public trust is already so eroded and this process will only feed the anger:
 - Participants were shown alternate city concepts on September 30 just one month before the final concept unveiling.
 - July 13, MCB announced that four firms had been hired and would begin work off of the initial June 3 public forum. Attached is a word cloud of that session from MCB's own report. Neither offices or apartments are mentioned. MCB has put its agenda first and foremost, with public input as little more than window dressing.

The Inner Harbor was supposed to be "dedicated perpetually as public open space so as to be forever available for public use." It's a public trust, not a cash machine. We can do better for now and for the future.

Sincerely,

Phyllis Fung

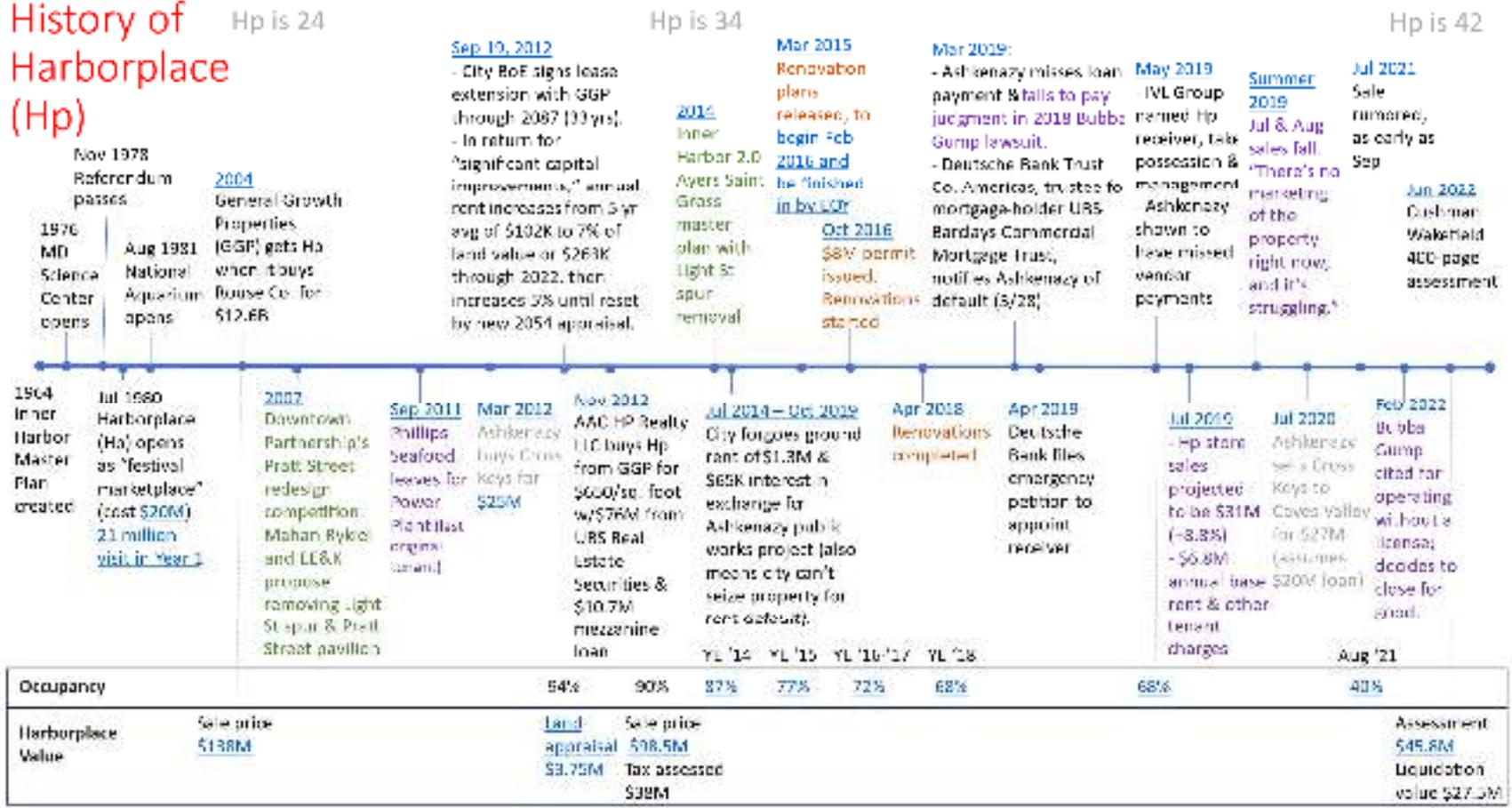
2134 Cambridge Street, Baltimore, MD 21231

Phyllis.fung@gmail.com

202-812-3864

Exhibit 1: Harborplace timeline

History of Harborplace (Hp)



1976 MD Science Center opens

1978 Nov Referendum passes

1981 Aug National Aquarium opens

2004 General Growth Properties (GGP) gets Harborplace when it buys House Co. for \$12.6B

Sep 19, 2012 - City BoE signs lease extension with GGP through 2027 (30 yrs). - In return for "significant capital improvements," annual rent increases from 3-yr avg of \$102K to 7% of land value or \$263K through 2022, then increases 3% until reset by new 2051 appraisal.

2016 Inner Harbor 2.0 Ayers Saint Gross master plan with Light St spur removal

Mar 2015 Renovation plans released, to begin Feb 2016 and be finished in by GGP

Oct 2016 \$8M permit issued. Renovations started

Mar 2019: - Ashkenazy misses loan payment & fails to pay judgment in 2019 Bubba Gump lawsuit. - Deutsche Bank Trust Co. Americas, trustee to mortgage-holder URS Bandays Commercial Mortgage Trust, notifies Ashkenazy of default (5/28)

May 2019 - IVL Group named Hp receiver, takes possession & management. Ashkenazy shown to have missed vendor payments

Summer 2019 Jul & Aug sales fall. "There's no marketing of the property right now, and it's struggling."

Jul 2021 Sale rumored, as early as Sep

Jun 2022 Cushman Wakefield 400-page assessment

1964 Inner Harbor Master Plan created

Jul 1980 Harborplace (Ha) opens as "festival marketplace" (cost \$20M) 21 million visit in Year 1

2007 Downtown Partnership's Pratt Street redesign competition. Mahan Rhyker and LCK propose removing Light St spur & Pratt Street pavilion

Sep 2011 Phillips Seafood leaves for Power Plant last original tenant

Mar 2012 Ashkenazy buys Cross Keys for \$25M

Nov 2012 AAC HP Realty LLC buys Hp from GGP for \$600/sq. foot w/\$76M from URS Real Estate Securities & \$10.7M mezzanine loan

Jul 2014 - Oct 2019 City forgoes ground rent of \$1.3M & \$65K interest in exchange for Ashkenazy public works project (also means city can't seize property for rent default)

Apr 2018 Renovations completed

Apr 2019 Deutsche Bank files emergency petition to appoint receiver

Jul 2019 - Hp start sales projected to be \$31M (-8.8%) - \$6.8M annual base \$20M loan rent & other tenant charges

Jul 2020 Ashkenazy sells Cross Keys to Cover Valley for \$27M (assumes \$20M loan)

Feb 2022 Bubba Gump cited for operating without license; decides to close for good.

Aug '21

Links to citations for Exhibit 1

Timeline

- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.baltimoresun.com/2012/11/10/ashkenazy-future-owner-of-harborplace-cuts-bad-investments-loose/>
- [https://www.baltimorecity.gov/sites/default/files/Inner Harbor Final Report_11112013red.pdf](https://www.baltimorecity.gov/sites/default/files/Inner_Harbor_Final_Report_11112013red.pdf)
- <https://www.bizjournals.com/baltimore/news/2019/12/13/saving-harborplace-how-a-struggling-city-and.html>
- <https://www.southbmore.com/2017/03/01/photo-updates-development-around-the-inner-harbor/>
- <https://www.bizjournals.com/baltimore/news/2019/06/07/heres-what-harborplace-might-have-looked-like-with.html>
- <https://www.bizjournals.com/baltimore/news/2016/10/24/8m-permit-issued-for-pratt-street-pavilion.html>
- <https://www.cbsnews.com/baltimore/news/harborplace-renovations-ending/>
- <https://www.baltimoresun.com/2019/06/03/judge-takes-baltimores-harborplace-out-of-owners-control-paving-way-for-possible-sale/>
- <https://www.baltimoresun.com/2019/10/04/tenants-at-baltimores-harborplace-struggled-over-the-summer-report-shows/>
- <https://www.baltimoresun.com/2012/03/07/village-of-cross-keys-sold-to-retail-and-property-investor/>
- <https://www.bizjournals.com/baltimore/news/2021/07/16/developer-take-ownership-of-harborplace-baltimore.html>
- <https://www.cbsnews.com/baltimore/news/bubba-gump-shrimp-co-at-harborplace-closes-citing-covid-19-building-maintenance/>
- <https://www.wbaltv.com/amp/article/baltimore-harborplace-sale-nears-approval/41412812>

Occupancy & Harborplace Value

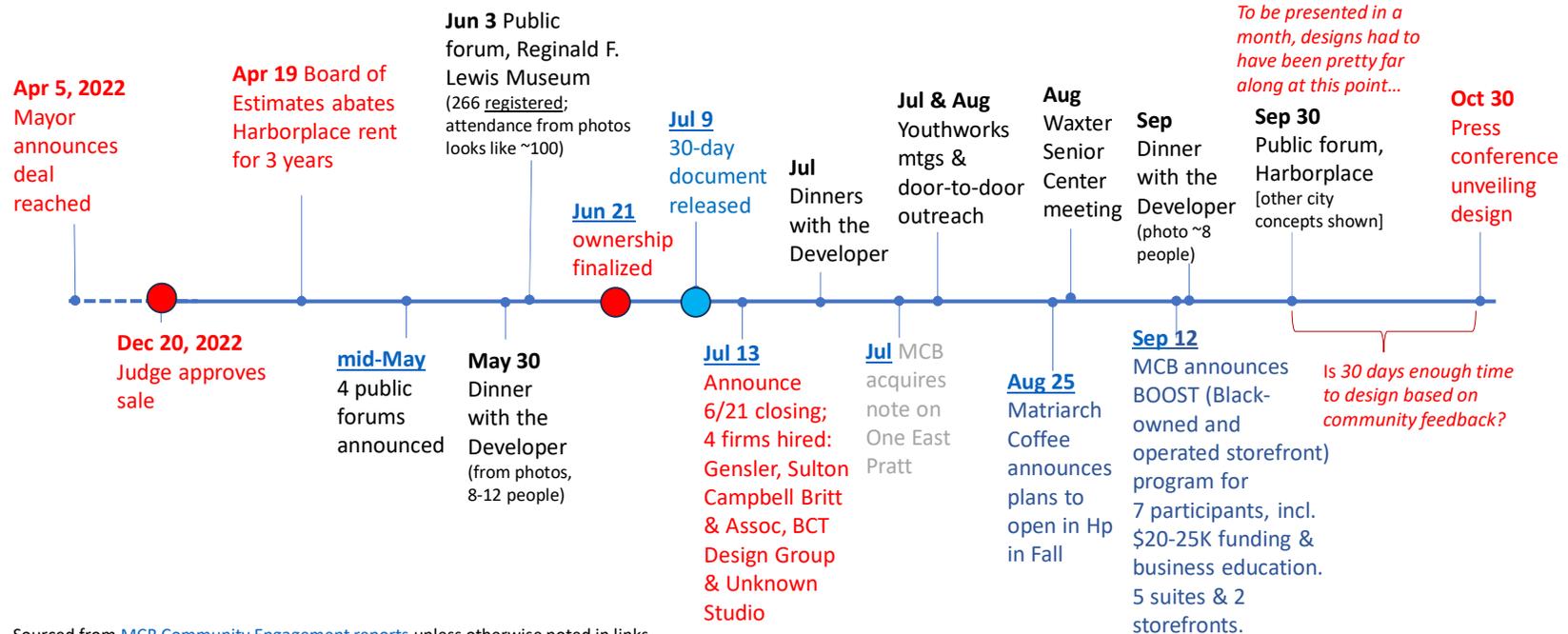
- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://www.fitchratings.com/research/structured-finance/ubs-barclays-commercial-mortgage-trust-2013-c5-focus-report-25-11-2019>
- <https://www.baltimoresun.com/2019/07/24/sales-down-for-some-key-tenants-at-baltimores-harborplace-where-nearly-a-third-of-spaces-are-vacant/>
- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.bizjournals.com/baltimore/news/2023/07/13/harborplace-abc-closing-baltimore-design-team.html>

Exhibit 2: Recent timeline

Public timeline 2023

"We started with Community Engagement before we even owned the property." –David Bramble, p. 3 *Community Engagement Fall Report*

"Harborplace is Baltimore's postcard image. It should visually capture what we are most proud of about our city and how we want to be known in the world — a place where all of our people can enjoy the iconic Inner Harbor and the first place we should all want to share with visitors to our city. **We want Harborplace to be uniquely and authentically us.**" Vaki Mawema, managing director of Gensler's Baltimore office. *The Baltimore Business Journal*, July 13, 2023



Sourced from [MCB Community Engagement reports](#) unless otherwise noted in links.

Additional links:

- <https://www.bizjournals.com/baltimore/news/2023/05/17/harborplace-future-first-public-forum-date-set.html>
- <https://www.bizjournals.com/baltimore/news/2023/07/13/harborplace-mbc-closing-baltimore-design-team.html>
- <https://www.bizjournals.com/baltimore/news/2023/08/25/matriarch-coffee-shop-harborplace-mcb-deal.html>
- <https://www.bizjournals.com/baltimore/news/2023/09/12/downtown-partnership-boost-program-harborplace.html>

For your files...

-Eric

From: beverley garrison <cinnamongirl21225@yahoo.com>

Sent: Sunday, February 11, 2024 2:24 PM

To: Tiso, Eric (DOP) <Eric.Tiso@baltimorecity.gov>

Subject: Bill 23-0448

CAUTION: This email originated from outside of Baltimore City IT Network Systems.

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Hello.. My name is Beverley Biddinger.. I reside at 600 Light Street The Christ Church Harbor Apartments for seniors.. I am writing to oppose the bills that would let Bramble and associates to build high rise apartments and office building and sail structure in our treasured gem which is the inner harbor.. Harborplace.. our public park should always remain a public park and never have developers build privatized buildings on the water .. we as a city can do better .. for the people of Baltimore and tourist.. I feel if this went to pass it would be devastating for our communities .. they could build so many tall buildings we would not have room for families and tourists to enjoy the water ..we need fun family friendly activities at harborplace.. what's wrong with refurbishing what we have to achieve that.. this is all I have to say as a senior citizen who's lived in Baltimore all of my 69 years thank you.. sincerely
Beverley Delores Biddinger

RE: Harborplace legislation: Testimony

Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Mon 2/12/2024 11:17 AM

To: Jane Seebold <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Cc: Leva, Anthony F (City Council) <anthony.leva@baltimorecity.gov>

Tony, would you please ensure this is added to the bill file for all three bills? Thanks, EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

100 N. Holliday Street

Baltimore, MD 21202

(443) 813-1457 (mobile)

(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Costello, Eric (City Council)

Sent: Monday, February 12, 2024 11:17 AM

To: 'Jane Seebold' <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Subject: RE: Harborplace legislation: Testimony

Jane, in receipt, thank you. -EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

100 N. Holliday Street

Baltimore, MD 21202

(443) 813-1457 (mobile)

(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Jane Seebold <jaseebold@gmail.com>

Sent: Monday, February 12, 2024 11:13 AM

To: Testimony <Testimony@baltimorecity.gov>

Cc: Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Subject: Harborplace legislation: Testimony

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23-0444 Charter Amendment

23-0446 Inner Harbor Subdistrict Amendment

23-0448 Inner Harbor Project I Amendment

Hello,

I would like to express strong support for the above amendments specifically and the Harborplace project overall as proposed by MCB Real Estate. I have lived in the Federal Hill South neighborhood for 17 years, and I spend a considerable amount of time in and around the Inner Harbor. I think the proposed plans are very exciting and will bring life and joy back to the waterfront, attracting residents and visitors alike.

From the expanded park area to the two-level promenade to the elegant and unique sail building, the proposed Harborplace has many great features. I am also a fan of adding 900 apartments to the site and think two tall towers is the way to do it. As we learned from the Ritz Carlton development on the south side of the harbor, building on a wide and long footprint versus a narrow and high one significantly reduces water views. As someone who walks through the Inner Harbor frequently, I like the idea of people living there, creating energy and supporting small businesses.

The project also dovetails nicely with the improved Rash Field Park, the popular West Shore Park, and the soon-to-come Blueway to create a truly amazing urban waterfront experience. Let's do this, Baltimore!

Thank you for your time.

Jane Seebold
111 East Clement Street
Baltimore MD 21230
jaseebold@gmail.com

Baltimore City Council
Economic and Community Development Committee
Baltimore City
Baltimore, Md 21202

February 12, 2024

Dear Council Members

I oppose the current development plan for Harborplace for many reasons.

- Adding housing to the allowed zoning for the site will privatize an area that should be maintained as public use space for all residents of the City and beyond.
- Adding a floating promenade will add to routine maintenance and be unwise at a time when the world is worried about sea rise due to global warming.
- The cost of changing the traffic patterns at Pratt and Light seems an unnecessary use of our public funds

As a very long time resident of Baltimore, I see the area as a mostly open place that focuses on celebrating Baltimore and its people and history, where people can take a break, be inspired and energized. It should be looked at like our "Central Park". I hope we can start again and solicit ideas from many talented designers.

Sincerely yours,

Carolyn Boitnott

Cc Councilwoman Ramos

The Inner Harbor should definitely have height restrictions on buildings, and focus on making public spaces that are able to be enjoyed by all, instead of buildings that can only be enjoyed by the select wealthy few. Baltimore needs more public spaces, and the creation of these has been celebrated and welcomed, such as Rash Field by the Inner Harbor. If we focus on having more places that can be enjoyed by everyone, the city will flourish and crime rates will go down. The creation of new skyscrapers will not have this effect. Furthermore, the water views that people already have should not be closed off. The Inner Harbor is meant to be a place for everyone to enjoy. There should be height restrictions for buildings in the Inner Harbor.

Maria Novitskaya

Baltimore's Inner Harbor Waterfront and Harborplace

As a native Baltimorean and former tenant of the World Trade Center Baltimore from 1977-1988, I became aware of the inconvenience of being across the street from available parking. I am well acquainted with the first campaign to build Harborplace, and the need for its amenities, which I long enjoyed. I am also aware that any surplus parking that may be available today, which for the most part is privately owned, will likely be fully absorbed as the recovery from Covid continues, and office occupancy rates are restored. The core importance of Pratt and Light Streets for vehicular traffic, and the undisclosed replacement plans that may be under consideration to replace traffic lane capacities that may be reduced by preliminary LRT or BRT plans on Pratt and Lombard Streets recently promoted by MTA Maryland also need to be considered. And, most importantly, U.S. Department of HUD and other federal funds were used to plan and build the Inner Harbor Urban Renewal project's infrastructure with great thought and care via a well-organized and implemented planning process which should not be brushed aside by a city administration desperate for quick fixes for the area's problems.

The difference between individual project economics (i.e., what makes the project financeable and sustainable), and what the economic externalities of a project might be have been insufficiently considered. Harborplace would not have been built without the substantial value that it added to the target Inner Harbor area and beyond. Management of Harborplace involved management of many elements of the Inner Harbor project, as well as entertainment elements of the Inner Harbor Park and Harborplace facilities, both of which were originally managed by Charles Center Inner Harbor Management with special focus. That focus no longer exists and MCB does not exemplify the sort of management depth that is needed once construction is completed.

Perhaps our most necessary first step, as citizens, is to inventory what we know, and what we need to know in order to provide the sort of analysis we need in order to make informed recommendations to the City of Baltimore. It is also necessary for us to identify any evidence of misinformation and possible corruption in the process to set forth the city's policies vis-à-vis Harborplace and the Inner Harbor. The Bramble project was presented before objectives and policies were developed to identify what would be truly helpful to existing property owners and investors in the Inner Harbor area, what would be a net benefit to the City of Baltimore and the region, and what considerations should be understood beginning with the possible reuse of the existing Harborplace entitlements and leasehold provisions. Bramble failed to adequately convince many of us that Harborplace is unworkable in anything close to its existing scale and mass, except for their statements the Harborplace is an outdated concept which is both obsolete and inefficient. The Inner Harbor shoreline is among the most critical public domains existing in Baltimore City and should not be abandoned by the city to a purchaser of the leasehold without having first considered preserving the health of the entire Inner Harbor real estate community. The city should not further a policy of bailing out speculative purchasers or developers who overpaid for properties restricted by existing covenants and zoning, and then being compelled to add \$500 million in public funds to make the purchasers' speculative bid

profitable. Too many expensive and long-lasting errors occur when public agencies, appearing desperate, throw more public money at projects bearing little resemblance to existing or emerging urban plans.

Very few cities have escaped the economic damages that were inflicted by Covid and Baltimore was no exception. The overall well-being of the Inner Harbor area must be considered carefully. Even in its current state, the existing Harborplace Pavilions have utility. More appropriate uses of existing structures across Light and Pratt Streets from Harborplace should be considered first, before view-obstructing buildings are approved along the waterfront.

Baltimore's waterfront is a major beneficial amenity as it exists. Many of the problems confronting the Inner Harbor and Harborplace, such as crime and the resulting impediments to visitation and business location, have more to do with the management of the city and its public security than the pandemic alone. The Ashkenazy ownership and management of Harborplace, in addition to not being up to its tasks, likely also suffered from the city's failures in public security and Inner Harbor Management.

There is far more to discuss in the examination of the best options for Baltimore's Inner Harbor. The city's relinquishing control of the beloved Inner Harbor Waterfront to the highest bidder is not any more desirable than would be a sale of parts of Patterson Park, Druid Hill Park, Lake Roland and other beloved parklands in Baltimore City and the region.

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I oppose this legislation intended to transform the landscape of the Inner Harbor, allowing for tall residential buildings that would block out sun at the harbor and obstruct the view for so many now benefiting from the stupendously beautiful waterfront. I agree with the video testimonies made by Anirban Basu and Carl Stokes on the Inner Harbor Coalition's YouTube channel and would urge everyone to watch those videos as well as others on the channel. Mr. Basu's satirical and blistering critique of the process makes clear that the vision behind this legislation is not the vision of the people of Baltimore city nor conceivably of those who participated in the focus groups. Mr. Stokes makes the vitally important point of the public nature of the Inner Harbor. He refers to it as a public square. One could also call it a public park, but what is important is the term and concept, Public. Public spaces are to be enjoyed by the public. And as Mr. Stokes pointed out, the Inner Harbor is a space currently being immensely enjoyed by the public, by people from all over the city, country, and world. Anyone who visits Baltimore goes to the Inner Harbor, and there are also many Baltimoreans who enjoy this precious site. I frequently walk along the Inner Harbor and enjoy seeing families and others leisurely taking in the tremendous views, teens showing off their skills at the skateboard board park, children screaming at the playground. I don't necessarily love the bicyclists who zoom by me too fast or a few other aspects, but overall, I love the Inner Harbor. My heart sinks at the thought of it being used to build high rises that would destroy the charm and splendor of the Harbor. As others have noted, quite a bit has been done to invest in the Harbor, the upgrading of Rash Field by the city is one great example. Much more can be done. And with the proper process, I'm sure the city can bring more commerce to the area, commerce that serves the people, as was the original vision of this unique venue. Thank you for this opportunity to comment

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Hi Bill,

I respectfully disagree regarding your take on the proposed Inner Harbor redevelopment plan. In short, it is too heavy on tall, upscale residential. While increased residential downtown is generally a good thing, there is an ample amount of it already which is upscale in nature (see: Key Highway, Harbor East, Harbor Point and even the East Side of Fells Point). Already much of the Canton waterfront is blocked to public view (though thankfully not public access thanks to the Promenade) by large residential developments.

Taking up one of the few somewhat "open" spaces around the harbor with more of the same is extremely short-sighted, especially for such a hallowed Baltimore public gathering space. The former Harborplace land should remain a public, park-like area which can be used for events such as Christmas Village, Wine Village, tall ship visits, fireworks, etc. Indeed, we should be bringing back some of the former festival spots around the Inner Harbor which have been lost to Timonium Fairgrounds, a dreadful suburban venue that few city residents ever attend. Any residential included (and I do agree there should be some) should be relatively low-rise and used to supplement the public spaces, not take away from them.

Also, any proposals I've seen regarding re-use of McKeldin Square seem to be about the same: fill it up with more buildings. Why exactly the relatively stylish and functional fountain there was summarily destroyed by the city without anything of value taking its place is still unclear to me. It seems a knee-jerk reaction to ridding the space of homeless people perhaps. That square should likewise be replanted with trees (likewise cut down by the city and never replaced for the ill-fated Grand Prix races) and redeveloped into some semblance of its former self as a public space.

I therefore urge you to reconsider your opinion on this redevelopment and join the thousands of city residents who will oppose it on the upcoming ballot referendum.

Thanks for reading.

Best Wishes,

Steve Andrews

I live in Federal Hill and have had a small business downtown for 20 years. I have walked across the Inner Harbor over 7500 times. I have seen Harborplace at its best and its worst, but one thing is undeniable: it is the heart and soul of Baltimore.

The 2015 uprising, crime, Covid, gross mismanagement, the exodus from the traditional office, the demise of many retail models have all had their effect on Harborplace. Now it needs a lift.

I grew up on the west side of lower Manhattan near the Hudson River. Decades ago, it was a bleak, decrepit, industrial area not yet in transition.

And then in the 1990s, something truly magical happened.

A New York State public benefit corporation was formed to design and build a waterfront park from the Battery to midtown. The Hudson River Park opened in 1998.

The neighborhoods across from this park exploded with development. The popular retail and entertainment district we know as the Meatpacking district was born. Movie stars were moving in next to, low rise, subsidized housing projects. Michelin star restaurants began popping up.

BY 2015 the Hudson River Park had 17 million annual visitors.

Then in 2009, an old abandoned elevated freight train line that ran through the neighborhood was renovated into The Highline. 10 years later it had 8 million annual visitors. 8 MILLION VISITORS! A reimagined elevated freight train line. NOT retail. NOT restaurants. NOT office buildings. NOT high rise apartment towers. Just a nice place to walk a little bit closer to the sky.

It all worked. It activated not just my neighborhood but the whole city.

In contrast, as a New Yorker, I can tell you: high rise apartment building neighborhoods are absolute dead zones.

Yes, preserving open public spaces, parks and promenades would work pretty well to activate Baltimore's Inner Harbor. People love to stroll, and attend kid friendly events and festivals such as Light City Baltimore, the Baltimore Book Festival or especially visiting Tall Ships. If you want to talk equity, visiting the Inner Harbor is free of charge and a great alternative if spending \$200 for a family of 4 just for tickets and a stuffed dolphin at the Aquarium isn't your thing.

Public spaces also transcend fluctuations in the real estate market, the economy, and even pandemics, civil unrest and natural disasters. They are timeless. If you preserve the public nature of Harborplace the surrounding areas of downtown and South Baltimore will thrive. "Less is more" seems to be a time proven adage. High rise residential and office towers are NOT public spaces.

Sometimes Baltimore makes mistakes. Old Town Mall comes to mind. I am sure that in just a few years we will look back at this Harborplace Plan, if it is built, and realize that we had just made a \$1billion preventable, horrible mistake, because as a city, we had not done our due diligence. We went with the only option presented to us.

The citizens of Baltimore, not developers, should making these decisions. How can we allow developers to write legislation that only benefits their misguided, for profit project, sold to the public with self serving “public engagement reports,” false narratives and eye candy renderings. Baltimore does not need another international public embarrassment.

We need to take a pause, and seriously explore other ideas, simpler ideas, lower cost ideas that will give the citizens’ of Baltimore a large return on investment and keep the Inner Harbor and Harborplace the iconic heart and soul of Baltimore. It is time to stand up. I urge you, don’t sell our soul.

Robert A. Manekin
500 E. Pratt Street - Suite 1250
Baltimore, MD 21202

February 12, 2023

Vice President Sharon Green Middleton
Chair, Economic and Community Development Committee
City Hall
100 Holliday Street, Fourth Floor
Baltimore, Maryland 21202

Dear Chair Middleton,

Since its opening July 2, 1980, Harborplace has been the heart of Baltimore's Central Business District (CBD). Forty-four years later, after four major recessions, urban unrest, and a global pandemic, that heart needs a transplant if the CBD is to have a pulse. Understanding the precarious nature of the commercial office building industry in the country in general, and downtown Baltimore in particular, and recognizing the ongoing decline in the commercial tax base downtown, Harborplace needs to be redeveloped into the one real estate asset class that has the potential to succeed – mixed-use, including residential.

I have watched downtown Baltimore evolve since 1961. That is when the Morgan State marching band led a parade for the topping off ceremony for One Charles Center, the first building in the Charles Center Redevelopment project (I was 12 years old at the time). Since then, I have observed the construction of Charles Center, the Inner Harbor, Harbor East, Harbor Point, Locust Point and Port Covington. These projects replaced deteriorating buildings, toxic brownfields sites, and functionally obsolete structures. At first, I was merely an observer. After joining my family's real estate business in 1977, I became a participant. Today, after 46 years in commercial real estate, the overwhelming majority of which has been spent in downtown Baltimore, I have concluded that the redevelopment of Harborplace is critical to the economic viability of the Central Business District and, as a result, downtown Baltimore.

Your committee is tasked with considering what the redevelopment of Harborplace should be from a legislative and legal perspective. In furtherance of approving the legislation before you, please consider the following data as it relates to the health of Baltimore's office building industry:

1. Current vacancy rate (space not leased) is 20%
2. Current availability rate (space not leased and space to be vacated) is more than 30%
3. Assessments on existing office buildings are declining by more than 35%
4. Increasing foreclosures, short sales, and higher interest rates are going to cause more buildings to experience reduced values and pay less taxes
5. Return to work rates have stabilized at no more than 55%, causing office tenants to use and lease less space
6. Retail growth in the city has been experienced in Harbor East, Harbor Point, and Canton, where there is a greater density of residential users

7. Retail uses in the Central Business District have been challenged due to a reduced office population and lower resulting demand for ancillary services, e.g. food, shopping, banking, etc.
8. Downtown is Baltimore's fastest growing residential neighborhood with a projected need of over 5,000 units over the next five years.

This data points to the need for an infusion of residential development, and the proposed MCB redevelopment provides that infusion.

While you are considering the nature, density, and structure of the use, I respectfully suggest that it would be wise to consider the entity proposing the redevelopment – MCB.

Like Harborplace developer The Rouse Company, MCB is local to Baltimore. Like the Rouse Company, MCB has a significant number of projects and financial investments in Baltimore City. And these projects are not simply Class A, downtown, "glitz." MCB has redeveloped Old Northwood near Morgan State; is leading the redevelopment of Madison Park; and converted a toxic scrap yard on Eastern Avenue to Yard 56, a mixed-use project. In MCB, we have a local, best in class developer with the track record, skill set and financial backing to get the job done.

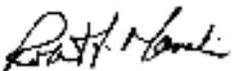
One other point.

There is a difference between the development of Harborplace in 1980 and its redevelopment today. In 1980, the public spaces and fields did not need to be developed. They served the public quite well and were a wonderful site for the City Fair. Creating Harborplace was a plus, not a necessity. And this plus became a magnet for tourism, office users and the City at large. Today, Harborplace is a negative. Sitting functionally obsolete it casts a pall over the entire CBD and encourages office and apartment users to relocate to Harbor Point, Harbor East, Canton, and Port Covington. The magnet that was once Harborplace will reverse polarity and expel, as opposed to attract, activity to the CBD without a fundamental change in use.

The MCB vision embraces that necessary change in use, while providing more public space than currently exists. This vision implements more view corridors to the Inner Harbor so pedestrians can see the water. And most of all, it provides residential density in the heart of the CBD, something badly needed due to the challenges being faced by the office industry. By enacting the legislation pending before your committee, you would commence the badly needed change and start the process of saving the Central Business District.

Thank you for giving me the opportunity to provide comment.

Respectfully,



To: Eric Tiso
From : Ted Rouse
Re: HarborPlace Bills 0444, 0446 and 0448
Date: 12/19/23

Testimony by Ted Rouse before the Balt City Planning Commission on 12/21/23

I am against the proposed land use changes in Bills 0444, 0446, and 0448

Design and Land Use Are Inextricably entwined. The cart is before the horse.

The current bills under consideration today should only be considered after UDARP has finished its review of the proposed design and after the Planning Commission has considered whether the proposed design has the potential to draw large crowds back to the inner harbor. Currently the only place for the public to give advice to city government on the Developer's design appears to be at the Planning Commission hearings. The design proposed by the development team necessitates changes to land use rules that are 50 years old. The Planning Commission members need to drastically slow down the review process and give more consideration to the design that is being proposed. I request that the Planning Commission defers action on these Bills until UDARP completes its work with the Developer to refine the plans for Harbor Place.

I applaud developer David Bramble's boldness of vision. I believe [\\$500 million of private investment](#) in the Harborplace site is extremely exciting. I believe residential density, such as 900 apartments, could be a very good thing for the Inner Harbor. As urbanist Jane Jacobs says, "There is nothing like the hustle and bustle of human activity to create a safe environment." **But**, I believe the MCB plan is flawed and will fail to consistently bring large groups of demographically mixed people to enjoy our city's greatest urban asset which is our unique presence on the Chesapeake Bay. If high rise apartment towers are needed for the economics of the site, the towers should be close to the realigned Light Street corridor and the towers need to be skinnier. The revised land use provisions the planning commission approves should include a maximum foot print for individual high rises and a high rise zone of not more than 70' east of the revised Light Street corridor. The planning commission should give thought to the possibility that the developer's desired 900 unit density could be achieved in buildings not higher than 100' (per current height limits) and that no buildings in excess of that height should be allowed in this area which has Federal Hill's height and the Constellation's sail height as existing natural markers. Most important, no residential buildings should be allowed unless the project plan includes a minimum of 50,000

square feet of waterfront restaurant space with waterfrontage no further than 60' from the water's edge.

The water is where the magic is. It's a natural magnet, let's capitalize on it. In particular, the 60 feet between buildings fronting the waterfront and the water's edge is where people want to be. Emphasis should not be on non-waterfront parks further than 60 feet from the water or on view corridors for cars passing by. The emphasis should be on the space between the buildings and the water. The Wharf, a modern real estate development on D.C.'s southeast waterfront, is a great example of how that 60 feet can become magical when there are varied seating options and gathering places, and varied uses such as restaurants, shops, fountains, residential buildings and hotels. There are many European waterfront cities that line their waterfront with restaurants. We need a critical mass of destination locations along our water's edge. That might mean at least 12 restaurants, two hotels, three fountains that kids can jump in and out of, and one or more performance venues. Residential towers by themselves won't activate the waterfront. Bringing lots of people to the inner harbor waterfront 365 days a year should be our Number One Goal in redeveloping Harborplace.

The concept of New Urbanism revealed that so called "public private space" was an essential characteristic of successful small American towns. That space is often found on the front porches of houses that abut public sidewalks. In a similar way, waterfront restaurants would provide that space to Baltimore's beloved inner harbor promenade. A critical mass of such public private space in the subject properties should be required by any new land use provisions. I request that the Planning Commission votes to require a minimum of 50,000 sf of restaurant use within 60' of the water's edge.

We need to minimize the amount of public subsidy needed. Does the promenade really need to be replaced now with \$400 million of public money? It may be possible to do bulkhead repairs where necessary for far less dollars that will last at least 10 years to give us time to find infrastructure money for larger repairs.

We need an updated master plan that has thought given to how we can continually improve the Inner Harbor experience over the next 20 years. I believe a people mover, such as a Gondola or a Monorail, to move people from the stadiums and convention center to Harborplace should be included in a master plan. A bridge that would give residents and visitors an opportunity to circumnavigate the Inner Harbor on foot and/or bicycle within 30 minutes should be part of that plan. I love Visionary Art Museum founder Rebecca Hoffberger's idea of filling sidewalks with quotations of great Baltimoreans and Marylanders like Billie Holiday, Babe Ruth, Frederick Douglass, James Rouse (my father) and many others.

We need a city government empowered, quasi nonprofit whose sole mission is focusing on how to implement an Inner Harbor master plan and the best urban waterfront ideas from around the world. We had such an organization, Charles Center Inner Harbor management, from 1965 to 1985. CCIH caused the Science Center, The Hyatt Hotel, Harborplace, National Aquarium, Convention Center and our Stadiums to be built. We need to reauthorize it for 2023 to 2043 and maybe beyond.

Ted Rouse (ted@heal-thy-planet.com) is president of Healthy Planet LLC, an urban real estate development company working to restore historic buildings in neighborhoods with substantial vacancy. Waterfront properties he developed while a partner at Struever Bros Eccles and Rouse for 25 years include Tindeco Wharf and Canton Cove. Rouse also was chair of the Baltimore Harbor Endowment, which promoted completion of the 7.5 mile waterfront promenade, and chair of the American Visionary Art Museum during its expansion to include the Jim Rouse Visionary Center.

11 February, 2024

Architecture

Urban Design

Planning

Re: City of Baltimore, Baltimore City Council
Economic and Community Development Hearing Tuesday 13, 2024
23-0448 Urban Renewal – Inner Harbor Project 1, Amendment 21 and related bills 0446 and 0444.

Testimony: In Opposition to all three bills

HarborPlace is designated as a public park with limited low commercial uses that serve the public visiting the harbor. The proposed amendments are tailored to allow a specific design that has been proposed by a specific developer. This design has not been vetted for practicality, for its cost-benefits ratio, and for fitting in the overall context of downtown Baltimore or the MasterPlan Inner Harbor 2.0. Nor have these incentives (easing regulations and predevelopment money) been offered to any other potentially interested developers who may have wanted to buy the pavilions if this option would have been available. No reports in support of the proposed design configuration are provided by any agency. There is no good rationale to allow 2-4 million square feet of for-profit office and residential development of unlimited height within the space designated as public space. The suggested amendments violate the original masterplan concept in which the outer frame of buildings on the far side of Pratt and Light Street define the spatial impression (for example when looking down from Federal Hill Park). A line of tall buildings will move the frame effectively by 200' or so closer towards the water's edge, effectively reducing the area perceived as HarborPlace, even if the overall footprint of the buildings does not increase compared to what is there now. The 2-4 million square feet are arbitrary and capricious and not based on good planning. No justification has been provided for these figures.

For the above reasons I am specifically opposed to:

Section 1 (2), V-B: Size of facilities no less than 2 million sf and no more than 4,000 sf and allowing parking NO MORE THAN 4,000 SF ????

Development Area 13: Opposed to adding residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular traffic, allowing parking of any kind

Development Area 14: Opposed to relaxing building construction of any kind

Development Area 15A: Opposed to allowing residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular access, allowing parking.

Testimony from Liz Bement

Bill 23-0448 Urban Renewal-Inner Harbor Project 1-Amendment 21

Zoning - C-5-IH Inner Harbor Subdistrict – Amendment

Charter Amendment - Inner Harbor Park

OPPOSE

Dear President Mosby and Members of the City Council,

I oppose the Urban Renewal, Zoning and Charter amendments listed above . The entire process has lacked transparency and has kept residents in the dark about why one developer has been chosen and given unfettered rights to Baltimore’s most precious public space. The developer has claimed to have held public input meetings, but many in attendance at such meetings say that residential towers were never mentioned in these meetings, let alone requested or supported by attendees.

By his own admission, Mayor Scott had chosen MCB Real Estate to build this project when he first took office and kept it under wraps until the plan was unveiled late last year. Again, this demonstrates a total lack of transparency and public input into this decision.

We need a thoughtfully crafted, independent Master Plan for the Inner Harbor and an international design competition based on that plan for this project to move forward—our city deserves nothing less than this.

Of all the Baltimore residents I have spoken with since this plan was unveiled, including architects, builders, developers, preservationists, and people who live close to the harbor, not one person thinks that this current plan--including doing away with the height limits, building residential towers and on-site parking--is a good idea.

Our politicians should not be choosing favoritism and cronyism for their friends who make large campaign contributions over the will of the people of Baltimore.

This is an incredibly important project with long-term ramifications. Shame on the politicians who are trying to ram this plan down our collective throats. Our city deserves So. Much. Better.

Liz Bement

Upper Fell’s Point

Testimony of E. Evans Paull, City Council Bills, 23-0444, 23-0446, 23-0448, February 13, 2024

Honorable Members of the Baltimore City Council:

To introduce myself, I am Evans Paull, long time city planner, now retired. In my career I worked for 30 years in various Baltimore planning and development capacities; then worked another 15 years at the national level, primarily specializing in brownfields and similarly challenged urban redevelopment projects. I have been the recipient of six awards, including the national Phoenix Award for brownfields redevelopment. My work has been published in six national professional journals and one university-gearred book.

After retiring I authored an historical account of Baltimore's Road Wars, *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022).^{*} The book has been very well received, including winning two awards (Baltimore City Historical Society and Baltimore Heritage).

I am testifying today in support of MCB's plans for Harborplace, at least in concept if not the specific design. The main point is a fairly simple one: if we want downtown and the Inner Harbor to be the heartbeat of the region, to be a vibrant place for all to enjoy, it's going to take a dramatic change. And that change is going to involve some density and some loss of parkland. The old charter restrictions with limited development worked for a period of time largely because of tourism, but tourism is fickle and extremely seasonal; so, it proved to be unsustainable. The MCB plan is based on the sound theory that mixed use, density, and 24-hour presence are the keys to revival.

An Inner Harbor revival will have enormous secondary benefits, boosting all of downtown, as well as the stadium area, making the entire district more desirable for live-work-play.

My comments above are purposely general – I am not supporting the specific MCB design plan. I would urge consideration of the following:

- A more collaborative and public process to determine an acceptable plan and design;
- A strongly worded guideline or requirement for the retail businesses to be primarily home grown, not the all-too-familiar national chains; and,
- Narrowing Light Street so that some of the envisioned development can be moved further from the waterfront and the Promenade.

Lastly, I want to support a complimentary use of some of the remaining parkland, using it for a tented beer emporium and events space, capitalizing on the number one trend in entertainment: the emergence of direct sale breweries as gathering places for families, friends, tourists, and locals. This "Maryland Spirit Tent" would be a permanent tented facility, open air in the warm months, and enclosed in the winter months. Featuring local and Maryland breweries, the tent should double as an event space, with constantly-changing art shows, concerts, food festivals, etc., all featuring local talent. I have attached a more detailed description of the concept.

My contact information:

evpaull@comcast.net; 202-329-4282

^{*} <https://stop-the-road.com/the-book/>

Can the brewery craze help revive Baltimore's Inner Harbor?

E. Evans Paull

It's the new BFFDD—beer, family, friends, dates, and dogs. The astonishing growth of small breweries that sell directly to customers, thereby enlivening a variety of indoor and outdoor spaces, is perhaps the single biggest trend in Baltimore area dining and entertainment over the last decade. Young people, many with children in tow, flock to these breweries for convivial times with their BFFDDs.

It is my contention that this trend presents an opportunity for Baltimore's Inner Harbor—that the place where Maryland's brewers should showcase their wares should be at Baltimore's waterfront center point.

Many observers have commented that the Inner Harbor, even when its star was shining most brightly, was always plagued by the extreme seasonality of tourism. Most agree that revitalization should be more geared to attracting locals, with special attention to the now considerable number of downtown residents. The need is for an all-weather attraction with local/regional appeal.

An all-weather tented facility, with a changing array of Baltimore and Maryland breweries* acting as the anchor, would be just the kind of attractor that would re-establish the Inner Harbor as a year-round celebratory gathering place for the Baltimore region. The tent sides could be down to envelop the heat in the winter and open air in spring-summer-fall. The breweries could change every month or every couple months, keeping it fresh.

Sections of the tent could be devoted to displaying the work of Maryland artists and artisans (again, changing periodically) and a stage could be used for live music performances. An adjacent open-air plaza area should be a flexible space for fair-weather adjunct activities: a special art show one week, additional concert seating the next. Street performers would help enliven the area and make it just-plain-fun, while also distinguishing the Inner Harbor from the non-downtown breweries. A small playground would add to the appeal for young families.

As to the location, my thought is on the West Shore at the site of what is now a temporary winter attraction: the Christmas Village, modeled after the traditional Christmas Markets in Germany.

The following is my effort to refine the concept:

Prepared Food. The magical synergy of this proposal is that the breweries will generate business for restaurants in Harborplace. The reason is the breweries do not need to make money selling food – many current direct-sale breweries bring in food trucks to provide food, but that won't be necessary at the Inner Harbor. The brewers' clientele will naturally spill over into Harborplace restaurants.

Legal Restrictions. The Baltimore City Charter designates the vast majority of Inner Harbor I as "parkland" and restricts "commercial uses" to the few acres where Harborplace located. A liberal interpretation would

* Local vineyards and distillers could be added to the mix, but my observation is that home-grown breweries are the stronger attraction.

include the brewers' tent as parkland because it is not a permanent structure, would be open air most of the year, and the brewers could be viewed as park vendors under some kind of public or non-profit (rather than "commercial") organizational structure. A 2016 charter amendment allowing outdoor cafes could be helpful. The precedent of the Christmas Market should help pave the way.

Name it the Maryland Spirit Tent. I nominate "the Maryland Spirit Tent," the term "spirit," an intentional double-entendre suggesting fun fueled by alcoholic beverages; the "Maryland" qualifier simply defines all that fun as home-grown, generated by Maryland brewers, artists, musicians, street performers, and possibly winemakers and distillers.

There are now 42,000 people living in the downtown area, with many thousands more living in Fells Point and Federal Hill, all within walking distance (no need for parking!!!). Is there anything more perfect than a beer tent to bring them to the Inner Harbor? They will make coming to the Inner Harbor "cool" again.

E. Evans Paull is the author of *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022). You can follow the book at www.stop-the-road.com or <https://www.facebook.com/Baltimore-Road-Wars-1940-1980-109994791288651>. Paull is a retired city planner, most recently serving as the Principal of the consulting business, [Redevelopment Economics](#). Former posts include stints with the Baltimore City Department of Planning and Baltimore Development Corporation.

February 11, 2024

To the Economic and Community Development Committee of the Baltimore City Council,

As a member of the Inner Harbor Coalition, I write in opposition to 23-0444 Charter Amendment – Inner Harbor Park and submit for consideration and context three exhibits:

- 1) A timeline of the history of Harborplace with links to articles that show how the property's issues are due not because of the concept being wrong (the revitalization of Norfolk's Waterside shows that's not the case), but because of Ashkenazy Acquisitions' mismanagement and how Baltimore City has been outmaneuvered by developers:
 - First being caught off guard in 2012 by General Growth Properties' sale of Harborplace to Ashkenazy two months after negotiating a 33-year lease extension in exchange for higher rents (which the city never collected on).
 - Second, forgoing ground rent from July 2014 to October 2019 in exchange for a public works project (unclear what that was), which meant that Ashkenazy could not fall behind on rent and the city could not intercede. It was left to Deutsche Bank to step in after Ashkenazy missed its loan payment.
- 2) & 3) A more recent timeline (since 2022) of MCB's purchase and much-lauded community input sessions, showing how implausible it is that the community's input played a significant role in what has been presented as the design. Public trust is already so eroded and this process will only feed the anger:
 - Participants were shown alternate city concepts on September 30 just one month before the final concept unveiling.
 - July 13, MCB announced that four firms had been hired and would begin work off of the initial June 3 public forum. Attached is a word cloud of that session from MCB's own report. Neither offices or apartments are mentioned. MCB has put its agenda first and foremost, with public input as little more than window dressing.

The Inner Harbor was supposed to be "dedicated perpetually as public open space so as to be forever available for public use." It's a public trust, not a cash machine. We can do better for now and for the future.

Sincerely,

Phyllis Fung

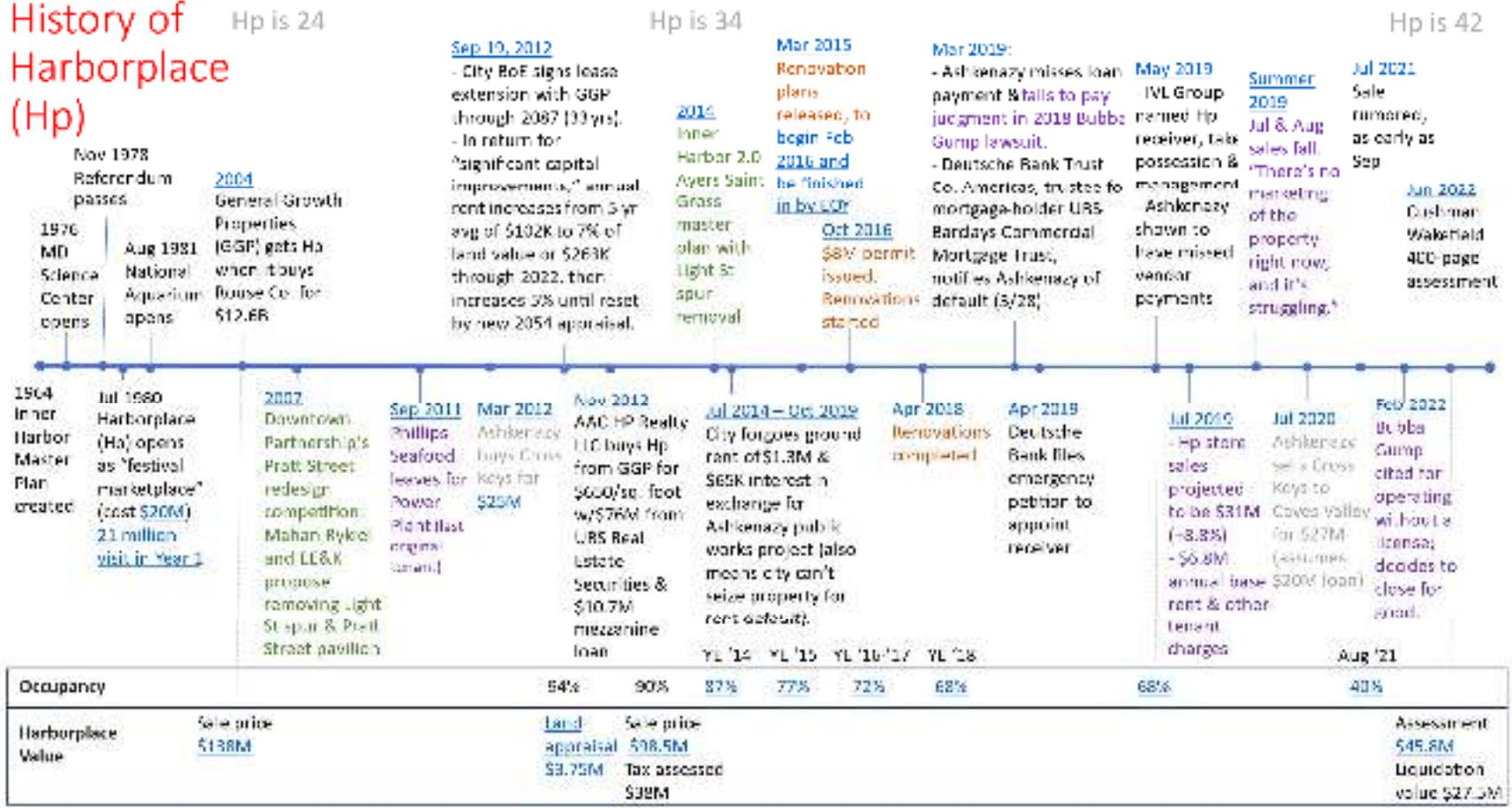
2134 Cambridge Street, Baltimore, MD 21231

Phyllis.fung@gmail.com

202-812-3864

Exhibit 1: Harborplace timeline

History of Harborplace (Hp)



*Hp would be 107

Links to citations for Exhibit 1

Timeline

- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.baltimoresun.com/2012/11/10/ashkenazy-future-owner-of-harborplace-cuts-bad-investments-loose/>
- [https://www.baltimorecity.gov/sites/default/files/Inner Harbor Final Report 11112013red.pdf](https://www.baltimorecity.gov/sites/default/files/Inner_Harbor_Final_Report_11112013red.pdf)
- <https://www.bizjournals.com/baltimore/news/2019/12/13/saving-harborplace-how-a-struggling-city-and.html>
- <https://www.southbmore.com/2017/03/01/photo-updates-development-around-the-inner-harbor/>
- <https://www.bizjournals.com/baltimore/news/2019/06/07/heres-what-harborplace-might-have-looked-like-with.html>
- <https://www.bizjournals.com/baltimore/news/2016/10/24/8m-permit-issued-for-pratt-street-pavilion.html>
- <https://www.cbsnews.com/baltimore/news/harborplace-renovations-ending/>
- <https://www.baltimoresun.com/2019/06/03/judge-takes-baltimores-harborplace-out-of-owners-control-paving-way-for-possible-sale/>
- <https://www.baltimoresun.com/2019/10/04/tenants-at-baltimores-harborplace-struggled-over-the-summer-report-shows/>
- <https://www.baltimoresun.com/2012/03/07/village-of-cross-keys-sold-to-retail-and-property-investor/>
- <https://www.bizjournals.com/baltimore/news/2021/07/16/developer-take-ownership-of-harborplace-baltimore.html>
- <https://www.cbsnews.com/baltimore/news/bubba-gump-shrimp-co-at-harborplace-closes-citing-covid-19-building-maintenance/>
- <https://www.wbaltv.com/amp/article/baltimore-harborplace-sale-nears-approval/41412812>

Occupancy & Harborplace Value

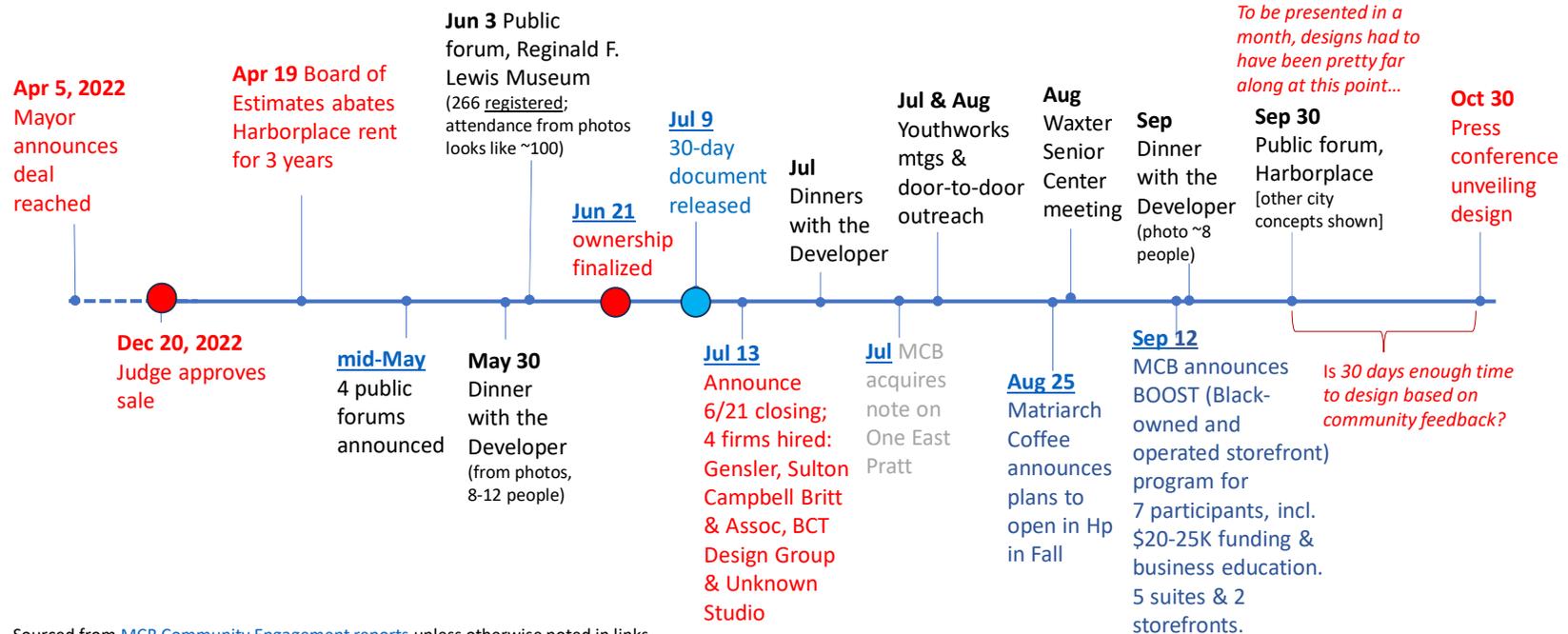
- <https://baltimorebrew.com/2012/09/18/harborplace-to-pay-higher-rent-for-pavilions/>
- <https://www.aacrealty.com/press/dollar100-million-paid-for-harborplace>
- <https://www.fitchratings.com/research/structured-finance/ubs-barclays-commercial-mortgage-trust-2013-c5-focus-report-25-11-2019>
- <https://www.baltimoresun.com/2019/07/24/sales-down-for-some-key-tenants-at-baltimores-harborplace-where-nearly-a-third-of-spaces-are-vacant/>
- <https://www.baltimoremagazine.com/section/businessdevelopment/harborplace-inner-harbor-history-and-future-can-twin-pavilions-still-thrive/>
- <https://www.bizjournals.com/baltimore/news/2023/07/13/harborplace-abc-closing-baltimore-design-team.html>

Exhibit 2: Recent timeline

Public timeline 2023

"We started with Community Engagement before we even owned the property." –David Bramble, p. 3 *Community Engagement Fall Report*

"Harborplace is Baltimore's postcard image. It should visually capture what we are most proud of about our city and how we want to be known in the world — a place where all of our people can enjoy the iconic Inner Harbor and the first place we should all want to share with visitors to our city. **We want Harborplace to be uniquely and authentically us.**" Vaki Mawema, managing director of Gensler's Baltimore office. *The Baltimore Business Journal*, July 13, 2023

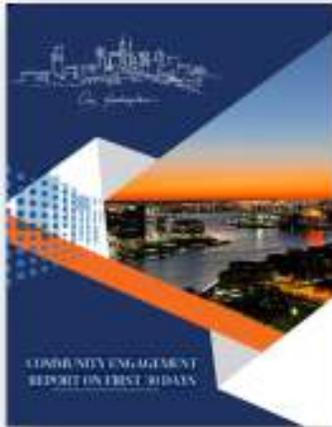


Sourced from [MCB Community Engagement reports](#) unless otherwise noted in links.

Additional links:

- <https://www.bizjournals.com/baltimore/news/2023/05/17/harborplace-future-first-public-forum-date-set.html>
- <https://www.bizjournals.com/baltimore/news/2023/07/13/harborplace-mbc-closing-baltimore-design-team.html>
- <https://www.bizjournals.com/baltimore/news/2023/08/25/matriarch-coffee-shop-harborplace-mcb-deal.html>
- <https://www.bizjournals.com/baltimore/news/2023/09/12/downtown-partnership-boost-program-harborplace.html>

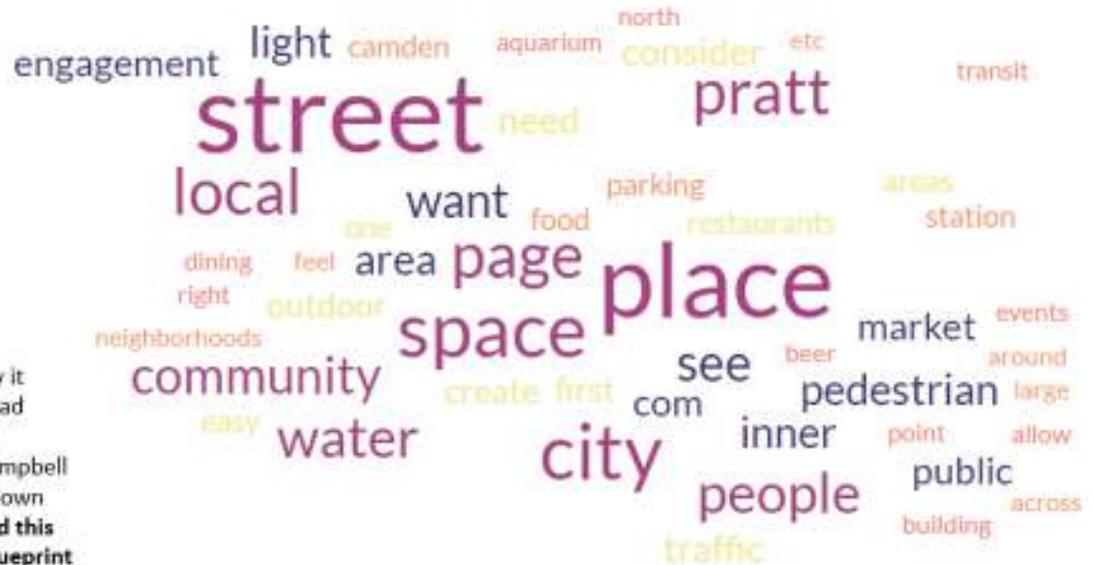
Exhibit 3: July 9 MCB report word cloud



"The Baltimore developer announced Thursday it closed on the property on June 21 and said it had hired Gensler to lead the design team that will include three Baltimore-based firms: Sulton Campbell Britt & Associates, BCT Design Group and Unknown Studio. **The designers will use a report released this week by MCB called "First Thirty Days" as a blueprint to begin the process to turn around Harborplace,** MCB co-founder P. David Bramble said."

-The Baltimore Business Journal, July 13, 2023

Community Engagement, 30-day report, week of July 9



Minus "Baltimore", "Harborplace", "harbor"

For your files...

-Eric

From: beverley garrison <cinnamongirl21225@yahoo.com>

Sent: Sunday, February 11, 2024 2:24 PM

To: Tiso, Eric (DOP) <Eric.Tiso@baltimorecity.gov>

Subject: Bill 23-0448

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Hello.. My name is Beverley Biddinger.. I reside at 600 Light Street The Christ Church Harbor Apartments for seniors.. I am writing to oppose the bills that would let Bramble and associates to build high rise apartments and office building and sail structure in our treasured gem which is the inner harbor.. Harborplace.. our public park should always remain a public park and never have developers build privatized buildings on the water .. we as a city can do better .. for the people of Baltimore and tourist.. I feel if this went to pass it would be devastating for our communities .. they could build so many tall buildings we would not have room for families and tourists to enjoy the water ..we need fun family friendly activities at harborplace.. what's wrong with refurbishing what we have to achieve that.. this is all I have to say as a senior citizen who's lived in Baltimore all of my 69 years thank you.. sincerely
Beverley Delores Biddinger

RE: Harborplace legislation: Testimony

Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Mon 2/12/2024 11:17 AM

To: Jane Seebold <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Cc: Leva, Anthony F (City Council) <anthony.leva@baltimorecity.gov>

Tony, would you please ensure this is added to the bill file for all three bills? Thanks, EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

100 N. Holliday Street

Baltimore, MD 21202

(443) 813-1457 (mobile)

(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Costello, Eric (City Council)

Sent: Monday, February 12, 2024 11:17 AM

To: 'Jane Seebold' <jaseebold@gmail.com>; Testimony <Testimony@baltimorecity.gov>

Subject: RE: Harborplace legislation: Testimony

Jane, in receipt, thank you. -EC

Eric T. Costello

Baltimore City Council, 11th District

527 City Hall

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Baltimore, MD 21202

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(410) 396-4816 (office)

eric.costello@baltimorecity.gov

[Twitter](#) | [Facebook](#)

From: Jane Seebold <jaseebold@gmail.com>

Sent: Monday, February 12, 2024 11:13 AM

To: Testimony <Testimony@baltimorecity.gov>

Cc: Costello, Eric (City Council) <Eric.Costello@baltimorecity.gov>

Subject: Harborplace legislation: Testimony

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23-0444 Charter Amendment

23-0446 Inner Harbor Subdistrict Amendment

23-0448 Inner Harbor Project I Amendment

Hello,

I would like to express strong support for the above amendments specifically and the Harborplace project overall as proposed by MCB Real Estate. I have lived in the Federal Hill South neighborhood for 17 years, and I spend a considerable amount of time in and around the Inner Harbor. I think the proposed plans are very exciting and will bring life and joy back to the waterfront, attracting residents and visitors alike.

From the expanded park area to the two-level promenade to the elegant and unique sail building, the proposed Harborplace has many great features. I am also a fan of adding 900 apartments to the site and think two tall towers is the way to do it. As we learned from the Ritz Carlton development on the south side of the harbor, building on a wide and long footprint versus a narrow and high one significantly reduces water views. As someone who walks through the Inner Harbor frequently, I like the idea of people living there, creating energy and supporting small businesses.

The project also dovetails nicely with the improved Rash Field Park, the popular West Shore Park, and the soon-to-come Blueway to create a truly amazing urban waterfront experience. Let's do this, Baltimore!

Thank you for your time.

Jane Seebold
111 East Clement Street
Baltimore MD 21230
jaseebold@gmail.com

Baltimore City Council
Economic and Community Development Committee
Baltimore City
Baltimore, Md 21202

February 12, 2024

Dear Council Members

I oppose the current development plan for Harborplace for many reasons.

- Adding housing to the allowed zoning for the site will privatize an area that should be maintained as public use space for all residents of the City and beyond.
- Adding a floating promenade will add to routine maintenance and be unwise at a time when the world is worried about sea rise due to global warming.
- The cost of changing the traffic patterns at Pratt and Light seems an unnecessary use of our public funds

As a very long time resident of Baltimore, I see the area as a mostly open place that focuses on celebrating Baltimore and its people and history, where people can take a break, be inspired and energized. It should be looked at like our "Central Park". I hope we can start again and solicit ideas from many talented designers.

Sincerely yours,

Carolyn Boitnott

Cc Councilwoman Ramos

The Inner Harbor should definitely have height restrictions on buildings, and focus on making public spaces that are able to be enjoyed by all, instead of buildings that can only be enjoyed by the select wealthy few. Baltimore needs more public spaces, and the creation of these has been celebrated and welcomed, such as Rash Field by the Inner Harbor. If we focus on having more places that can be enjoyed by everyone, the city will flourish and crime rates will go down. The creation of new skyscrapers will not have this effect. Furthermore, the water views that people already have should not be closed off. The Inner Harbor is meant to be a place for everyone to enjoy. There should be height restrictions for buildings in the Inner Harbor.

Maria Novitskaya

Baltimore's Inner Harbor Waterfront and Harborplace

As a native Baltimorean and former tenant of the World Trade Center Baltimore from 1977-1988, I became aware of the inconvenience of being across the street from available parking. I am well acquainted with the first campaign to build Harborplace, and the need for its amenities, which I long enjoyed. I am also aware that any surplus parking that may be available today, which for the most part is privately owned, will likely be fully absorbed as the recovery from Covid continues, and office occupancy rates are restored. The core importance of Pratt and Light Streets for vehicular traffic, and the undisclosed replacement plans that may be under consideration to replace traffic lane capacities that may be reduced by preliminary LRT or BRT plans on Pratt and Lombard Streets recently promoted by MTA Maryland also need to be considered. And, most importantly, U.S. Department of HUD and other federal funds were used to plan and build the Inner Harbor Urban Renewal project's infrastructure with great thought and care via a well-organized and implemented planning process which should not be brushed aside by a city administration desperate for quick fixes for the area's problems.

The difference between individual project economics (i.e., what makes the project financeable and sustainable), and what the economic externalities of a project might be have been insufficiently considered. Harborplace would not have been built without the substantial value that it added to the target Inner Harbor area and beyond. Management of Harborplace involved management of many elements of the Inner Harbor project, as well as entertainment elements of the Inner Harbor Park and Harborplace facilities, both of which were originally managed by Charles Center Inner Harbor Management with special focus. That focus no longer exists and MCB does not exemplify the sort of management depth that is needed once construction is completed.

Perhaps our most necessary first step, as citizens, is to inventory what we know, and what we need to know in order to provide the sort of analysis we need in order to make informed recommendations to the City of Baltimore. It is also necessary for us to identify any evidence of misinformation and possible corruption in the process to set forth the city's policies vis-à-vis Harborplace and the Inner Harbor. The Bramble project was presented before objectives and policies were developed to identify what would be truly helpful to existing property owners and investors in the Inner Harbor area, what would be a net benefit to the City of Baltimore and the region, and what considerations should be understood beginning with the possible reuse of the existing Harborplace entitlements and leasehold provisions. Bramble failed to adequately convince many of us that Harborplace is unworkable in anything close to its existing scale and mass, except for their statements the Harborplace is an outdated concept which is both obsolete and inefficient. The Inner Harbor shoreline is among the most critical public domains existing in Baltimore City and should not be abandoned by the city to a purchaser of the leasehold without having first considered preserving the health of the entire Inner Harbor real estate community. The city should not further a policy of bailing out speculative purchasers or developers who overpaid for properties restricted by existing covenants and zoning, and then being compelled to add \$500 million in public funds to make the purchasers' speculative bid

profitable. Too many expensive and long-lasting errors occur when public agencies, appearing desperate, throw more public money at projects bearing little resemblance to existing or emerging urban plans.

Very few cities have escaped the economic damages that were inflicted by Covid and Baltimore was no exception. The overall well-being of the Inner Harbor area must be considered carefully. Even in its current state, the existing Harborplace Pavilions have utility. More appropriate uses of existing structures across Light and Pratt Streets from Harborplace should be considered first, before view-obstructing buildings are approved along the waterfront.

Baltimore's waterfront is a major beneficial amenity as it exists. Many of the problems confronting the Inner Harbor and Harborplace, such as crime and the resulting impediments to visitation and business location, have more to do with the management of the city and its public security than the pandemic alone. The Ashkenazy ownership and management of Harborplace, in addition to not being up to its tasks, likely also suffered from the city's failures in public security and Inner Harbor Management.

There is far more to discuss in the examination of the best options for Baltimore's Inner Harbor. The city's relinquishing control of the beloved Inner Harbor Waterfront to the highest bidder is not any more desirable than would be a sale of parts of Patterson Park, Druid Hill Park, Lake Roland and other beloved parklands in Baltimore City and the region.

Baltimore's Inner Harbor Waterfront and Harborplace

As a native Baltimorean and former tenant of the World Trade Center Baltimore from 1977-1988, I became aware of the inconvenience of being across the street from available parking. I am well acquainted with the first campaign to build Harborplace, and the need for its amenities, which I long enjoyed. I am also aware that any surplus parking that may be available today, which for the most part is privately owned, will likely be fully absorbed as the recovery from Covid continues, and office occupancy rates are restored. The core importance of Pratt and Light Streets for vehicular traffic, and the undisclosed replacement plans that may be under consideration to replace traffic lane capacities that may be reduced by preliminary LRT or BRT plans on Pratt and Lombard Streets recently promoted by MTA Maryland also need to be considered. And, most importantly, U.S. Department of HUD and other federal funds were used to plan and build the Inner Harbor Urban Renewal project's infrastructure with great thought and care via a well-organized and implemented planning process which should not be brushed aside by a city administration desperate for quick fixes for the area's problems.

The difference between individual project economics (i.e., what makes the project financeable and sustainable), and what the economic externalities of a project might be have been insufficiently considered. Harborplace would not have been built without the substantial value that it added to the target Inner Harbor area and beyond. Management of Harborplace involved management of many elements of the Inner Harbor project, as well as entertainment elements of the Inner Harbor Park and Harborplace facilities, both of which were originally managed by Charles Center Inner Harbor Management with special focus. That focus no longer exists and MCB does not exemplify the sort of management depth that is needed once construction is completed.

Perhaps our most necessary first step, as citizens, is to inventory what we know, and what we need to know in order to provide the sort of analysis we need in order to make informed recommendations to the City of Baltimore. It is also necessary for us to identify any evidence of misinformation and possible corruption in the process to set forth the city's policies vis-à-vis Harborplace and the Inner Harbor. The Bramble project was presented before objectives and policies were developed to identify what would be truly helpful to existing property owners and investors in the Inner Harbor area, what would be a net benefit to the City of Baltimore and the region, and what considerations should be understood beginning with the possible reuse of the existing Harborplace entitlements and leasehold provisions. Bramble failed to adequately convince many of us that Harborplace is unworkable in anything close to its existing scale and mass, except for their statements the Harborplace is an outdated concept which is both obsolete and inefficient. The Inner Harbor shoreline is among the most critical public domains existing in Baltimore City and should not be abandoned by the city to a purchaser of the leasehold without having first considered preserving the health of the entire Inner Harbor real estate community. The city should not further a policy of bailing out speculative purchasers or developers who overpaid for properties restricted by existing covenants and zoning, and then being compelled to add \$500 million in public funds to make the purchasers' speculative bid

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I oppose this legislation intended to transform the landscape of the Inner Harbor, allowing for tall residential buildings that would block out sun at the harbor and obstruct the view for so many now benefiting from the stupendously beautiful waterfront. I agree with the video testimonies made by Anirban Basu and Carl Stokes on the Inner Harbor Coalition's YouTube channel and would urge everyone to watch those videos as well as others on the channel. Mr. Basu's satirical and blistering critique of the process makes clear that the vision behind this legislation is not the vision of the people of Baltimore city nor conceivably of those who participated in the focus groups. Mr. Stokes makes the vitally important point of the public nature of the Inner Harbor. He refers to it as a public square. One could also call it a public park, but what is important is the term and concept, Public. Public spaces are to be enjoyed by the public. And as Mr. Stokes pointed out, the Inner Harbor is a space currently being immensely enjoyed by the public, by people from all over the city, country, and world. Anyone who visits Baltimore goes to the Inner Harbor, and there are also many Baltimoreans who enjoy this precious site. I frequently walk along the Inner Harbor and enjoy seeing families and others leisurely taking in the tremendous views, teens showing off their skills at the skateboard board park, children screaming at the playground. I don't necessarily love the bicyclists who zoom by me too fast or a few other aspects, but overall, I love the Inner Harbor. My heart sinks at the thought of it being used to build high rises that would destroy the charm and splendor of the Harbor. As others have noted, quite a bit has been done to invest in the Harbor, the upgrading of Rash Field by the city is one great example. Much more can be done. And with the proper process, I'm sure the city can bring more commerce to the area, commerce that serves the people, as was the original vision of this unique venue. Thank you for this opportunity to comment

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Hi Bill,

I respectfully disagree regarding your take on the proposed Inner Harbor redevelopment plan. In short, it is too heavy on tall, upscale residential. While increased residential downtown is generally a good thing, there is an ample amount of it already which is upscale in nature (see: Key Highway, Harbor East, Harbor Point and even the East Side of Fells Point). Already much of the Canton waterfront is blocked to public view (though thankfully not public access thanks to the Promenade) by large residential developments.

Taking up one of the few somewhat "open" spaces around the harbor with more of the same is extremely short-sighted, especially for such a hallowed Baltimore public gathering space. The former Harborplace land should remain a public, park-like area which can be used for events such as Christmas Village, Wine Village, tall ship visits, fireworks, etc. Indeed, we should be bringing back some of the former festival spots around the Inner Harbor which have been lost to Timonium Fairgrounds, a dreadful suburban venue that few city residents ever attend. Any residential included (and I do agree there should be some) should be relatively low-rise and used to supplement the public spaces, not take away from them.

Also, any proposals I've seen regarding re-use of McKeldin Square seem to be about the same: fill it up with more buildings. Why exactly the relatively stylish and functional fountain there was summarily destroyed by the city without anything of value taking its place is still unclear to me. It seems a knee-jerk reaction to ridding the space of homeless people perhaps. That square should likewise be replanted with trees (likewise cut down by the city and never replaced for the ill-fated Grand Prix races) and redeveloped into some semblance of its former self as a public space.

I therefore urge you to reconsider your opinion on this redevelopment and join the thousands of city residents who will oppose it on the upcoming ballot referendum.

Thanks for reading.

Best Wishes,

Steve Andrews

I live in Federal Hill and have had a small business downtown for 20 years. I have walked across the Inner Harbor over 7500 times. I have seen Harborplace at its best and its worst, but one thing is undeniable: it is the heart and soul of Baltimore.

The 2015 uprising, crime, Covid, gross mismanagement, the exodus from the traditional office, the demise of many retail models have all had their effect on Harborplace. Now it needs a lift.

I grew up on the west side of lower Manhattan near the Hudson River. Decades ago, it was a bleak, decrepit, industrial area not yet in transition.

And then in the 1990s, something truly magical happened.

A New York State public benefit corporation was formed to design and build a waterfront park from the Battery to midtown. The Hudson River Park opened in 1998.

The neighborhoods across from this park exploded with development. The popular retail and entertainment district we know as the Meatpacking district was born. Movie stars were moving in next to, low rise, subsidized housing projects. Michelin star restaurants began popping up.

BY 2015 the Hudson River Park had 17 million annual visitors.

Then in 2009, an old abandoned elevated freight train line that ran through the neighborhood was renovated into The Highline. 10 years later it had 8 million annual visitors. 8 MILLION VISITORS! A reimagined elevated freight train line. NOT retail. NOT restaurants. NOT office buildings. NOT high rise apartment towers. Just a nice place to walk a little bit closer to the sky.

It all worked. It activated not just my neighborhood but the whole city.

In contrast, as a New Yorker, I can tell you: high rise apartment building neighborhoods are absolute dead zones.

Yes, preserving open public spaces, parks and promenades would work pretty well to activate Baltimore's Inner Harbor. People love to stroll, and attend kid friendly events and festivals such as Light City Baltimore, the Baltimore Book Festival or especially visiting Tall Ships. If you want to talk equity, visiting the Inner Harbor is free of charge and a great alternative if spending \$200 for a family of 4 just for tickets and a stuffed dolphin at the Aquarium isn't your thing.

Public spaces also transcend fluctuations in the real estate market, the economy, and even pandemics, civil unrest and natural disasters. They are timeless. If you preserve the public nature of Harborplace the surrounding areas of downtown and South Baltimore will thrive. "Less is more" seems to be a time proven adage. High rise residential and office towers are NOT public spaces.

Sometimes Baltimore makes mistakes. Old Town Mall comes to mind. I am sure that in just a few years we will look back at this Harborplace Plan, if it is built, and realize that we had just made a \$1billion preventable, horrible mistake, because as a city, we had not done our due diligence. We went with the only option presented to us.

The citizens of Baltimore, not developers, should making these decisions. How can we allow developers to write legislation that only benefits their misguided, for profit project, sold to the public with self serving “public engagement reports,” false narratives and eye candy renderings. Baltimore does not need another international public embarrassment.

We need to take a pause, and seriously explore other ideas, simpler ideas, lower cost ideas that will give the citizens’ of Baltimore a large return on investment and keep the Inner Harbor and Harborplace the iconic heart and soul of Baltimore. It is time to stand up. I urge you, don’t sell our soul.

Robert A. Manekin
500 E. Pratt Street - Suite 1250
Baltimore, MD 21202

February 12, 2023

Vice President Sharon Green Middleton
Chair, Economic and Community Development Committee
City Hall
100 Holliday Street, Fourth Floor
Baltimore, Maryland 21202

Dear Chair Middleton,

Since its opening July 2, 1980, Harborplace has been the heart of Baltimore's Central Business District (CBD). Forty-four years later, after four major recessions, urban unrest, and a global pandemic, that heart needs a transplant if the CBD is to have a pulse. Understanding the precarious nature of the commercial office building industry in the country in general, and downtown Baltimore in particular, and recognizing the ongoing decline in the commercial tax base downtown, Harborplace needs to be redeveloped into the one real estate asset class that has the potential to succeed – mixed-use, including residential.

I have watched downtown Baltimore evolve since 1961. That is when the Morgan State marching band led a parade for the topping off ceremony for One Charles Center, the first building in the Charles Center Redevelopment project (I was 12 years old at the time). Since then, I have observed the construction of Charles Center, the Inner Harbor, Harbor East, Harbor Point, Locust Point and Port Covington. These projects replaced deteriorating buildings, toxic brownfields sites, and functionally obsolete structures. At first, I was merely an observer. After joining my family's real estate business in 1977, I became a participant. Today, after 46 years in commercial real estate, the overwhelming majority of which has been spent in downtown Baltimore, I have concluded that the redevelopment of Harborplace is critical to the economic viability of the Central Business District and, as a result, downtown Baltimore.

Your committee is tasked with considering what the redevelopment of Harborplace should be from a legislative and legal perspective. In furtherance of approving the legislation before you, please consider the following data as it relates to the health of Baltimore's office building industry:

1. Current vacancy rate (space not leased) is 20%
2. Current availability rate (space not leased and space to be vacated) is more than 30%
3. Assessments on existing office buildings are declining by more than 35%
4. Increasing foreclosures, short sales, and higher interest rates are going to cause more buildings to experience reduced values and pay less taxes
5. Return to work rates have stabilized at no more than 55%, causing office tenants to use and lease less space
6. Retail growth in the city has been experienced in Harbor East, Harbor Point, and Canton, where there is a greater density of residential users

7. Retail uses in the Central Business District have been challenged due to a reduced office population and lower resulting demand for ancillary services, e.g. food, shopping, banking, etc.
8. Downtown is Baltimore's fastest growing residential neighborhood with a projected need of over 5,000 units over the next five years.

This data points to the need for an infusion of residential development, and the proposed MCB redevelopment provides that infusion.

While you are considering the nature, density, and structure of the use, I respectfully suggest that it would be wise to consider the entity proposing the redevelopment – MCB.

Like Harborplace developer The Rouse Company, MCB is local to Baltimore. Like the Rouse Company, MCB has a significant number of projects and financial investments in Baltimore City. And these projects are not simply Class A, downtown, "glitz." MCB has redeveloped Old Northwood near Morgan State; is leading the redevelopment of Madison Park; and converted a toxic scrap yard on Eastern Avenue to Yard 56, a mixed-use project. In MCB, we have a local, best in class developer with the track record, skill set and financial backing to get the job done.

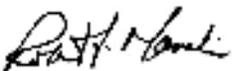
One other point.

There is a difference between the development of Harborplace in 1980 and its redevelopment today. In 1980, the public spaces and fields did not need to be developed. They served the public quite well and were a wonderful site for the City Fair. Creating Harborplace was a plus, not a necessity. And this plus became a magnet for tourism, office users and the City at large. Today, Harborplace is a negative. Sitting functionally obsolete it casts a pall over the entire CBD and encourages office and apartment users to relocate to Harbor Point, Harbor East, Canton, and Port Covington. The magnet that was once Harborplace will reverse polarity and expel, as opposed to attract, activity to the CBD without a fundamental change in use.

The MCB vision embraces that necessary change in use, while providing more public space than currently exists. This vision implements more view corridors to the Inner Harbor so pedestrians can see the water. And most of all, it provides residential density in the heart of the CBD, something badly needed due to the challenges being faced by the office industry. By enacting the legislation pending before your committee, you would commence the badly needed change and start the process of saving the Central Business District.

Thank you for giving me the opportunity to provide comment.

Respectfully,



To: Eric Tiso
From : Ted Rouse
Re: HarborPlace Bills 0444, 0446 and 0448
Date: 12/19/23

Testimony by Ted Rouse before the Balt City Planning Commission on 12/21/23

I am against the proposed land use changes in Bills 0444, 0446, and 0448

Design and Land Use Are Inextricably entwined. The cart is before the horse.

The current bills under consideration today should only be considered after UDARP has finished its review of the proposed design and after the Planning Commission has considered whether the proposed design has the potential to draw large crowds back to the inner harbor. Currently the only place for the public to give advice to city government on the Developer's design appears to be at the Planning Commission hearings. The design proposed by the development team necessitates changes to land use rules that are 50 years old. The Planning Commission members need to drastically slow down the review process and give more consideration to the design that is being proposed. I request that the Planning Commission defers action on these Bills until UDARP completes its work with the Developer to refine the plans for Harbor Place.

I applaud developer David Bramble's boldness of vision. I believe [\\$500 million of private investment](#) in the Harborplace site is extremely exciting. I believe residential density, such as 900 apartments, could be a very good thing for the Inner Harbor. As urbanist Jane Jacobs says, "There is nothing like the hustle and bustle of human activity to create a safe environment." **But**, I believe the MCB plan is flawed and will fail to consistently bring large groups of demographically mixed people to enjoy our city's greatest urban asset which is our unique presence on the Chesapeake Bay. If high rise apartment towers are needed for the economics of the site, the towers should be close to the realigned Light Street corridor and the towers need to be skinnier. The revised land use provisions the planning commission approves should include a maximum foot print for individual high rises and a high rise zone of not more than 70' east of the revised Light Street corridor. The planning commission should give thought to the possibility that the developer's desired 900 unit density could be achieved in buildings not higher than 100' (per current height limits) and that no buildings in excess of that height should be allowed in this area which has Federal Hill's height and the Constellation's sail height as existing natural markers. Most important, no residential buildings should be allowed unless the project plan includes a minimum of 50,000

square feet of waterfront restaurant space with waterfrontage no further than 60' from the water's edge.

The water is where the magic is. It's a natural magnet, let's capitalize on it. In particular, the 60 feet between buildings fronting the waterfront and the water's edge is where people want to be. Emphasis should not be on non-waterfront parks further than 60 feet from the water or on view corridors for cars passing by. The emphasis should be on the space between the buildings and the water. The Wharf, a modern real estate development on D.C.'s southeast waterfront, is a great example of how that 60 feet can become magical when there are varied seating options and gathering places, and varied uses such as restaurants, shops, fountains, residential buildings and hotels. There are many European waterfront cities that line their waterfront with restaurants. We need a critical mass of destination locations along our water's edge. That might mean at least 12 restaurants, two hotels, three fountains that kids can jump in and out of, and one or more performance venues. Residential towers by themselves won't activate the waterfront. Bringing lots of people to the inner harbor waterfront 365 days a year should be our Number One Goal in redeveloping Harborplace.

The concept of New Urbanism revealed that so called "public private space" was an essential characteristic of successful small American towns. That space is often found on the front porches of houses that abut public sidewalks. In a similar way, waterfront restaurants would provide that space to Baltimore's beloved inner harbor promenade. A critical mass of such public private space in the subject properties should be required by any new land use provisions. I request that the Planning Commission votes to require a minimum of 50,000 sf of restaurant use within 60' of the water's edge.

We need to minimize the amount of public subsidy needed. Does the promenade really need to be replaced now with \$400 million of public money? It may be possible to do bulkhead repairs where necessary for far less dollars that will last at least 10 years to give us time to find infrastructure money for larger repairs.

We need an updated master plan that has thought given to how we can continually improve the Inner Harbor experience over the next 20 years. I believe a people mover, such as a Gondola or a Monorail, to move people from the stadiums and convention center to Harborplace should be included in a master plan. A bridge that would give residents and visitors an opportunity to circumnavigate the Inner Harbor on foot and/or bicycle within 30 minutes should be part of that plan. I love Visionary Art Museum founder Rebecca Hoffberger's idea of filling sidewalks with quotations of great Baltimoreans and Marylanders like Billie Holiday, Babe Ruth, Frederick Douglass, James Rouse (my father) and many others.

We need a city government empowered, quasi nonprofit whose sole mission is focusing on how to implement an Inner Harbor master plan and the best urban waterfront ideas from around the world. We had such an organization, Charles Center Inner Harbor management, from 1965 to 1985. CCIH caused the Science Center, The Hyatt Hotel, Harborplace, National Aquarium, Convention Center and our Stadiums to be built. We need to reauthorize it for 2023 to 2043 and maybe beyond.

Ted Rouse (ted@heal-thy-planet.com) is president of Healthy Planet LLC, an urban real estate development company working to restore historic buildings in neighborhoods with substantial vacancy. Waterfront properties he developed while a partner at Struever Bros Eccles and Rouse for 25 years include Tindeco Wharf and Canton Cove. Rouse also was chair of the Baltimore Harbor Endowment, which promoted completion of the 7.5 mile waterfront promenade, and chair of the American Visionary Art Museum during its expansion to include the Jim Rouse Visionary Center.

11 February, 2024

Architecture

Urban Design

Planning

Re: City of Baltimore, Baltimore City Council
Economic and Community Development Hearing Tuesday 13, 2024
23-0448 Urban Renewal – Inner Harbor Project 1, Amendment 21 and related bills 0446 and 0444.

Testimony: In Opposition to all three bills

HarborPlace is designated as a public park with limited low commercial uses that serve the public visiting the harbor. The proposed amendments are tailored to allow a specific design that has been proposed by a specific developer. This design has not been vetted for practicality, for its cost-benefits ratio, and for fitting in the overall context of downtown Baltimore or the MasterPlan Inner Harbor 2.0. Nor have these incentives (easing regulations and predevelopment money) been offered to any other potentially interested developers who may have wanted to buy the pavilions if this option would have been available. No reports in support of the proposed design configuration are provided by any agency. There is no good rationale to allow 2-4 million square feet of for-profit office and residential development of unlimited height within the space designated as public space. The suggested amendments violate the original masterplan concept in which the outer frame of buildings on the far side of Pratt and Light Street define the spatial impression (for example when looking down from Federal Hill Park). A line of tall buildings will move the frame effectively by 200' or so closer towards the water's edge, effectively reducing the area perceived as HarborPlace, even if the overall footprint of the buildings does not increase compared to what is there now. The 2-4 million square feet are arbitrary and capricious and not based on good planning. No justification has been provided for these figures.

For the above reasons I am specifically opposed to:

Section 1 (2), V-B: Size of facilities no less than 2 million sf and no more than 4,000 sf and allowing parking NO MORE THAN 4,000 SF ????

Development Area 13: Opposed to adding residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular traffic, allowing parking of any kind

Development Area 14: Opposed to relaxing building construction of any kind

Development Area 15A: Opposed to allowing residential use, changing maximum allowable height from 50' to underlying zoning, allowing vehicular access, allowing parking.

Testimony from Liz Bement

Bill 23-0448 Urban Renewal-Inner Harbor Project 1-Amendment 21

Zoning - C-5-IH Inner Harbor Subdistrict – Amendment

Charter Amendment - Inner Harbor Park

OPPOSE

Dear President Mosby and Members of the City Council,

I oppose the Urban Renewal, Zoning and Charter amendments listed above . The entire process has lacked transparency and has kept residents in the dark about why one developer has been chosen and given unfettered rights to Baltimore’s most precious public space. The developer has claimed to have held public input meetings, but many in attendance at such meetings say that residential towers were never mentioned in these meetings, let alone requested or supported by attendees.

By his own admission, Mayor Scott had chosen MCB Real Estate to build this project when he first took office and kept it under wraps until the plan was unveiled late last year. Again, this demonstrates a total lack of transparency and public input into this decision.

We need a thoughtfully crafted, independent Master Plan for the Inner Harbor and an international design competition based on that plan for this project to move forward—our city deserves nothing less than this.

Of all the Baltimore residents I have spoken with since this plan was unveiled, including architects, builders, developers, preservationists, and people who live close to the harbor, not one person thinks that this current plan--including doing away with the height limits, building residential towers and on-site parking--is a good idea.

Our politicians should not be choosing favoritism and cronyism for their friends who make large campaign contributions over the will of the people of Baltimore.

This is an incredibly important project with long-term ramifications. Shame on the politicians who are trying to ram this plan down our collective throats. Our city deserves So. Much. Better.

Liz Bement

Upper Fell’s Point

Testimony of E. Evans Paull, City Council Bills, 23-0444, 23-0446, 23-0448, February 13, 2024

Honorable Members of the Baltimore City Council:

To introduce myself, I am Evans Paull, long time city planner, now retired. In my career I worked for 30 years in various Baltimore planning and development capacities; then worked another 15 years at the national level, primarily specializing in brownfields and similarly challenged urban redevelopment projects. I have been the recipient of six awards, including the national Phoenix Award for brownfields redevelopment. My work has been published in six national professional journals and one university-gearred book.

After retiring I authored an historical account of Baltimore's Road Wars, *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022).^{*} The book has been very well received, including winning two awards (Baltimore City Historical Society and Baltimore Heritage).

I am testifying today in support of MCB's plans for Harborplace, at least in concept if not the specific design. The main point is a fairly simple one: if we want downtown and the Inner Harbor to be the heartbeat of the region, to be a vibrant place for all to enjoy, it's going to take a dramatic change. And that change is going to involve some density and some loss of parkland. The old charter restrictions with limited development worked for a period of time largely because of tourism, but tourism is fickle and extremely seasonal; so, it proved to be unsustainable. The MCB plan is based on the sound theory that mixed use, density, and 24-hour presence are the keys to revival.

An Inner Harbor revival will have enormous secondary benefits, boosting all of downtown, as well as the stadium area, making the entire district more desirable for live-work-play.

My comments above are purposely general – I am not supporting the specific MCB design plan. I would urge consideration of the following:

- A more collaborative and public process to determine an acceptable plan and design;
- A strongly worded guideline or requirement for the retail businesses to be primarily home grown, not the all-too-familiar national chains; and,
- Narrowing Light Street so that some of the envisioned development can be moved further from the waterfront and the Promenade.

Lastly, I want to support a complimentary use of some of the remaining parkland, using it for a tented beer emporium and events space, capitalizing on the number one trend in entertainment: the emergence of direct sale breweries as gathering places for families, friends, tourists, and locals. This "Maryland Spirit Tent" would be a permanent tented facility, open air in the warm months, and enclosed in the winter months. Featuring local and Maryland breweries, the tent should double as an event space, with constantly-changing art shows, concerts, food festivals, etc., all featuring local talent. I have attached a more detailed description of the concept.

My contact information:

evpaull@comcast.net; 202-329-4282

^{*} <https://stop-the-road.com/the-book/>

Can the brewery craze help revive Baltimore's Inner Harbor?

E. Evans Paull

It's the new BFFDD—beer, family, friends, dates, and dogs. The astonishing growth of small breweries that sell directly to customers, thereby enlivening a variety of indoor and outdoor spaces, is perhaps the single biggest trend in Baltimore area dining and entertainment over the last decade. Young people, many with children in tow, flock to these breweries for convivial times with their BFFDDs.

It is my contention that this trend presents an opportunity for Baltimore's Inner Harbor—that the place where Maryland's brewers should showcase their wares should be at Baltimore's waterfront center point.

Many observers have commented that the Inner Harbor, even when its star was shining most brightly, was always plagued by the extreme seasonality of tourism. Most agree that revitalization should be more geared to attracting locals, with special attention to the now considerable number of downtown residents. The need is for an all-weather attraction with local/regional appeal.

An all-weather tented facility, with a changing array of Baltimore and Maryland breweries* acting as the anchor, would be just the kind of attractor that would re-establish the Inner Harbor as a year-round celebratory gathering place for the Baltimore region. The tent sides could be down to envelop the heat in the winter and open air in spring-summer-fall. The breweries could change every month or every couple months, keeping it fresh.

Sections of the tent could be devoted to displaying the work of Maryland artists and artisans (again, changing periodically) and a stage could be used for live music performances. An adjacent open-air plaza area should be a flexible space for fair-weather adjunct activities: a special art show one week, additional concert seating the next. Street performers would help enliven the area and make it just-plain-fun, while also distinguishing the Inner Harbor from the non-downtown breweries. A small playground would add to the appeal for young families.

As to the location, my thought is on the West Shore at the site of what is now a temporary winter attraction: the Christmas Village, modeled after the traditional Christmas Markets in Germany.

The following is my effort to refine the concept:

Prepared Food. The magical synergy of this proposal is that the breweries will generate business for restaurants in Harborplace. The reason is the breweries do not need to make money selling food – many current direct-sale breweries bring in food trucks to provide food, but that won't be necessary at the Inner Harbor. The brewers' clientele will naturally spill over into Harborplace restaurants.

Legal Restrictions. The Baltimore City Charter designates the vast majority of Inner Harbor I as "parkland" and restricts "commercial uses" to the few acres where Harborplace located. A liberal interpretation would

* Local vineyards and distillers could be added to the mix, but my observation is that home-grown breweries are the stronger attraction.

include the brewers' tent as parkland because it is not a permanent structure, would be open air most of the year, and the brewers could be viewed as park vendors under some kind of public or non-profit (rather than "commercial") organizational structure. A 2016 charter amendment allowing outdoor cafes could be helpful. The precedent of the Christmas Market should help pave the way.

Name it the Maryland Spirit Tent. I nominate "the Maryland Spirit Tent," the term "spirit," an intentional double-entendre suggesting fun fueled by alcoholic beverages; the "Maryland" qualifier simply defines all that fun as home-grown, generated by Maryland brewers, artists, musicians, street performers, and possibly winemakers and distillers.

There are now 42,000 people living in the downtown area, with many thousands more living in Fells Point and Federal Hill, all within walking distance (no need for parking!!!). Is there anything more perfect than a beer tent to bring them to the Inner Harbor? They will make coming to the Inner Harbor "cool" again.

E. Evans Paull is the author of *Stop the Road, Stories from the Trenches of Baltimore's Road Wars* (Boyle and Dalton, September 2022). You can follow the book at www.stop-the-road.com or <https://www.facebook.com/Baltimore-Road-Wars-1940-1980-109994791288651>. Paull is a retired city planner, most recently serving as the Principal of the consulting business, [Redevelopment Economics](#). Former posts include stints with the Baltimore City Department of Planning and Baltimore Development Corporation.

Hi Bill,

I respectfully disagree regarding your take on the proposed Inner Harbor redevelopment plan. In short, it is too heavy on tall, upscale residential. While increased residential downtown is generally a good thing, there is an ample amount of it already which is upscale in nature (see: Key Highway, Harbor East, Harbor Point and even the East Side of Fells Point). Already much of the Canton waterfront is blocked to public view (though thankfully not public access thanks to the Promenade) by large residential developments.

Taking up one of the few somewhat "open" spaces around the harbor with more of the same is extremely short-sighted, especially for such a hallowed Baltimore public gathering space. The former Harborplace land should remain a public, park-like area which can be used for events such as Christmas Village, Wine Village, tall ship visits, fireworks, etc. Indeed, we should be bringing back some of the former festival spots around the Inner Harbor which have been lost to Timonium Fairgrounds, a dreadful suburban venue that few city residents ever attend. Any residential included (and I do agree there should be some) should be relatively low-rise and used to supplement the public spaces, not take away from them.

Also, any proposals I've seen regarding re-use of McKeldin Square seem to be about the same: fill it up with more buildings. Why exactly the relatively stylish and functional fountain there was summarily destroyed by the city without anything of value taking its place is still unclear to me. It seems a knee-jerk reaction to ridding the space of homeless people perhaps. That square should likewise be replanted with trees (likewise cut down by the city and never replaced for the ill-fated Grand Prix races) and redeveloped into some semblance of its former self as a public space.

I therefore urge you to reconsider your opinion on this redevelopment and join the thousands of city residents who will oppose it on the upcoming ballot referendum.

Thanks for reading.

Best Wishes,

Steve Andrews

I live in Federal Hill and have had a small business downtown for 20 years. I have walked across the Inner Harbor over 7500 times. I have seen Harborplace at its best and its worst, but one thing is undeniable: it is the heart and soul of Baltimore.

The 2015 uprising, crime, Covid, gross mismanagement, the exodus from the traditional office, the demise of many retail models have all had their effect on Harborplace. Now it needs a lift.

I grew up on the west side of lower Manhattan near the Hudson River. Decades ago, it was a bleak, decrepit, industrial area not yet in transition.

And then in the 1990s, something truly magical happened.

A New York State public benefit corporation was formed to design and build a waterfront park from the Battery to midtown. The Hudson River Park opened in 1998.

The neighborhoods across from this park exploded with development. The popular retail and entertainment district we know as the Meatpacking district was born. Movie stars were moving in next to, low rise, subsidized housing projects. Michelin star restaurants began popping up.

BY 2015 the Hudson River Park had 17 million annual visitors.

Then in 2009, an old abandoned elevated freight train line that ran through the neighborhood was renovated into The Highline. 10 years later it had 8 million annual visitors. 8 MILLION VISITORS! A reimagined elevated freight train line. NOT retail. NOT restaurants. NOT office buildings. NOT high rise apartment towers. Just a nice place to walk a little bit closer to the sky.

It all worked. It activated not just my neighborhood but the whole city.

In contrast, as a New Yorker, I can tell you: high rise apartment building neighborhoods are absolute dead zones.

Yes, preserving open public spaces, parks and promenades would work pretty well to activate Baltimore's Inner Harbor. People love to stroll, and attend kid friendly events and festivals such as Light City Baltimore, the Baltimore Book Festival or especially visiting Tall Ships. If you want to talk equity, visiting the Inner Harbor is free of charge and a great alternative if spending \$200 for a family of 4 just for tickets and a stuffed dolphin at the Aquarium isn't your thing.

Public spaces also transcend fluctuations in the real estate market, the economy, and even pandemics, civil unrest and natural disasters. They are timeless. If you preserve the public nature of Harborplace the surrounding areas of downtown and South Baltimore will thrive. "Less is more" seems to be a time proven adage. High rise residential and office towers are NOT public spaces.

Sometimes Baltimore makes mistakes. Old Town Mall comes to mind. I am sure that in just a few years we will look back at this Harborplace Plan, if it is built, and realize that we had just made a \$1billion preventable, horrible mistake, because as a city, we had not done our due diligence. We went with the only option presented to us.

The citizens of Baltimore, not developers, should making these decisions. How can we allow developers to write legislation that only benefits their misguided, for profit project, sold to the public with self serving “public engagement reports,” false narratives and eye candy renderings. Baltimore does not need another international public embarrassment.

We need to take a pause, and seriously explore other ideas, simpler ideas, lower cost ideas that will give the citizens’ of Baltimore a large return on investment and keep the Inner Harbor and Harborplace the iconic heart and soul of Baltimore. It is time to stand up. I urge you, don’t sell our soul.

Robert A. Manekin
500 E. Pratt Street - Suite 1250
Baltimore, MD 21202

February 12, 2023

Vice President Sharon Green Middleton
Chair, Economic and Community Development Committee
City Hall
100 Holliday Street, Fourth Floor
Baltimore, Maryland 21202

Dear Chair Middleton,

Since its opening July 2, 1980, Harborplace has been the heart of Baltimore's Central Business District (CBD). Forty-four years later, after four major recessions, urban unrest, and a global pandemic, that heart needs a transplant if the CBD is to have a pulse. Understanding the precarious nature of the commercial office building industry in the country in general, and downtown Baltimore in particular, and recognizing the ongoing decline in the commercial tax base downtown, Harborplace needs to be redeveloped into the one real estate asset class that has the potential to succeed – mixed-use, including residential.

I have watched downtown Baltimore evolve since 1961. That is when the Morgan State marching band led a parade for the topping off ceremony for One Charles Center, the first building in the Charles Center Redevelopment project (I was 12 years old at the time). Since then, I have observed the construction of Charles Center, the Inner Harbor, Harbor East, Harbor Point, Locust Point and Port Covington. These projects replaced deteriorating buildings, toxic brownfields sites, and functionally obsolete structures. At first, I was merely an observer. After joining my family's real estate business in 1977, I became a participant. Today, after 46 years in commercial real estate, the overwhelming majority of which has been spent in downtown Baltimore, I have concluded that the redevelopment of Harborplace is critical to the economic viability of the Central Business District and, as a result, downtown Baltimore.

Your committee is tasked with considering what the redevelopment of Harborplace should be from a legislative and legal perspective. In furtherance of approving the legislation before you, please consider the following data as it relates to the health of Baltimore's office building industry:

1. Current vacancy rate (space not leased) is 20%
2. Current availability rate (space not leased and space to be vacated) is more than 30%
3. Assessments on existing office buildings are declining by more than 35%
4. Increasing foreclosures, short sales, and higher interest rates are going to cause more buildings to experience reduced values and pay less taxes
5. Return to work rates have stabilized at no more than 55%, causing office tenants to use and lease less space
6. Retail growth in the city has been experienced in Harbor East, Harbor Point, and Canton, where there is a greater density of residential users

7. Retail uses in the Central Business District have been challenged due to a reduced office population and lower resulting demand for ancillary services, e.g. food, shopping, banking, etc.
8. Downtown is Baltimore's fastest growing residential neighborhood with a projected need of over 5,000 units over the next five years.

This data points to the need for an infusion of residential development, and the proposed MCB redevelopment provides that infusion.

While you are considering the nature, density, and structure of the use, I respectfully suggest that it would be wise to consider the entity proposing the redevelopment – MCB.

Like Harborplace developer The Rouse Company, MCB is local to Baltimore. Like the Rouse Company, MCB has a significant number of projects and financial investments in Baltimore City. And these projects are not simply Class A, downtown, "glitz." MCB has redeveloped Old Northwood near Morgan State; is leading the redevelopment of Madison Park; and converted a toxic scrap yard on Eastern Avenue to Yard 56, a mixed-use project. In MCB, we have a local, best in class developer with the track record, skill set and financial backing to get the job done.

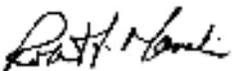
One other point.

There is a difference between the development of Harborplace in 1980 and its redevelopment today. In 1980, the public spaces and fields did not need to be developed. They served the public quite well and were a wonderful site for the City Fair. Creating Harborplace was a plus, not a necessity. And this plus became a magnet for tourism, office users and the City at large. Today, Harborplace is a negative. Sitting functionally obsolete it casts a pall over the entire CBD and encourages office and apartment users to relocate to Harbor Point, Harbor East, Canton, and Port Covington. The magnet that was once Harborplace will reverse polarity and expel, as opposed to attract, activity to the CBD without a fundamental change in use.

The MCB vision embraces that necessary change in use, while providing more public space than currently exists. This vision implements more view corridors to the Inner Harbor so pedestrians can see the water. And most of all, it provides residential density in the heart of the CBD, something badly needed due to the challenges being faced by the office industry. By enacting the legislation pending before your committee, you would commence the badly needed change and start the process of saving the Central Business District.

Thank you for giving me the opportunity to provide comment.

Respectfully,



TESTIMONY IN SUPPORT OF MCB HARBORPLACE REDEVELOPMENT

Good afternoon, Committee Chair Geen Middleton, and members of the Committee, and thank you for the opportunity to testify. My name is Al Passarella, and I am testifying in support of the MCB Harborplace Redevelopment project.

The Inner Harbor has always been at the forefront of Baltimore's success. From its inception, the Harbor has been viewed as the gateway to our city. Whether it be the drydocks that generated economic vibrance and where master shipbuilders constructed world-class vessels or the tourist attractions of the last 30 years, the Harbor has always been an integral part of Baltimore's character and identity. And now is the time for the Harbor to take on its next act.

Our beloved Inner Harbor has suffered from neglect and disrepair over the last few years. The facades of Harborplace are faded, the crowds are smaller, and the once crown jewel of our city is tarnished. The Inner Harbor is one of *the most important* waterfronts on the East Coast and deserves to be showcased in a way that exemplifies the city we strive to be: Bold. Innovative. A place where people want to be and thrive.

Having engaged with the developer and his team on multiple occasions, the vision they have cast has convinced me that the redevelopment will provide economic opportunity to the area, as well as improve the health and quality of life for neighborhood residents. The authenticity and consistency of their message have always been clear: this project will be a watershed moment for our city.

We like to talk about Baltimore as a city of possibilities. The "what-if" potential, if you will. This is one of those rare moments where possibilities can meet reality. This redevelopment project offers the city a chance to transform the dilapidated gateway to our city into one that reflects the world-class aspirations of our leaders and residents. This is a once-in-a-generation opportunity that we must seize upon for the betterment of the entire city. We should not fear the size and scale of the project; rather, we should fear the repercussions of missing a genuine opportunity for Baltimore to realize its potential among its peer cities on the Eastern Seaboard.

I strongly urge this committee to fully support this project and embrace the greatness of its transformative potential. Thank you again for the opportunity to testify today.

Al Passarella
Federal Hill South Neighborhood
2/13/2024

2-13-24

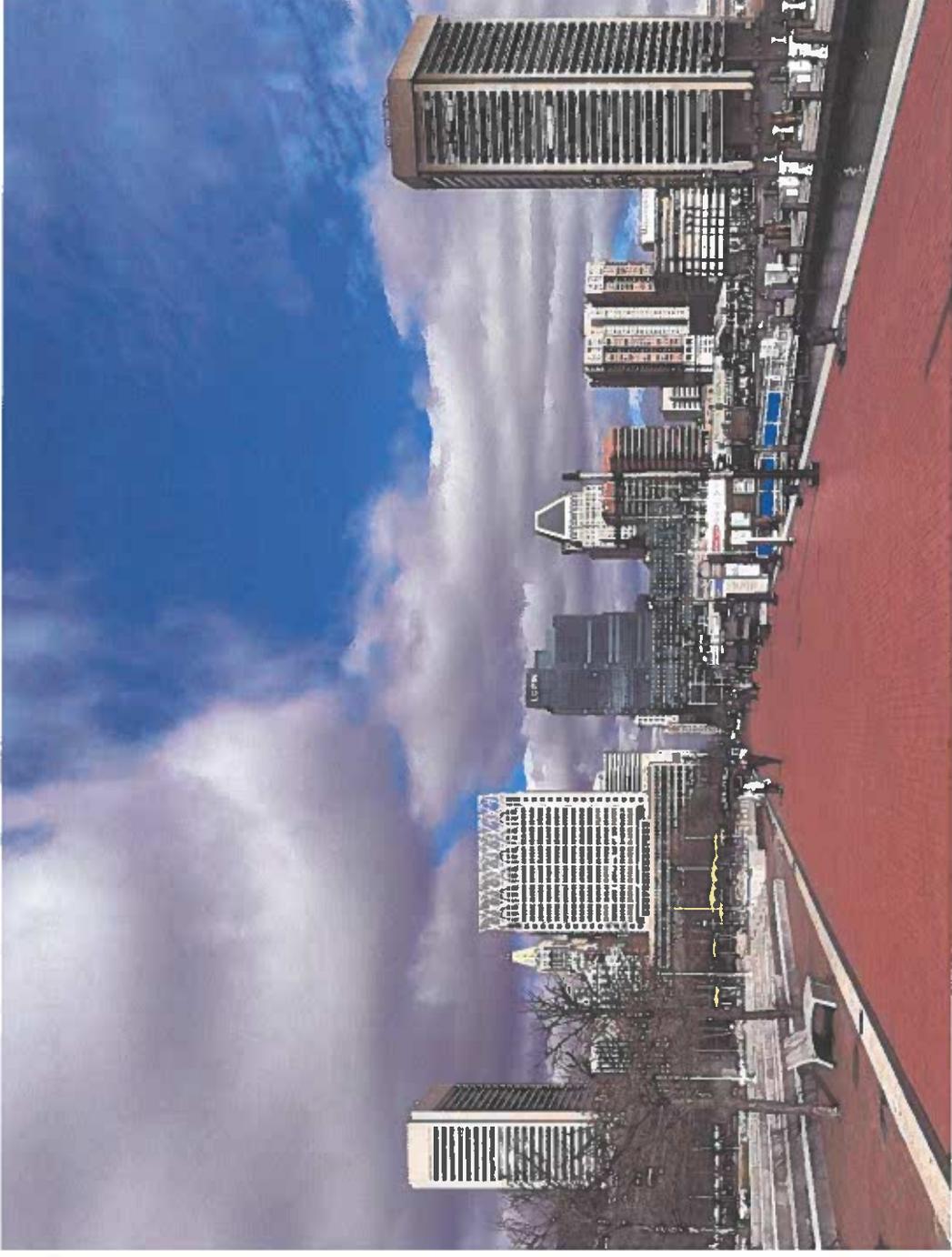
Statement of M.J.(Jay) Brodie To The President and Members of The City Council of Baltimore

Before you are decisions that, together, are an Opportunity and a Challenge for the future of our City. The Opportunity is to renew the center of the Inner Harbor, recognized internationally, as an acclaimed model of urban planning and urban and architectural design. As one example, my late friend and colleague Neville Quarry brought his associates in the revitalization of Sydney, Australia's Darling Harbour, here for a week of in-depth study of Baltimore's accomplishment. The Rouse Company's development by Jim Rouse, Matt DeVito and Bruce Alexander and its excellent management by the Company's Tony Hawkins of the thriving Pavilions of Harborplace was the centerpiece. Sadly, subsequent owners and managers failed to understand the Baltimore market, and vacancies and deterioration followed. Now, with Baltimore's MCBs acquisition of Harborplace, out of Receivership, a new chapter can be written. The challenge is real. Climate Change resulting in current and future flooding. A changed retail market, with competition from Harbor East and Harborpoint. The negative Covid-related effects on some of Downtown's office market. But at the same time, the emergence of a substantial Downtown residential population. Is it time to say "goodbye" to Harborplace's two Pavilions (even though, to my knowledge, there has not been a public report of possibilities of rehabilitation, alteration and /or additions)? But assuming a cleared site, what then? The MCB proposal is not simply to replace Harborplace, it is to repeal a significant portion of the Inner Harbor Urban Renewal Plan, authored by the nationally respected planning firm Wallace, McHarg, Robert's & Todd—only after reviewing several alternative concepts. Shouldn't we expect a similar, professional and creative effort as the basis for

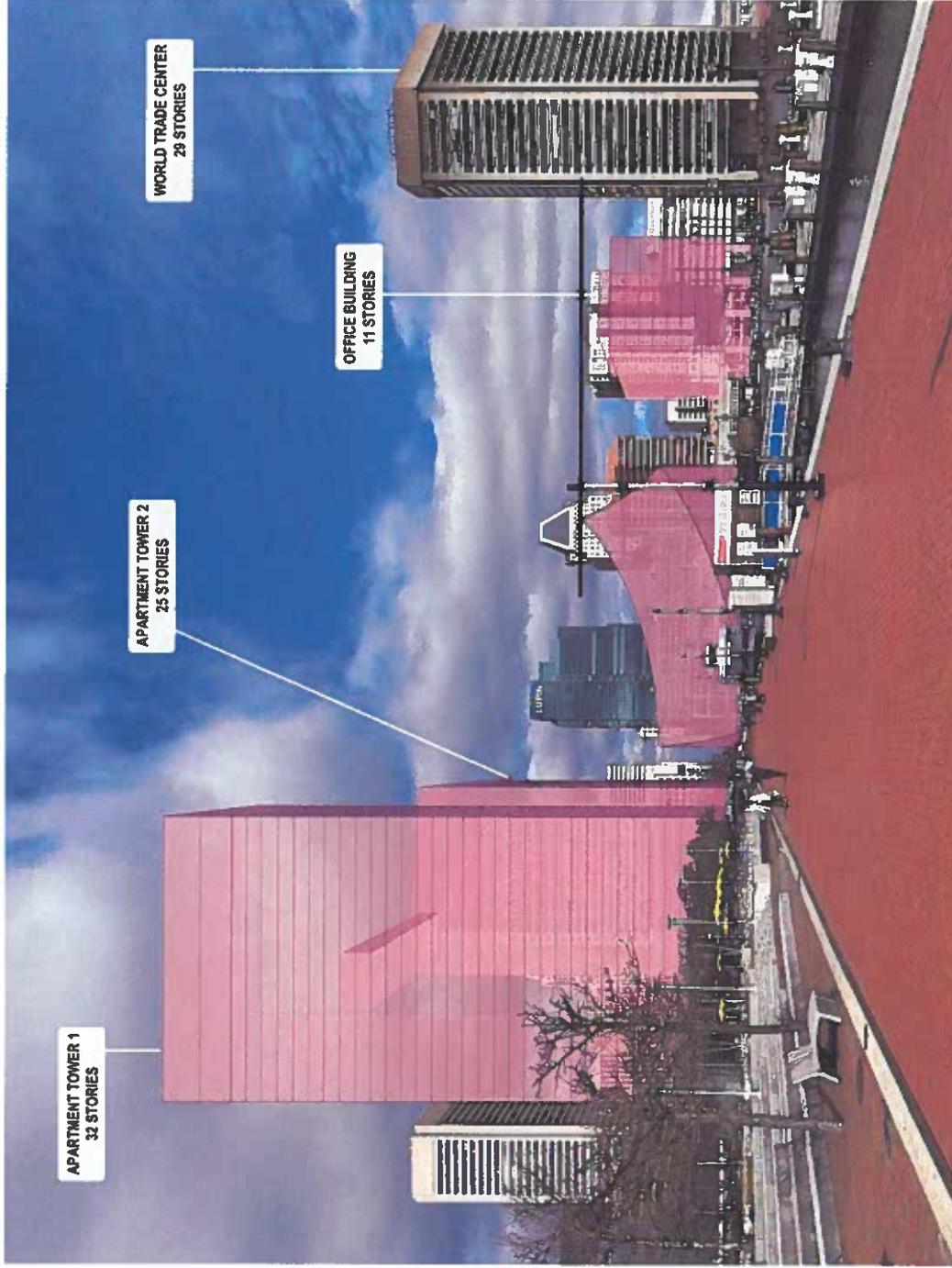
architectural design? My answer is “ absolutely yes”. I believe that the lack of such “foundational” professional work explains, in large part, the two negative reviews by the City’s Urban Design and Architectural Review Panel (UDAAP). We are fortunate to have MCB, under the leadership of David Bramble, making major development investments in our City. I have visited their projects and respect the attention to scale and detail and how well they fit in to the neighborhoods. But the Inner Harbor designs show no such sensitivity to Baltimore’s scale or other qualities. Rather, the designs suggest high-rise aspects of Houston, Dallas or Atlanta injected into our most sensitive Inner Harbor setting. This is a once-in-a-lifetime project. It should be and will be evaluated not on how fast it was done , but how well. To take more time, particularly in a coming period of declining interest rates, should not be a hindrance. And if the cost of additional planning/urban design studies is a factor, the GBC (Greater Baltimore Committee) should be asked to assist, as they have done in the past. Its time for a pause and reflection . And our collective determination to meet the moment — both The Challenges and The Opportunities— to pass on to our City, to future generations, as the ancient Athenians said, in their oath of citizenship: “ Stronger, Better and More Beautiful than we received it”.

Former Baltimore City Housing and Community Development and President of the Baltimore Development Corporation.

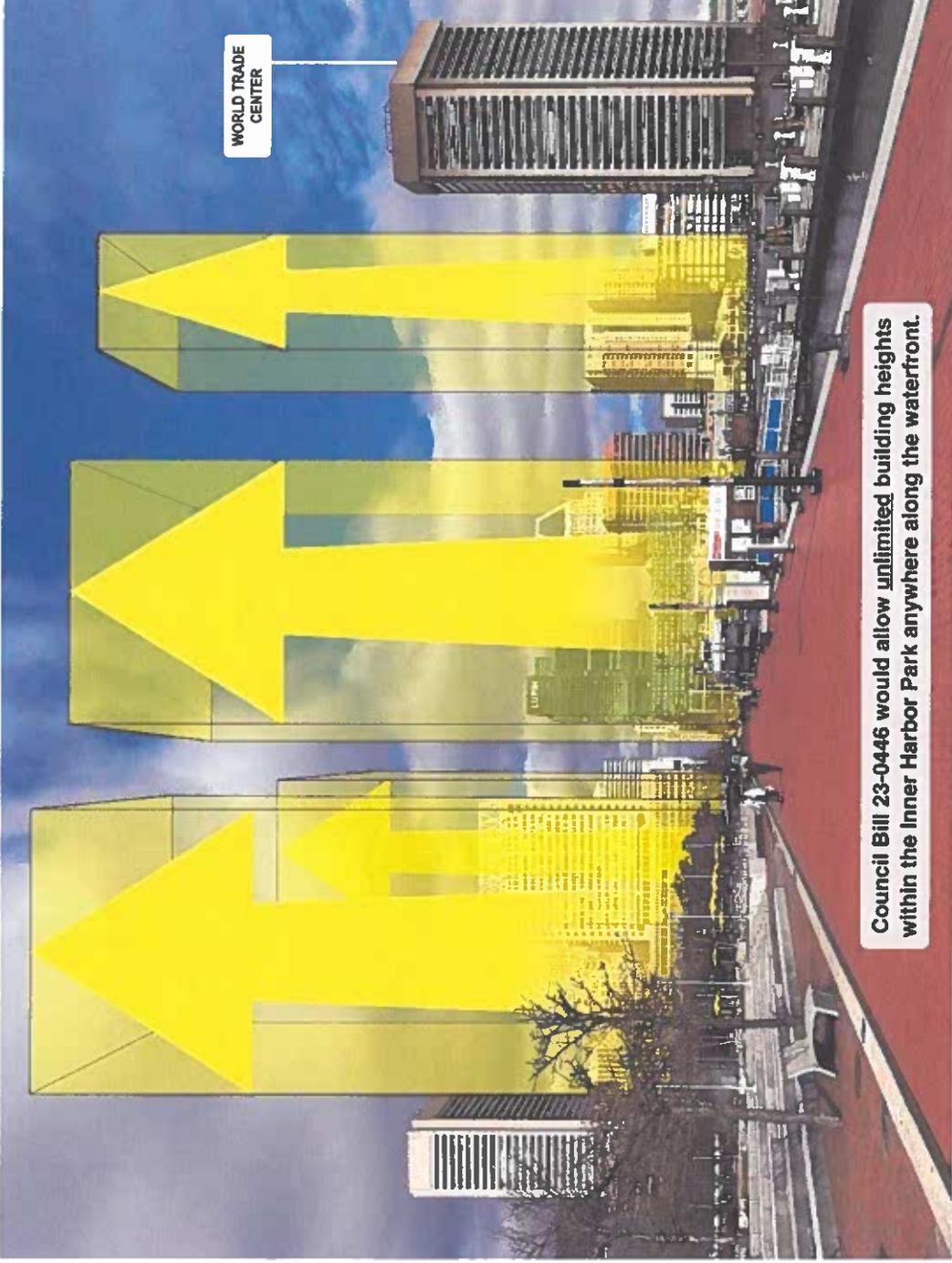
Current and Proposed Inner Harbor Views with MCB Plan



Current view as a pedestrian standing near the Science Center looking North



Pedestrian view looking North from the Science Center incorporating MCB proposed buildings along the waterfront



Pedestrian view looking North from the Science Center with potential unlimited height restriction as proposed in 23-0444, 6, 8

My activities have included leadership roles with the Neighborhood Design Center, Baltimore Housing Partnership, Patterson Park CDC, and Baltimore Heritage, among others.

My projects in Baltimore reflect my urban planning training. They include: Waterloo Place in historic Mt. Vernon, Montgomery Park, and Mt. Vernon Mill and Whitehall Mill, rehabilitated historic cotton mills located along the Jones Falls in Hampden. All of these projects have been recipients of National or local design awards.

My Background. My background is as an urban planner. I received a joint degree in Law and City Planning from University of Pennsylvania. David Wallace, who was part of the team that prepared the Master Plan of 1964 that has guided the Inner Harbor's redevelopment since then, was my planning professor. I settled in Baltimore City in 1973 following graduate school.

“in order to provide eating places and other commercial uses, areas totaling not more than 3.2 acres...”

The Charter was amended by public referendum in 1978 to allow the Harborplace pavilions to be constructed:

There is hereby dedicated to public park uses for the benefit of this and future generations of the City of Baltimore and the State of Maryland the portion of the city that lies along the north, west, and south shores of the Inner Harbor...

Inner Harbor Park.

I oppose the City Council bills that would allow MCB's plans to be implemented in the Inner Harbor public park. Our City Charter was amended in the 1960's to create a new Inner Harbor Park to replace the decaying warehouses of the old harbor.

**Testimony of
David F. Tufaro
Before the Economic and Community Development
Committee of the Baltimore City Council
February 13, 2024
Harborplace Bills
23-0444, 23-0446, and 23-0448**

Here's a partial list of names:

MCB.

Nobody familiar with MCB's plans and the history of Harborplace supports what this legislation will allow as proposed by MCB, other than some City officials and those in some way connected to

In addition to decimating our Inner Harbor Park, the 350 foot high apartment towers allowed by this proposed legislation and proposed by this developer, will not activate the Inner Harbor. Apartments do not do that. Public attractions – like the National Aquarium – and public amenities - like waterfront oriented eating places and shops do. Urban planners understand this.

The MCB development plans would simply be the latest of the City's failed planning efforts funded by huge amounts of public monies. But once again, it will not do what City officials would have you believe it will do.

• Notwithstanding all of these public subsidies, the net number of jobs along with the population of the City has declined

- All the retail in Harbor East could have been in the CBD

- Large law firms moved to Harbor East and Harbor Point

- Morgan Stanley could have been situated in the CBD instead of Harbor Point

- T. Rowe Price, the financial behemoth, is moving its headquarters from Pratt to Harbor Point

- Constellation Energy moved from Pratt Street to Harbor Point

• The CBD has been cannibalized and hollowed out

have not:

You may think these projects are great, but have they been for our City? The fact is that they

all well connected large developers who received hundreds of millions of dollars in tax breaks and direct public subsidies.

• Kevin Plank with Port Covington

• Michael Beatty with Harbor Point, and

• John Paterakis with Inner Harbor East

The City has long abandoned the public planning process. The Master Plan adopted by the City 60 years ago embraced the planning principle that an energetic and active urban environment required a concentrated core, represented by the Inner Harbor and the Central Business District. For the past 30 years, the City has done just the opposite by subsidizing development outside the CBD:

Former Council members Rikki Spector, George Della, Carl Stokes, and Jody Landers

Former Housing Commissioners

Bob Embry, Jay Brodie, and Paul Graziano

Architects and planners David Benn, Steve Ziger, Leon Bridges, Adam Cross, Scott Rykiel, Janet Marie Smith, and Lehr Jackson

Rebecca Hoffberger, founder and director of American Visionary Art Museum

Economists Anirban Basu and Stephen Walters

Jimmy and Ted Rouse, sons of Jim Rouse, founder of Harborplace and Columbia

Mayoral candidates Bob Wallace and Thiru Vignarajah

Tony Hawkins, former manager of Harborplace

Former Harborplace vendors Donna Beth Joy Shapiro, Teporah Bilezikian, Wayne Brocci and Georgia Martin

John Murphy, historic and community preservation attorney

Developers Bill Struener, and Marty Azola

City Counsel members need to listen to the wisdom of so many experienced and knowledgeable voices who have contributed to Baltimore.

Thank you for listening.

David F. Tufaro

Terra Nova Venture, LLC

dtufaro@terranoventures.com

410-440-1103

"Ten thousand river commissions, with all the mines of the world at their back, cannot tame that lawless stream, cannot curb it or confine it, cannot say to it, 'Go here' or 'Go there' and make it obey." - Mark Twain

February 13th, 2024 Testimony regarding bills 23-0444, 23-0446, and 23-0448

NO – AGAINST all plans. All due to lack of Global Crisis Plan, Implementation, and - "Sunny day" flooding, sea level rising, Baltimore being 9th hottest Urban Heat Island, Wet Bulb rise, ecosystem and biological annihilation (especially mammal population).³⁵ * Cannot have desert when not have had main course. And main course is an alarming call for only those who have the decorum and morals to heed such daunting work.

I fear my words will continue to fall on deaf ears, especially since testifying at hearings for nearly 2 years about these parsing issues. There pretty much, must be a completely different infrastructure than there is today in order for Baltimore to be viable for livable future. Addressing global crisis starts with transportation; canals and rail, which are not dependent on asphalt, and shutting down toxic ash air polluting incinerator (BRESKO).

Inner Harbor plan not only inappropriate, but all around wrong for this city. There is nothing offered that is unique. This Baltimore City Government have not only not taken one step, comprehending that some current roads need to become canals, but seems to be, in Aesop's famous fable, Grasshoppers, who killed "Forests Forever" bill, continues to build and widen roads, and endorses concrete bridge to nowhere in middle of Druid Hill Lake, an Urban Heat Island lightning rod while told "no money" for a walk bridge over 8 laned suburbia throughway (McCulloh Street, Druid Hill Avenue, and Auchentoroly Terrace). Electric vehicles are not a plan; and due to their weight, only destroy roads faster. Baltimore City government is in debt at least 100 million "missing" dollars, and you have made ordinances that have no funding path. If you cannot finally get this now: planting trees, drastic reduction of light and noise pollution (no lighted billboards), bat houses, animal sanctuaries, 8-12 streetcar routes serving Baltimore City residents instead of one 3 billion "red line" dollar one for suburbanites for same money that will run on rails embedded in vegetation, and proper communal trash receptacles that return money to residents, hydrothermal including geothermal direct use, and much much more.

The Ant + The Grasshopper

* Baltimore population extinction of 177 species of mammals is in realm of 76% to 100%. Yes - to complete biological ecosystem annihilation.

"Biological Annihilation via the Ongoing Sixth Mass Extinction Signaled by Vertebrate Population Losses and Declines"

- Proceedings of the National Academy of Science of the United States of America (PNAS) (2017) [Figure 6] <https://www.pnas.org/doi/10.1073/pnas.1704949114>

Dear Sir,
I am writing to you regarding the matter of the...

I have been thinking about the situation for some time and...

I am sure that you will understand my position and...

I am sure that you will understand my position and...

I am sure that you will understand my position and...

The Future of Baltimore City's Harbor Lies in Mourning Its Land Use, Respecting Water Sustenance, and Freedom of Movement

Most of Maryland is "Unceded," meaning, no treaty or payment were kept to any native/indigenous family, tribe, or nation. Through petitioning federal government with undeniable evidence, ownership of land, waterways... revert to those Native Americans. Such is Baltimoretown - Baltimore City. Residents committed genocide, yet waterways and streets still bear their names. Baltimoreans forced them into Trail of Tears procession, like the Susquehannock (Conestoga), the Conoy, the Piscataway, the Powhattan, Lenape (Delaware), Nanticoke, Accohannock Nations and Tuscarora tribe; to what is today - Oklahoma. There is a current effort to unite Susquehannock /Conestoga Nation.

2001 Peace Resolution dictates "Atonement" This is the beginning of what it looks like:

Baltimore's "Peace Resolution," unanimously passed with immediate adoption in 2001 states, **"WHEREAS, outrageous cruelty, incomprehensible oppression, torturous slavery, and genocide experienced by Native Americans and African-Americans indeed occurred** WHEREAS, immoral and inhumane economic, educational, emotional, and spiritual injustice - slavery of the modern era continues to thrive;

RESOLVED, the Mayor and City Council offers atonement to all its people, past and present, for any prejudices, misfortunes, and atrocities it has placed, through law, spoken, or unspoken word;"

Which further states, **"Focus and the commitment to uproot, deal with truth, and heal causes to the only problem that truly divides us, the lack of love;"** and additionally is required to be, **"A city that does not use or promote anyone or product hurting any of its citizens, chooses to concentrate its energy on mentoring, works with the vision that opportunity and prosperity is indeed unlimited for all, integrates efficient land allocation and conservation, and is not afraid to say compassionate love is the central focus of politics."** After 23 years, please choose to enact Baltimore's Peace Resolution (seek entire Resolution). I wrote the Peace Resolution as a template of sorts for Baltimore City Government, not to be desecrated upon - like Baltimorean ancestors who caused these first two voids of what became, Baltimore City.

Baltimore Woes: Global Greenhouse Crisis, Sea Level Rise, 9th Largest Urban Heat Island, flooding increases to "Sunny-day" Flooding to Water Permanence, Saltwater Intrusion, unimaginable consecutive calendar days of "Wet Bulb" heat, and droughts. Like New York and San Francisco, will Baltimore too battle sinking heavy buildings? Baltimore City Government at best has amnesia, and worst, have financial and power motives. "Baltimore is already experiencing a climatic and meteorological shift towards winters and springs with more extreme precipitation events contrasted by hotter, dryer, and longer summers. These changes have led to increased property damage, economic injuries, and impacts to

public health. The city must spend substantial funds to plan for and respond to these phenomena, and to mitigate their secondary and tertiary impacts. Compounding these environmental impacts are cascading social and economic impacts.... Baltimore is expected to experience a threefold increase in the average number of days exceeding 90 degrees by 2050." - Mayor and City Council of Baltimore v, BP P.L.C., a 2018 lawsuit against 26 oil companies that reached the United States Supreme Court

So imagine, truly showcasing the heart and soul of Baltimore:

One: Main outdoor space to be designed by Baltimore Native American's Center with partners. It must historically represent every crisscross family, tribe, and nation that ever dwelled on "Baltimore." Incorporates "Trail of Tears" and Oklahoma Native experts, Bureau of Indian Affairs, to plan adequate ritual space, permanent fixtures and sculptures, totems... Wharves of the Basin (Baltimore Harbor and Harborplace) must become Baltimore's sacred space for rituals, ceremonies, and performances of which all can participate (inclusive, including African rituals). Baltimore City Government, give Native/Indigenous Reparations: Existence, Recognition, Respect, and Place.

Two: Experiential and Educational Experiences. Build, "Storyteller National Ancestry Library." Ancestry research is more popular than ever. this library's mission is to authenticate family trees and artifacts through genealogy, ancestry, heritage, and culture.

1. Teach Wharves of the Basin lessons. How did ingenious peoples live? Historical replica of harbor slave holdings, auction blocks...
2. Building to house, "Storyteller National Ancestry Library."
3. What was it like to survive horrendous "shipping" from Africa, shackled and placed into cells, sold in town square, and then "shipped" to New Orleans? Memorize names; notorious Austin Woolfolk amongst Baltimore "Negro-buyers," and walk Baltimore's bloody "Trail of Tears" (Pratt Street). While on-line websites offer clues, this library's mission is to authenticate family trees and artifacts through genealogy, ancestry, heritage, and culture. Partner with Smithsonian and Library of Congress.

Jail-like cells were built to hold slaves that survived the journeys from Africa. Unsold slaves spent considerable time in these cells, shackled within, "living" often in complete darkness; not just because of weather, or an eclipse.

Three: Celebrating Water Wheels. Equaling world largest size water wheel, The Lady Isabella in Laxey, Isle of Man will make electric energy and displaces water; a welcome tool and device to combat flooding. Ferris wheel alongside allows unique experience of almost, "being" water. Wood and Steel wheel sculptures abound.... Tourism galore....

Four: Prosperous Live-Work Artisans. Build to house open studio working artisans and guilds including: woodworkers, furniture craftspeople, stone carvers, textile weavers, printers, candymakers, musical instrument makers, cobblers, tailors, sculpturers, painters.... Artisan affluence equals city tax prosperity. Watching their unique talents create one-of-a-kind products, and, "make your own" workshops will be massively successful. [Seek; Virginia's Torpedo Factory Arts Center.] Each artisan studio connects to their home - achieving, "Live Where You Work " with various floor plans. <https://torpedofactory.org>

Five: Amenities. Unique shops and services, pharmacy, small grocery, sit-down restaurants and bars, multi-use theatre, and international food court building. Relocate BARCS centrally so becomes "No Kill." Animals can be seen and adopted, instead of euthanized due to its current location. Tourists will be impressed by Baltimore's dedication to our furry friends, and will donate - and even adopt.

Six: Celebrating Self-Sufficiency. Baltimore must shift focus to direct use primary energy; hydrothermal, including geothermal. Baltimore must attain self-sufficiency through city-owned hydrothermal weaved geothermal plant to not only heat and cool, but generate electricity. Hydrothermal energies are superior to ancillary energies solar and wind, because water movement works constantly. Baltimore City survival demands nearly different infrastructure; some streets must become canals. American exceptionalism must be abandoned in order to learn and instill expert implementation from Venice, Italy, The Netherlands, and others mitigate flood plain, before anything, especially 15,000 dwellings, can be built.

Seven: Celebrating Freedom of Movement. Pratt Street, is Baltimore's, "Trail of Tears" because slaves who survived in chains were forced to march to various slave pens, jails, and markets located along Pratt Street; as far west as today's Martin Luther King Junior Boulevard. Cities aren't loud, motor vehicles are loud. In order to properly memorialize this dark history, Pratt Street must revert from, "Motor-Centric" to, "People-Centric." From Frederick Avenue to Patterson Park, people will be free to walk, skip, jump, and run, and use: pogo sticks, wheelchairs, roller skates, carriages, skateboards, unicycles, bicycles, tricycles, rickshaws, segways, scooters, carriage drawn mechanical horses, Arabbers,.... and yes, Streetcars. [San Francisco's famous Market Street is car-free.] Inclusion of all small businesses on Pratt revitalizes, reweaves tapestry of Carrollton Ridge, Union Square, Upper Fells Point is a type of reparation. Baltimore is a streetcar city. Dedicated fence laned streetcars on rails embedded in vegetation citywide makes Baltimoreans have smooth, fast, quiet, abundant travel, abating noise and zero emissions air pollution. Streetcars are superior because tireless. Every motor tire revolution erodes; expending polycyclic aromatic hydrocarbons and microplastics that are well documented to cause cancer - in every living creature.

Sincerely,



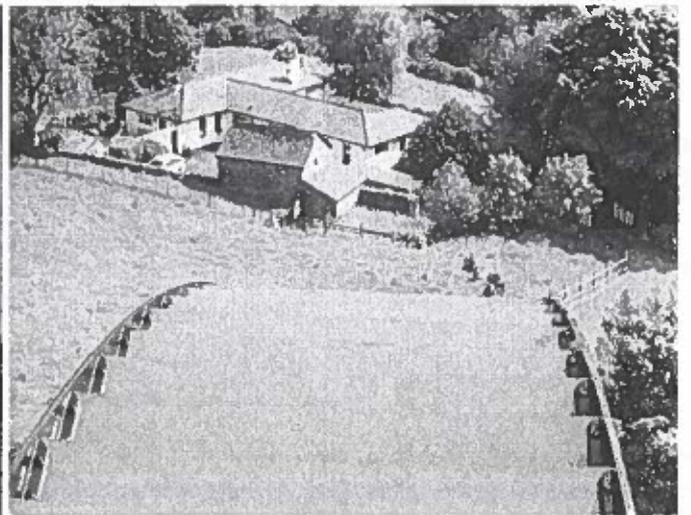
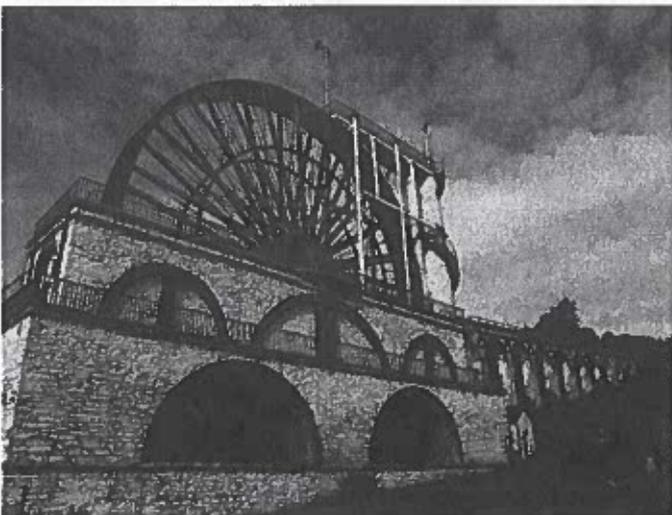
The Lady Isabella, Laxey Wheel in The Isle of Man



The Largest Water Wheel in the World

Dimensions: Diameter: 72 ft 6 in. (22.1 m) Delivery: 250 imperial gallons (1,100 L) of water a minute from the Laxey mines some 200 yards (180 m) away and 1,500 feet (460 m) below ground

Shaiyel Seltzer Page 5



According to Black's Law Dictionary, a Resolution is, "A formal expression, intention, or decision by an official body or assembly (especially a legislature)." Baltimore City Council, the legislative branch of a government entity, legislates Ordinances and Resolutions.

Introduced by Rev. Dr. Kwame Abayomi and Bea Gaddy. Passed with immediate adoption on Tuesday, April 3rd, 2001 by all Baltimore City Council members: John L. Cain, Nicholas C. D'Adamo, Jr., Lois Garey, Paula Johnson Branch, Bea Gaddy, Bernard C. Young, Robert W. Curran, Kenneth N. Harris, Sr., Lisa Joi Stancil, Keiffer J. Mitchell, Jr., Catherine E. Pugh, Agnes Welch, Helen Holton, Stephanie C. Rawlings-Blake, Rochelle "Rikki" Spector, Rev. Dr. Kwame Abayomi, Edward L. Reisinger, and Melvin L. Stukes. Baltimore President: Sheila Dixon. Signed by Baltimore Mayor: Martin O'Malley

Peace Resolution

For the purpose of Baltimore becoming the exemplary "Peace City" for the world

WHEREAS, war, threat of war, preparation for war, real or unreal, have seeped into the human psyche in the form of fear causing division through beliefs in imaginary lines and boundaries, and judgmental thoughts of those people living within them;

WHEREAS, the United States of America, although stating its policy to be a peaceful nation, seems regularly to be involved in military conflict; offering our youth the example that solving conflicts is through violence;

WHEREAS, outrageous cruelty, incomprehensible oppression, torturous slavery, and genocide experienced by Native Americans and African-Americans indeed occurred;

WHEREAS, immoral and inhumane economic, educational, emotional, and spiritual injustice - slavery of the modern era continues to thrive;

WHEREAS, Baltimore, the once prosperous cultural and industrial powerhouse city of the world now clings to a shadow of its former self due to the decline of democratic education and participation;

RESOLVED, the Mayor and City Council offers atonement to all its people, past and present, for any prejudices, misfortunes, and atrocities it has placed, through law, spoken, or unspoken word;

RESOLVED, Baltimore becomes the exemplary "Peace City" for the world by the focus and the commitment to uproot, deal with truth, and heal causes to the only problem that truly divides us, the lack of love;

RESOLVED, an exemplary "Peace City" is a city that does not use or promote anyone or product hurting any of its citizens, chooses to concentrate its energy on mentoring, works with the vision that opportunity and prosperity is indeed unlimited for all, integrates efficient land allocation and conservation, and is not afraid to say compassionate love is the central focus of politics;

RESOLVED, Baltimore, the exemplary "Peace City" for the world participate in the international movement of thoughts and prayers in silence for peace of our planet, Earth, daily at three o'clock Post Meridian for at least three minutes;

RESOLVED, the Mayor and City Council keeps this Resolution permanently and prominently displayed in City Hall, free photocopies available to public, and books where its citizens and visitors can pledge becoming part of the peace process.

THE DEATH
AND LIFE
OF GREAT
AMERICAN
CITIES

JANE JACOBS

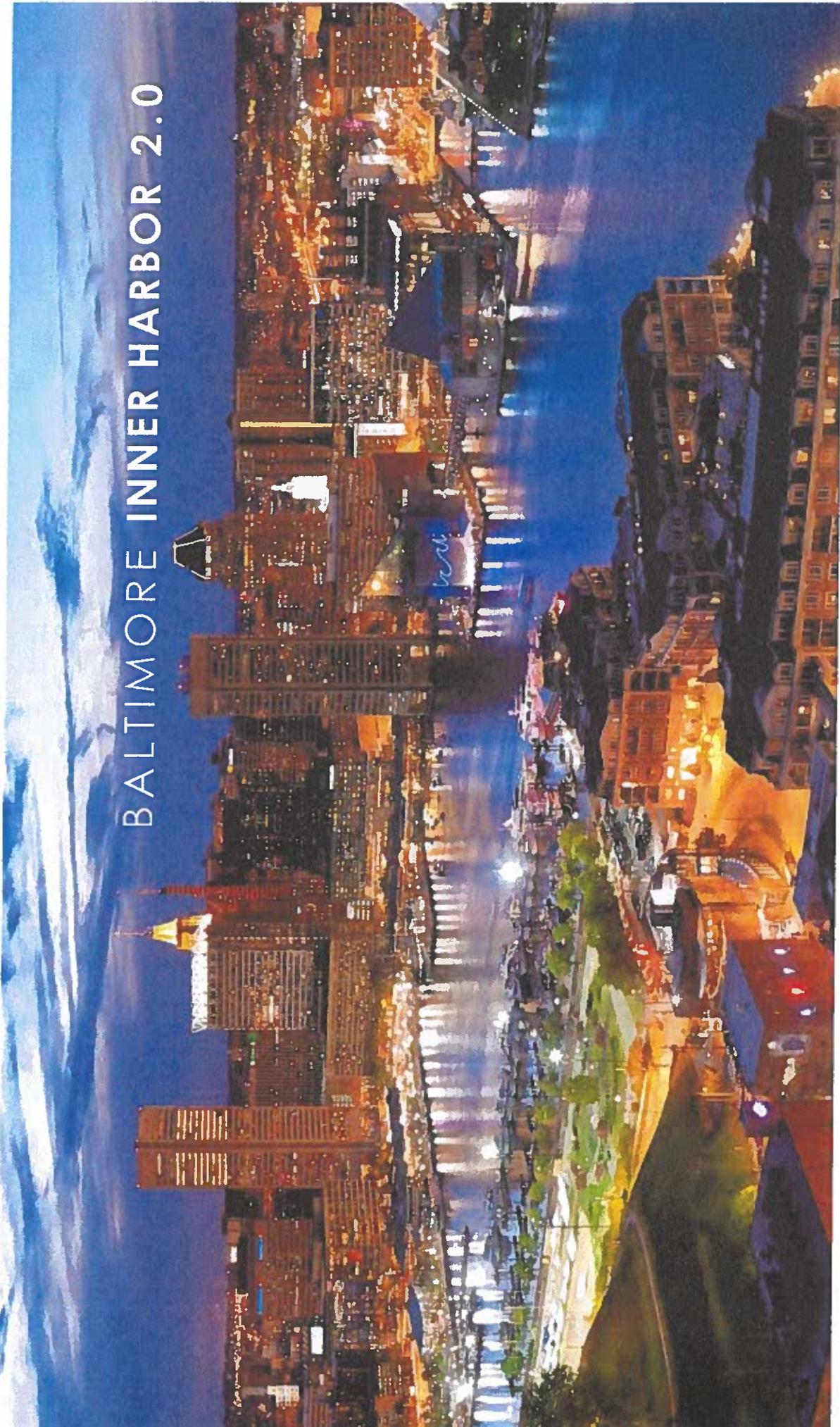
V-241

A VINTAGE BOOK



\$1.95

BALTIMORE INNER HARBOR 2.0



September 2013

WATERFRONT PARTNERSHIP
of Baltimore, Inc.



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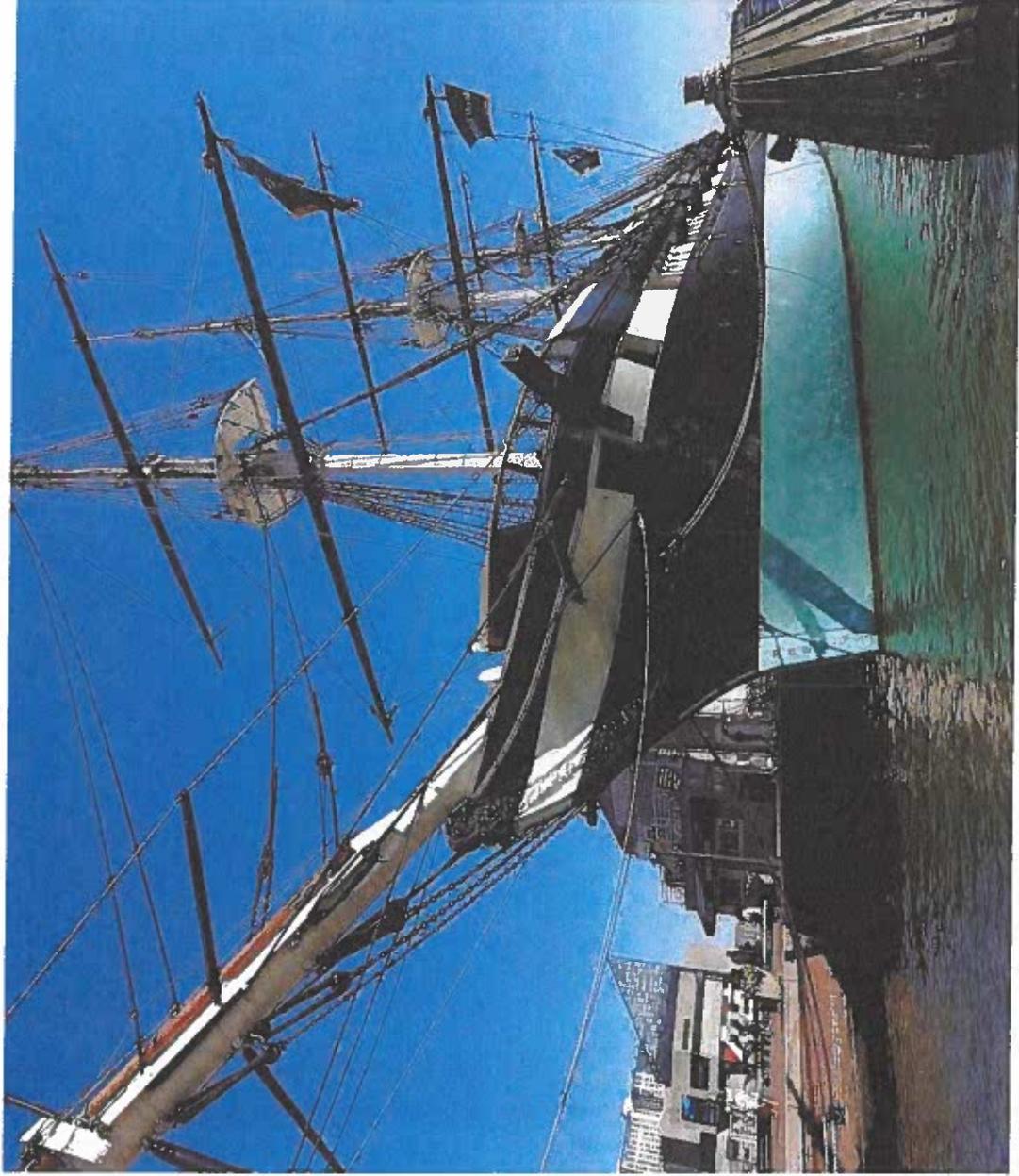
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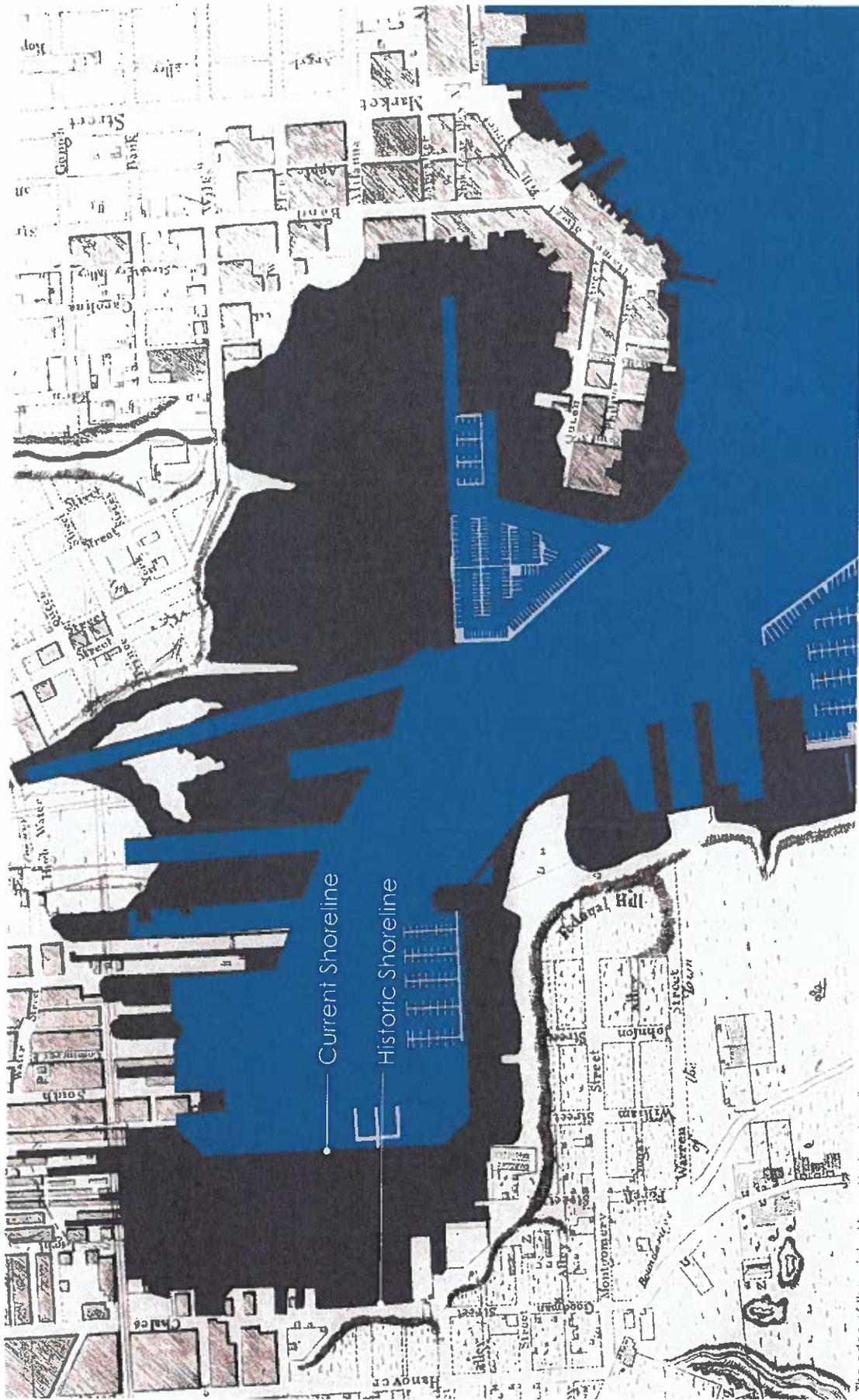
INTRODUCTION

Forty years ago, state and city leaders had the vision and the resourcefulness to transform Baltimore's Inner Harbor from a declining industrial port into a **world renowned** destination for tourists and city residents. The successes of that plan were extraordinary, and the Inner Harbor continues to be one of America's greatest destinations, as well as a source of pride for Baltimore City and the State of Maryland.

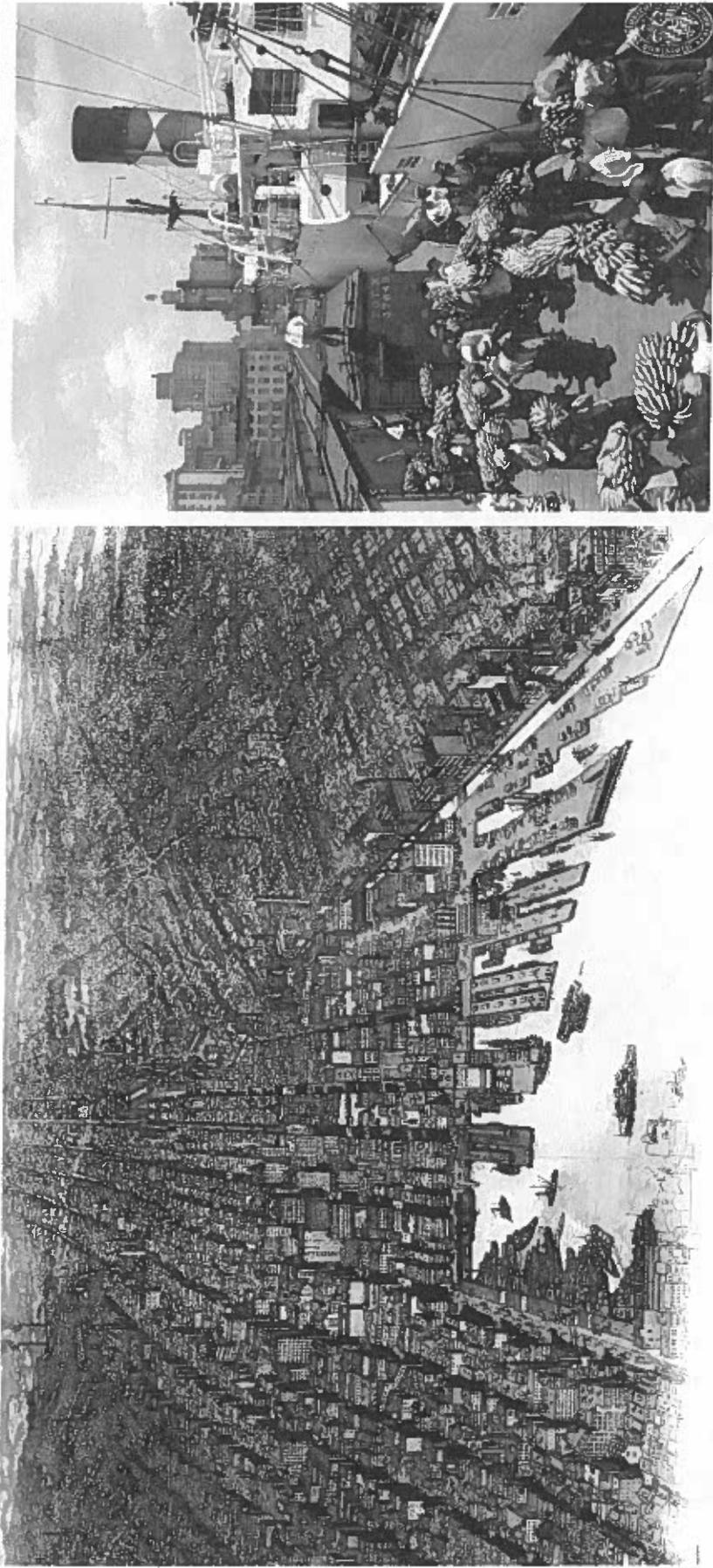
At the same time, not much has been done to the Inner Harbor since the National Aquarium, Harborplace and the Science Center first opened. Significant signs of wear are evident throughout the Inner Harbor, from infrastructure conditions like the degrading promenade, to unmet opportunities of water front sites like Rash Field and Piers 5 & 6. One could argue that Baltimore's crown jewel has been significantly tarnished, and that the city's international standing of having a world class waterfront attraction has been eclipsed by countless other cities in the US and abroad.

To provide a new dynamic vision for the Inner Harbor, this master plan looks to build upon the successes of the original 1970's plan, while providing bold new ideas. The overall intent is to provide a visionary and realistic plan which can be implemented as funds are available. This includes smaller items like recommendations for consistent street furniture and lighting, to larger capital projects such as the redevelopment of Rash Field. As the plan is implemented, we believe Baltimore's Inner Harbor will once again take its place as one of the world's most successful and admired civic places. Some elements of the plan include:

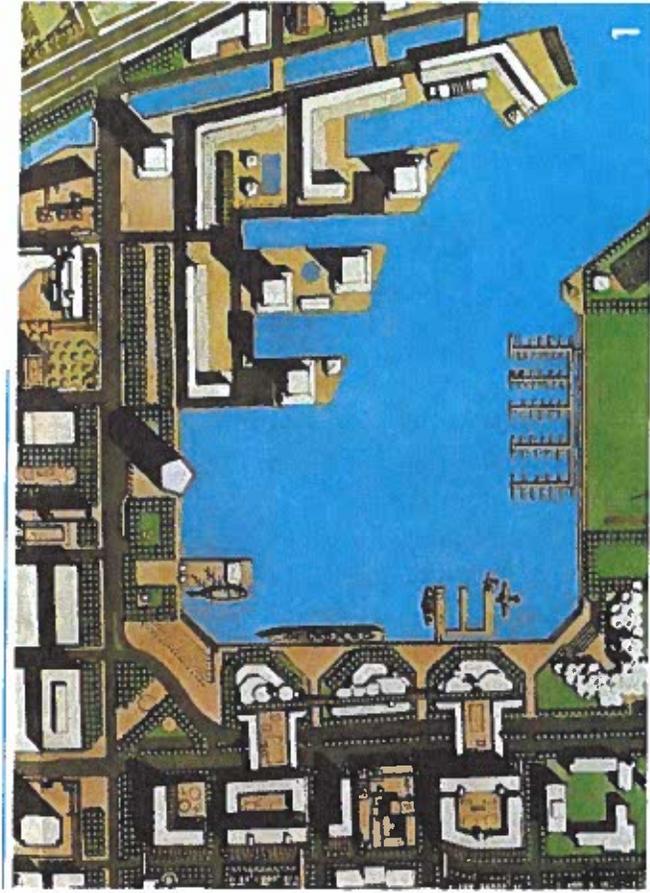
- Creating clear thresholds and entry points to the harbor
- Developing new civic spaces and pedestrian connections within the public realm
- Identifying new destinations and programs
- Integrating green infrastructure systems
- Balancing the need for service and parking
- Providing a flexible framework which can accommodate changes in priorities, timing, and funding



The edge of the original Inner Harbor shoreline, as shown in the 1st historical map, is compared to the current shoreline, identified by the turquoise area. This exercise highlights how much fill has occurred throughout the harbor's history and reinforces the goal to preserve the current water's edge as well as help restore the water's natural ecology.



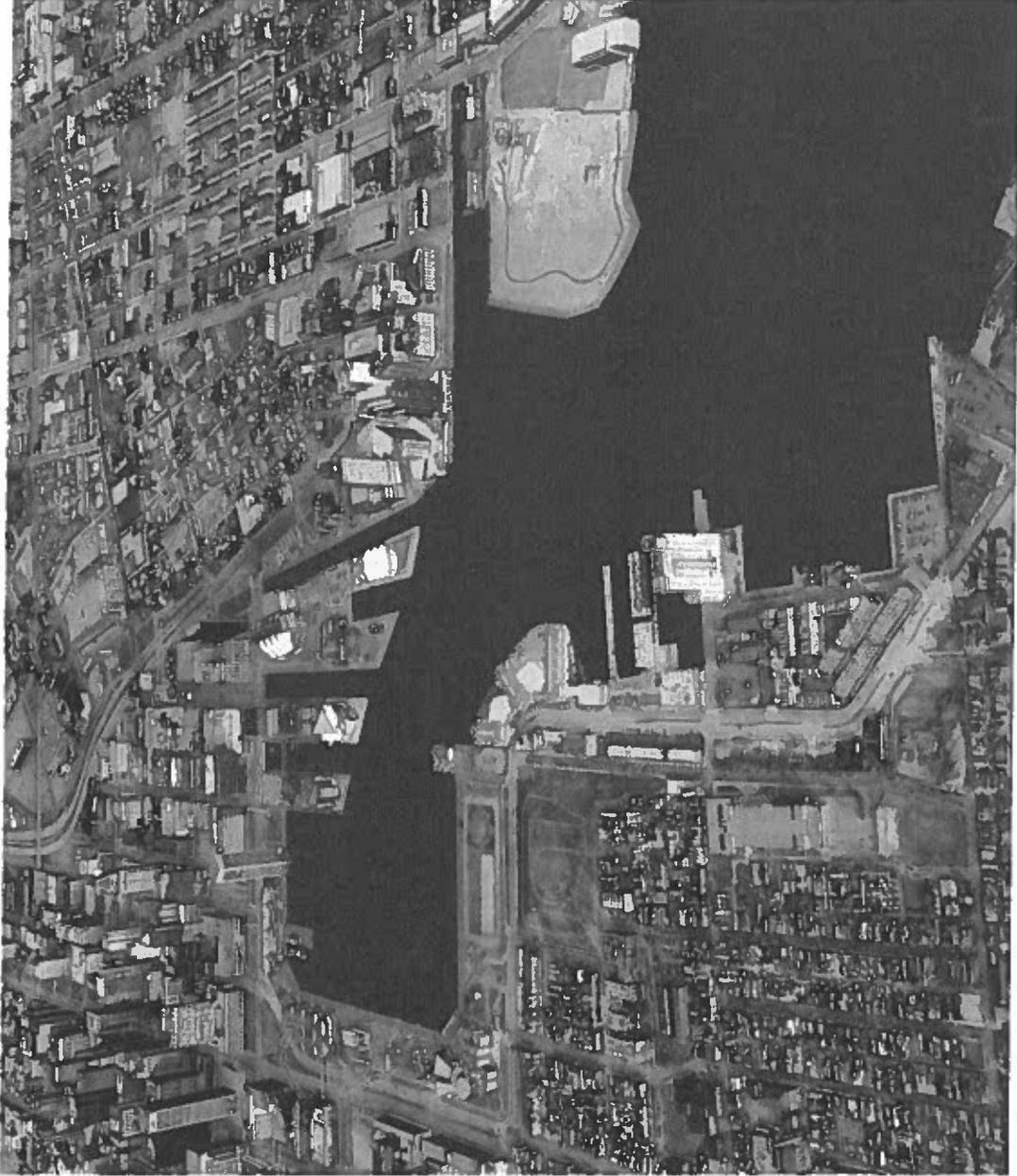
From its beginnings the street grid of Baltimore connected the City to the water. This was influenced by the fact that the Inner Harbor existed as a working harbor up until the 1970s.



1. Master Plans developed in the 1970's treated the road network around the Inner Harbor in a more suburban way, and a large diagonal was introduced at the intersection of Pratt and Light Street.
2. Luckily, a plan to introduce a highway bridge from Fells Point through the Harbor was defeated by a neighborhood grass roots movement headed by Barbara Mikulski.

PROJECT OVERVIEW

The collaborative planning process allowed for significant input from Harbor stakeholders, downtown and neighborhood residents, Baltimore youth, the Baltimore business community, and representatives from Baltimore's design community. The project team worked directly with Baltimore City as a partner in this effort. Throughout the plan development, the design team met with these groups to gather qualitative information, develop design suggestions, and hear critique of design alternatives. Public survey responses reinforced the most treasured and challenged aspects of the Inner Harbor. The refined proposals reflect the outcomes of these meetings and findings.

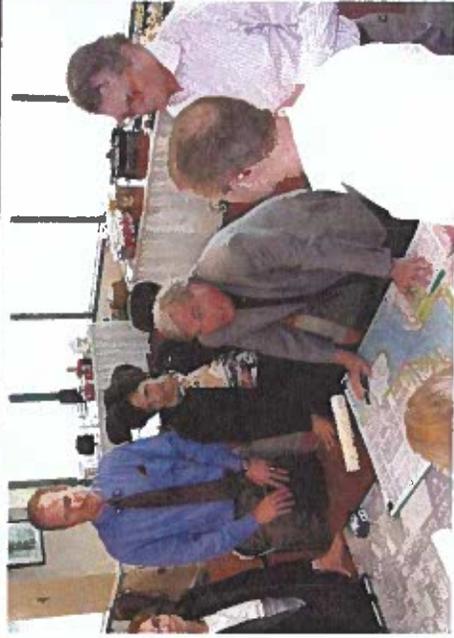


PROJECT OVERVIEW

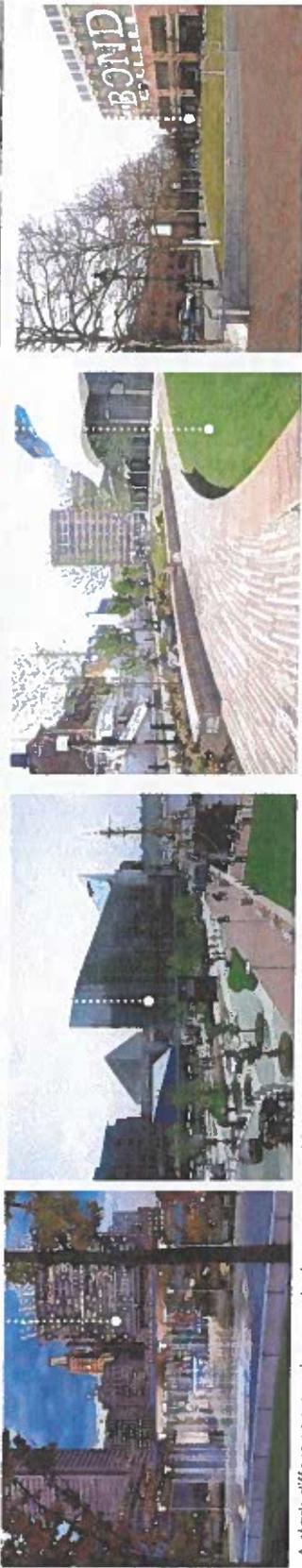
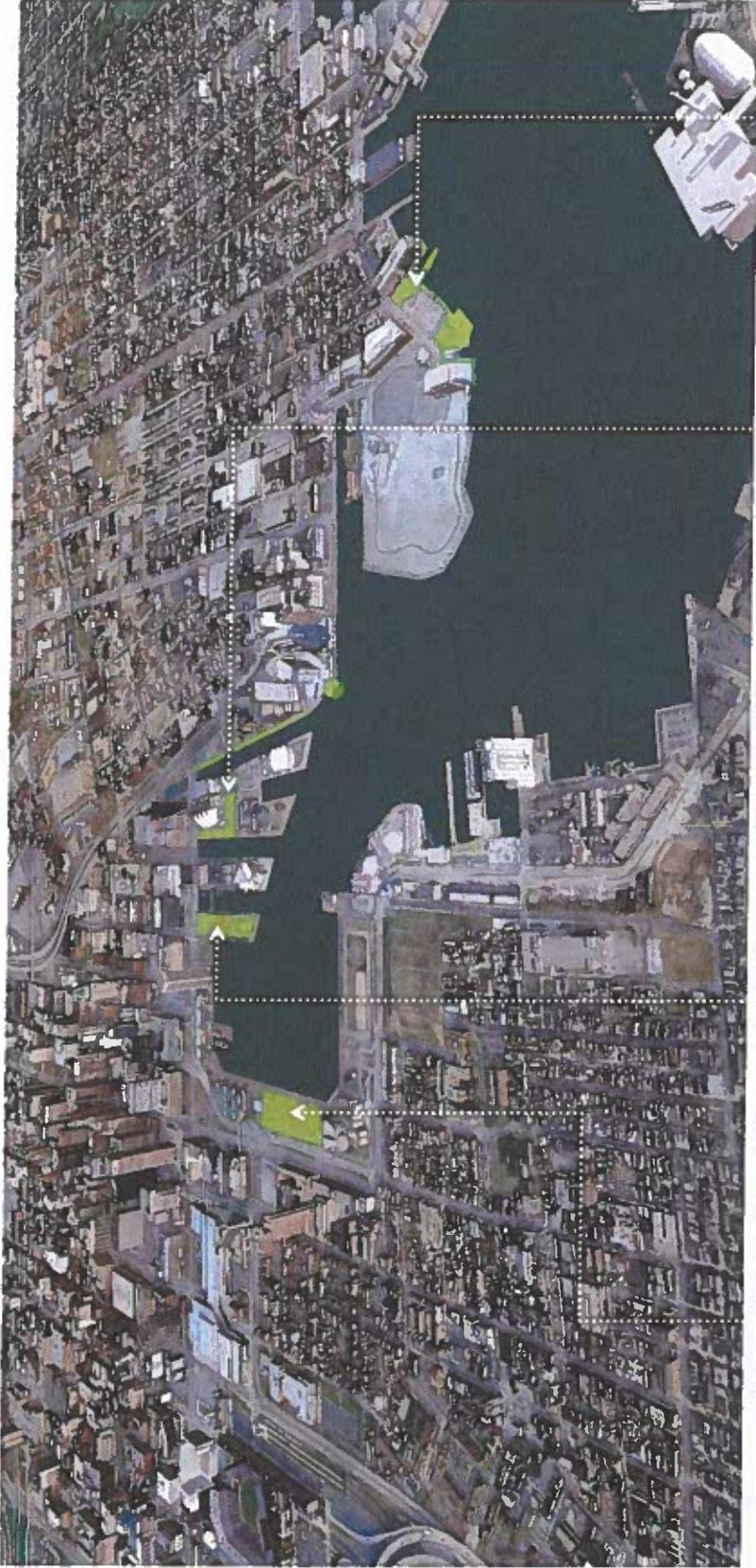
Analysis and Conversation

In order to develop a sound master plan, the design team began with a thorough observation phase, wherein a wide range of the quantitative and qualitative aspects of the Inner Harbor were analyzed and assessed. This provided an overall picture of the challenges that need to be addressed along with insights towards the plans development. These findings analyzed current development projects, aesthetic character, infrastructure needs, open space quality, and the overall needs for the public realm and the buildings that ring the Inner Harbor. Much of this analysis was based on conversations with key stakeholders which helped identify areas of concern and opportunities for enhancement. The following predominant issues were identified:

- Aging infrastructure throughout the harbor
- Physical separation of the harbor from adjacent neighborhoods by major roadways
- Inconsistent quality of promenade and open space, particularly elements like paving, benches, lighting, and other street furniture
- Underutilized waterfront parcels, specifically parking lots
- Conflict of service and pedestrian experience
- Lack of visual connection from the city to the harbor
- Ongoing maintenance and enforcement concerns
- Lack of shade along the waterfront
- Lack of activity nodes at key spots such as Rash Field, the Harbor Place pavilions, Area 10, and Piers 5 & 6



Workshops included sessions with the Baltimore design community of architects, landscape architects, and City planning officials. This included engaging The Waterfront Center, an international organization focused on urban waterfronts.

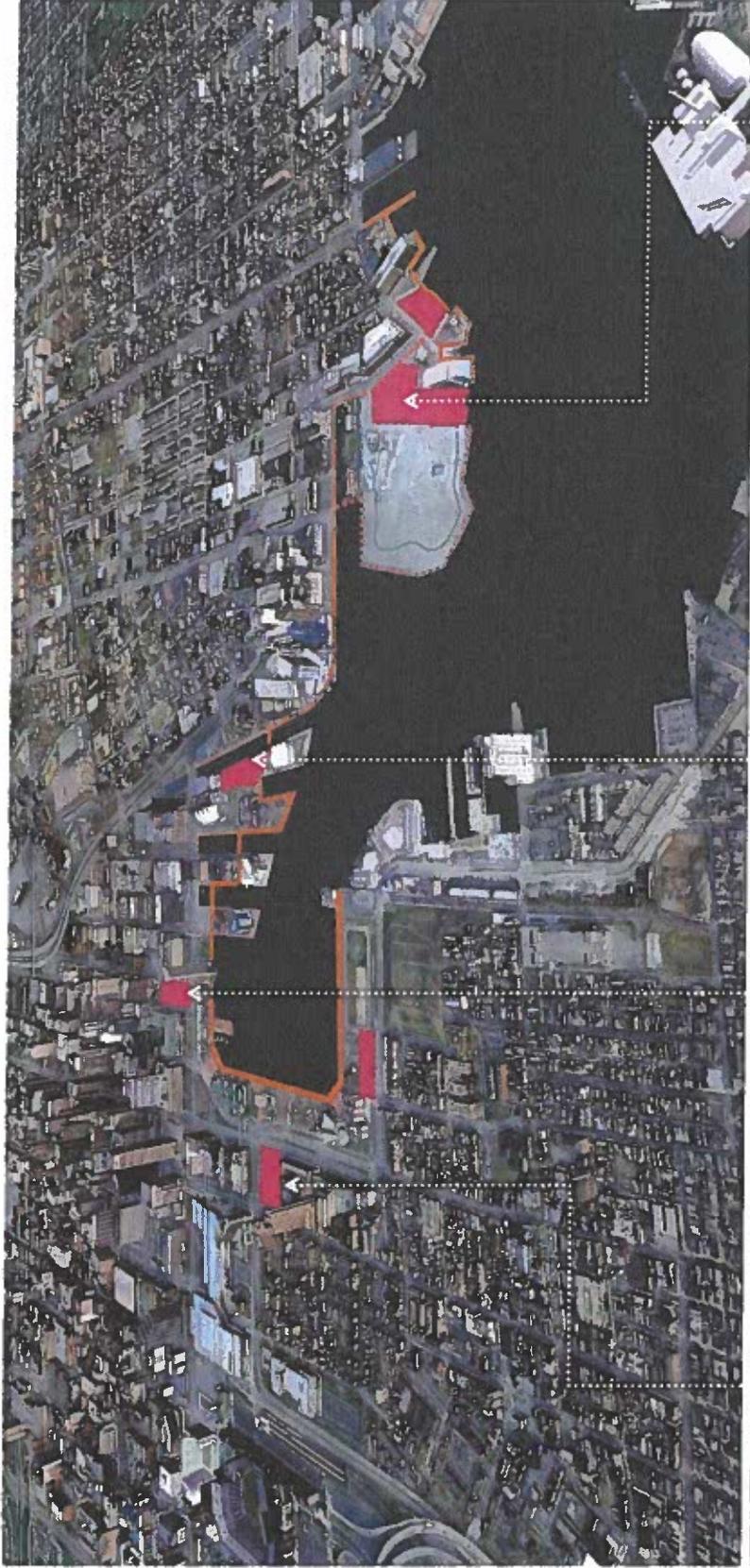


A stark difference can be seen between areas which are quite beautiful and highly functional and areas of disrepair and underutilization. Here, some of the best areas are shown in green on the map, and in photos: (left to right) Walter Sondheim Fountain, National Aquarium Entry Plaza, Pierce's Park, and Bond Street Pier.

ANALYSIS AND CONVERSATION



Here, shown in orange, are some of the areas of disrepair and underutilization, including (left to right) Kaufman Pavilion, Rash Field service access, Pier Six surface parking lot, and Pier Six Concert Pavilion service access.



Other underutilized areas include a series of unsightly parking lots, many of which are sited right adjacent to the harbor, increasing run off of storm water.

ANALYSIS AND CONVERSATION

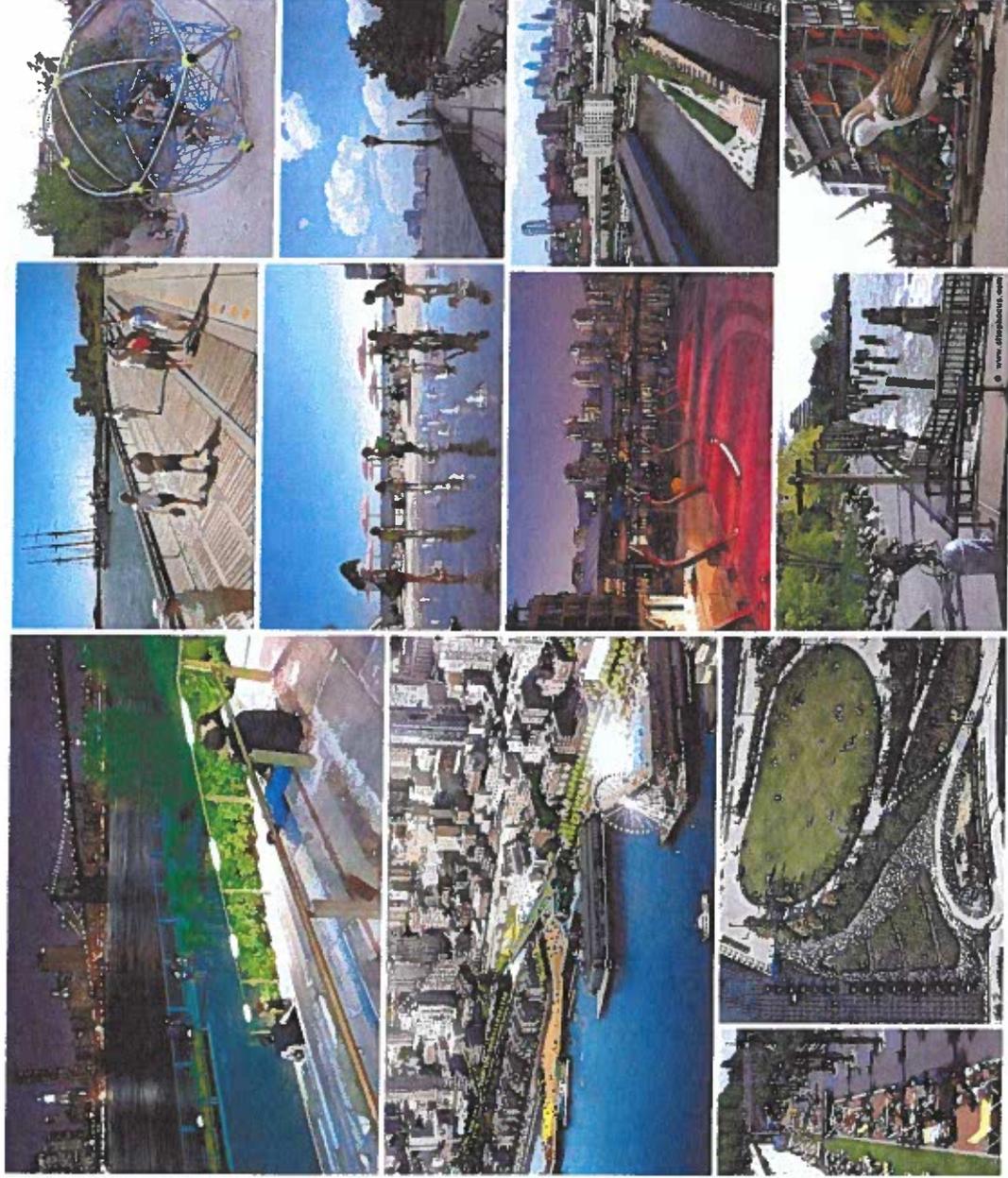
Precedent Study

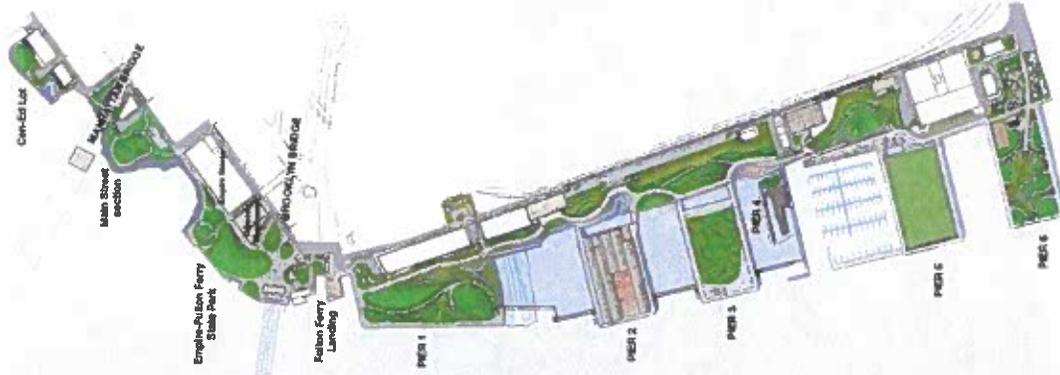
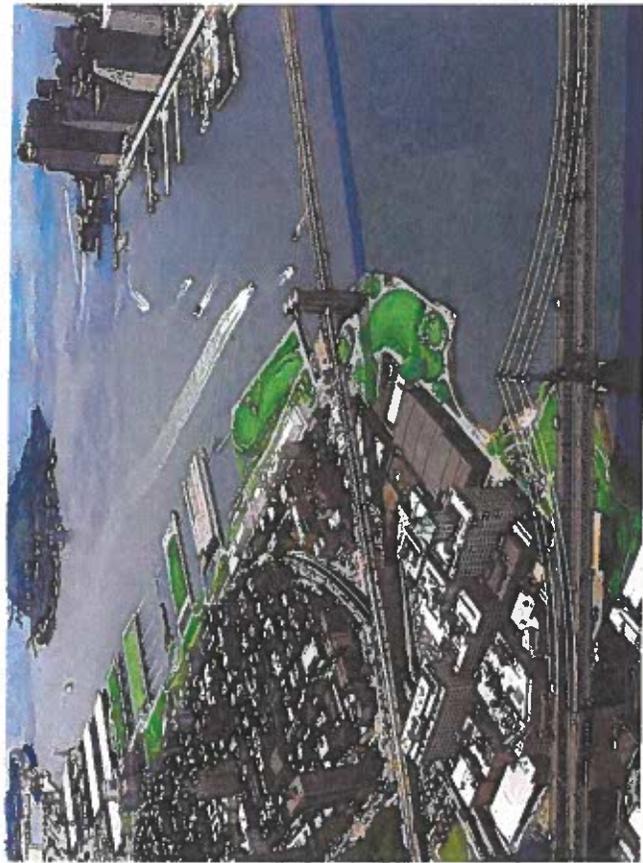
Along with the analysis of Baltimore's Inner Harbor, the design team studied a series of precedent waterfronts from around the world. Collaboration with The Waterfront Center provided a forum to discuss the successes of other waterfronts and lessons that could be applied to Baltimore's Inner Harbor. Site visits to some of New York City's most successful waterfronts allowed the Steering Committee to experience both new and established waterfronts in person, again highlighting the opportunities that exist at our harbor.

This study of precedent projects reinforced what waterfronts can be to their cities and can bring to Baltimore:

- Active public open spaces
- Centers of public life and activity
- Important urban connectors
- Great destinations that bring young people to the water
- Increased quality of life for residents
- A showcase for public art
- Habitat for native species
- Opportunities for the community to experience the water
- Environmental solutions to storm water management

A few examples of great waterfronts have been highlighted on the following pages.





BROOKLYN BRIDGE PARK

Brooklyn, NEW YORK

Brooklyn Bridge Park is an 85-acre post-industrial waterfront site stretching 1.3 miles along Brooklyn's east river's edge. The site spans from the Manhattan and Brooklyn bridges in the north to Pier 6 and Atlantic Avenue in the south. The site is long and narrow with a crenulated edge formed by the piers. The park includes Piers 1-6, Empire Fulton ferry, and Main Street. In addition, two historic properties- the civil war-era empire stores and the tobacco warehouse, will be integrated into the park. The park provides green space for active and passive uses including playing fields, sport courts, playgrounds, lawns, and running and bicycle paths. A calm water area is available for kayaking and canoeing. Construction of the park began in January 2009.

Cost: Annual ground lease and PILOT revenues generated by five residential buildings, a mixed hotel/residential building, a mixed commercial/retail building, and associated parking account for 96.1 % of the park's annual projected operating revenues (\$15,969,026). Concessions and event revenues account for the remaining 3.9% (\$644,328). The total annual budget was \$16,031,976 in 2011.

Project Relevance: Brooklyn Bridge Park is a great example of a water's edge community park with careful use of stormwater management, flexible open spaces, and a variety of scale and types of spaces within a larger context.

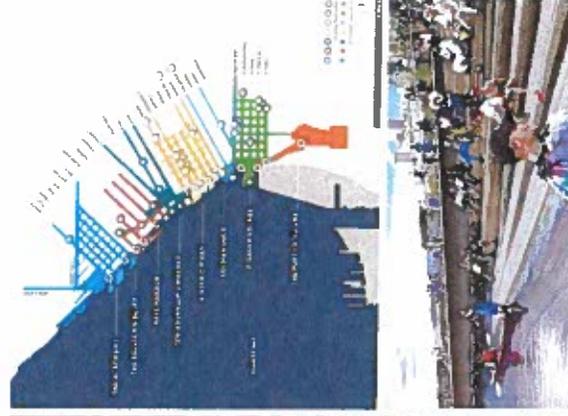
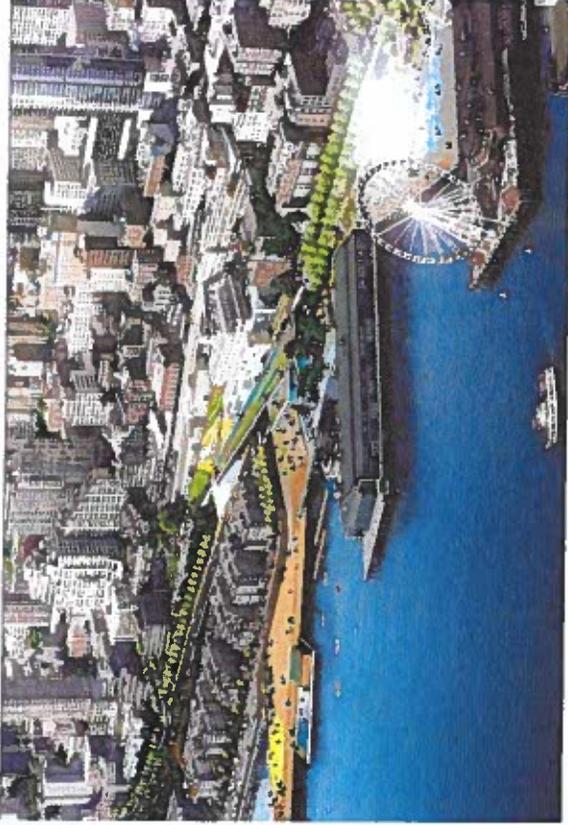
WATERFRONT SEATTLE

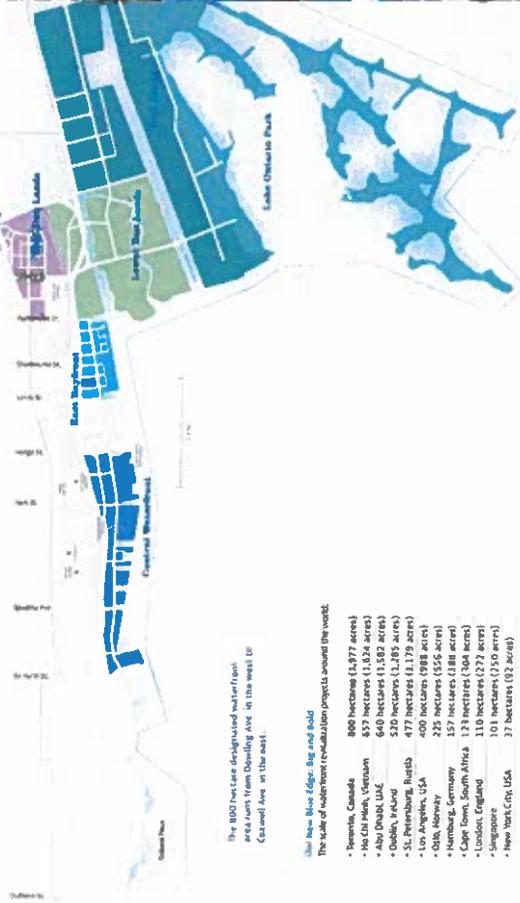
Seattle, WASHINGTON

Waterfront Seattle's project area extends 26 blocks from Pioneer Square to the Olympic Sculpture Park and envisions new parks and paths, access to the water, places to enjoy views, vibrant public and cultural spaces, and a new urban street that will accommodate all modes of travel and provide an important connection in the city's transportation system. Waterfront Seattle is a civic partnership between the City of Seattle and the entire community to create an inviting new public waterfront that the entire region can enjoy for generations. The project is jointly led by the Seattle Department of Transportation, the Department of Planning and Development and Seattle Parks and Recreation, in partnership with the Central Waterfront Committee (CWC). The project is still in the conceptual design stages, with Phase I construction scheduled to begin in 2016.

Cost: Construction is expected to take place from 2016 to 2019, and the project is estimated to cost \$1.07 billion.

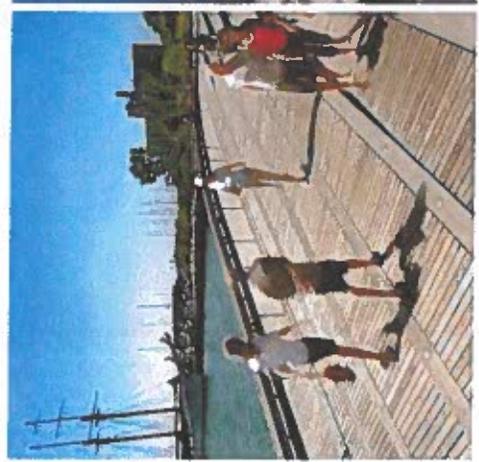
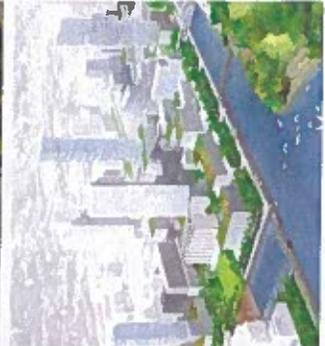
Project Relevance: Waterfront Seattle proposals successfully engage people with the water's edge (boat launches, etc.), balance tourism with community use, maintain clear connections to the city, and accommodate the crossing of a major roadway.





The 800 hectares designated waterfront areas run from Downsview Ave. in the west (to Coxwell) Ave. in the east.

- Blue Waterfront: Big and bold**
The scale of waterfront revitalization projects around the world:
- Toronto, Canada: 800 hectares (1,977 acres)
 - Ho Chi Minh, Vietnam: 657 hectares (1,626 acres)
 - Abu Dhabi, UAE: 640 hectares (1,582 acres)
 - Dublin, Ireland: 520 hectares (1,285 acres)
 - St. Petersburg, Russia: 477 hectares (1,179 acres)
 - Los Angeles, USA: 400 hectares (988 acres)
 - Oslo, Norway: 225 hectares (556 acres)
 - Birmingham, Germany: 197 hectares (488 acres)
 - Cape Town, South Africa: 137 hectares (322 acres)
 - London, England: 110 hectares (272 acres)
 - Singapore: 101 hectares (250 acres)
 - New York City, USA: 37 hectares (92 acres)



TORONTO'S BLUE EDGE

Toronto, CANADA

A previously under used and unappreciated space in Toronto has been transformed into a public asset. Toronto's waterfront is the largest urban revitalization project in North America. It is larger than Lower Manhattan, south of Houston Street, and four times the size of Monaco. The total area being redeveloped is 800 hectares (1,977 acres) and brings together the most innovative approaches to sustainable development, excellence in urban design, real estate development, leading technology infrastructure and the delivery of important public policy objectives. Already, between 2001 and 2010, work on the waterfront generated approximately 9,700 full-time years of employment and contributed \$1.9 billion to the Canadian economy. Expected to take 25 years to complete, the new blue edge will create approximately 40,000 new residences and 40,000 new jobs. With an emphasis on parks and public spaces designed in a way that is both environmentally and economically sustainable.

Cost: This project is expected to take 25 years and approximately \$30 billion of private and public funding to complete.

Project Relevance: Toronto's Blue Edge is a successful example of the water's edge as a community park that links individual neighborhoods, maintains views to the water and greenway connections to/from the city. Its unique use of sand and beach have become an icon of the city. The park also highlights storm water management for educational purposes.

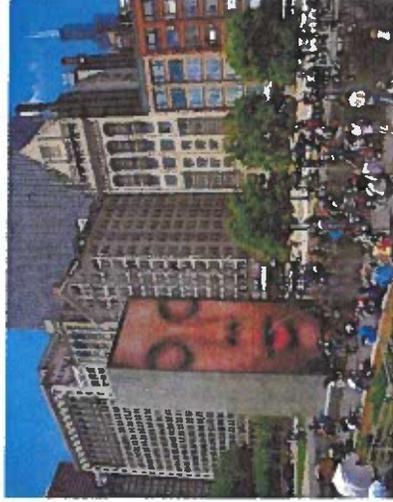
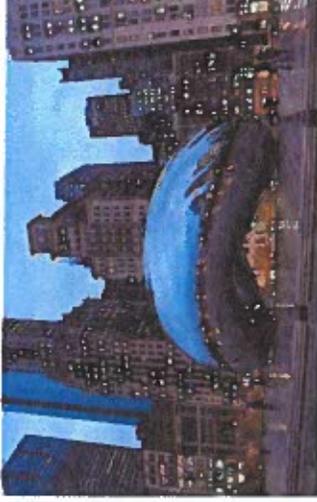
MILLENIUM PARK

Chicago, ILLINOIS

Millennium Park is a public park located in the Loop community area of Chicago in Illinois, USA and was originally intended to celebrate the millennium. It is a prominent civic center near the city's Lake Michigan shoreline that covers a 24.5-acre (99,000 m²) section of northwestern Grant Park. The area was previously occupied by parkland, Illinois Central rail yards, and parking lots. The park, which is bounded by Michigan Avenue, Randolph Street, Columbus Drive and East Monroe Drive, features a variety of public art. As of 2009, Millennium Park trailed only Navy Pier as a Chicago tourist attraction. Planning of the park began in October 1997. Construction began in October 1998, and Millennium Park was opened in a ceremony on July 16, 2004, four years behind schedule. The park has received awards for its accessibility and green design. Millennium Park has free admission and features the Jay Pritzker Pavilion, Cloud Gate, the Crown Fountain, the Lurie Garden, and various other attractions. Because the park sits atop a parking garage and the commuter rail Millennium Station, it is considered the world's largest rooftop garden.

Cost: The Illinois Central Railroad donated the title to the land to the City of Chicago in 1997 and the park opened in 2004. The City funded \$270million towards the project, and was nearly matched by \$220 million in donations. The 2009 annual operating budget was \$12.85 million, compounded upon by over 500 free events per year, an economically flourishing surrounding area, and an increase in tourism.

Project Relevance: Millennium Park successfully showcases sculpture within the park, has become a destination for both tourists and community, balances hardscape and softscape, and maintains select portions of the amphitheater open to public outside of events.



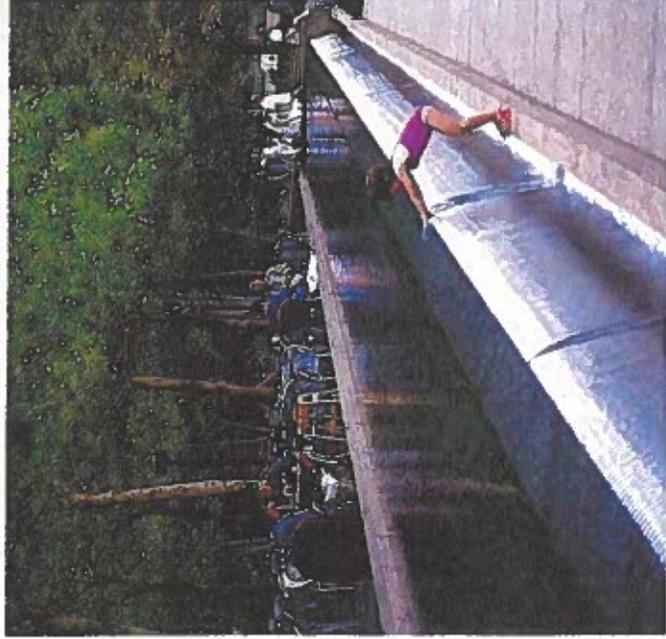
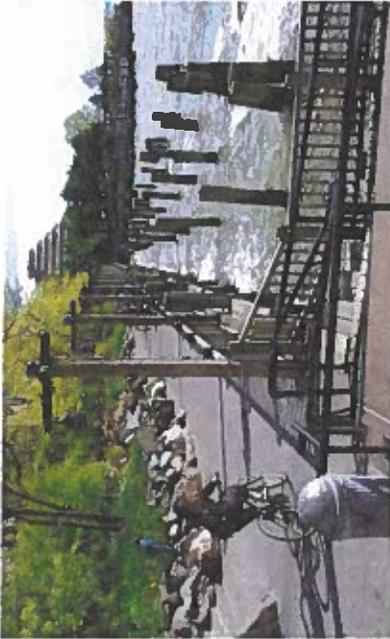
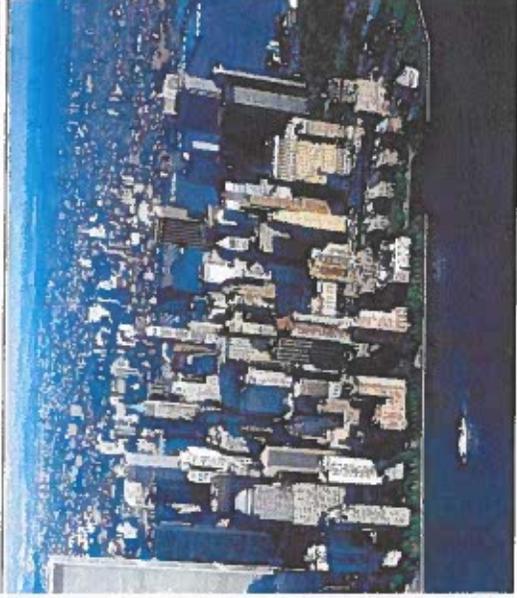
BATTERY PARK CITY

NEW YORK, NEW YORK

Battery Park City is a planned community at the southwestern tip of Lower Manhattan. The land it stands on was created on the Hudson River using the dirt and rocks that, in great part, were excavated during the construction of the World Trade Center. The neighborhood – which includes the World Financial Center and numerous residential, commercial and retail buildings – is named after Battery Park, which is adjacent to it. Battery Park City Authority, a public-benefit corporation, owns and manages Battery Park City development. Several commercial and residential projects are underway and many have already been completed.

Cost: Private capital has financed most of the development, including the \$200 million for landfill and \$4 billion for development.

Project Relevance: Consistent use of site furnishings and details to create a unified sense of place, unique individual places/plazas/parks along one linear experience



Conceptual Plan Development

Based on the analysis conducted during the early observation phase, the planning team developed a Conceptual Plan and Planning Principles which reflect the opportunities, philosophies and ambitions of the Inner Harbor identified during the community engagement, precedent study, and analysis. The planning team and Steering Committee drafted a set of planning principles that reflect the ideas heard during stakeholder engagement. The planning principles define a framework for plan development that:

Reinforce Baltimore's Harbor

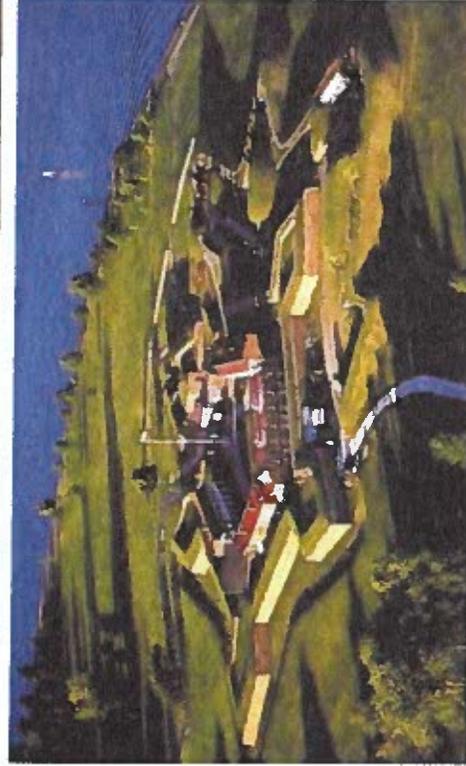
A place for all Baltimoreans
Showcase the City, State, and Region
Express our Baltimore to the world
Focus on water
Connect with the greater Chesapeake Bay

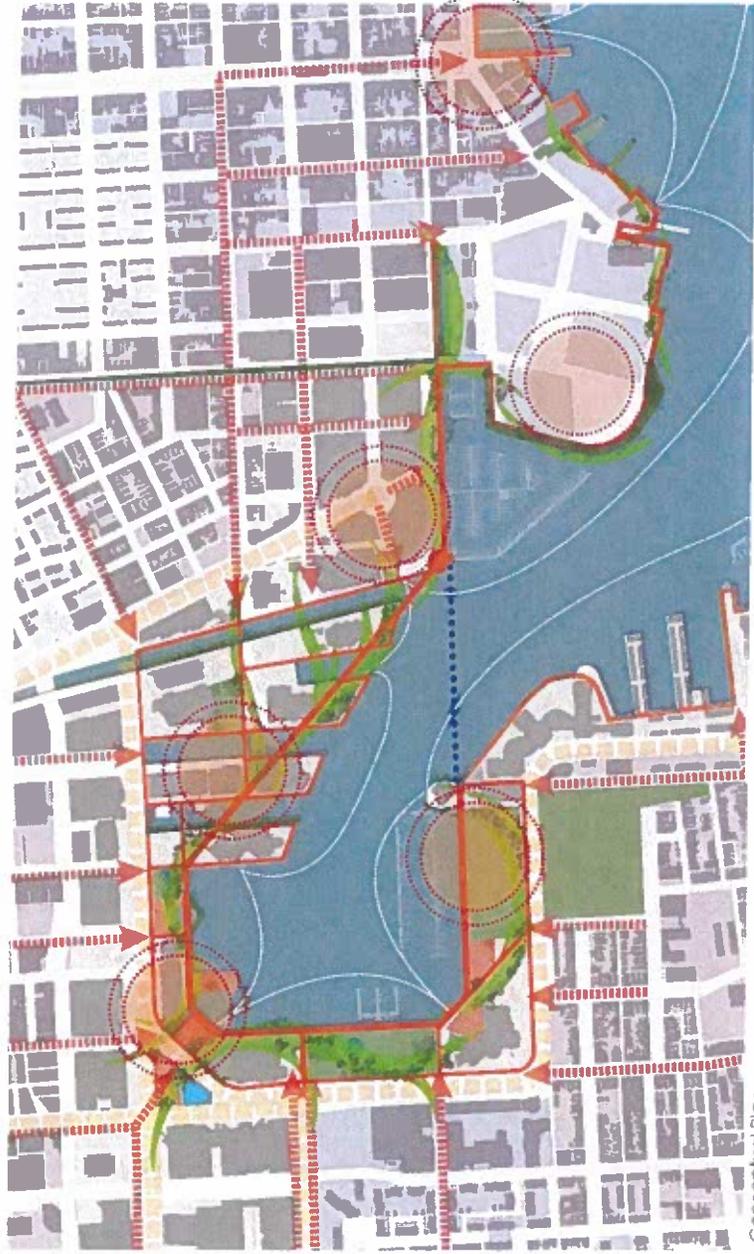
Respect the history of the place

Natural Systems: water, vegetation, habitats, birds and fish
Built Systems: shipping, industry, commerce
Highlight the history and legacy of the Inner Harbor

Establish deliberate design and governance

Ensure incremental decisions support a broader vision
Consistent oversight and enforcement
Highlight regenerative design: natural and built systems





This conceptual plan was created as a physical representation of the planning principles on the prior page. The Conceptual Plan diagrammatically represents the main planning themes and ideas that were ultimately incorporated in the proposals. It illustrates a framework structure, organization, and relationships of the planned open space, circulation systems, public realm, and development opportunities. The Conceptual Plan identified potential for cohesive development that has the opportunity to achieve:

Framework for the public realm, knitting together the promenade with public open spaces along the waterfront.

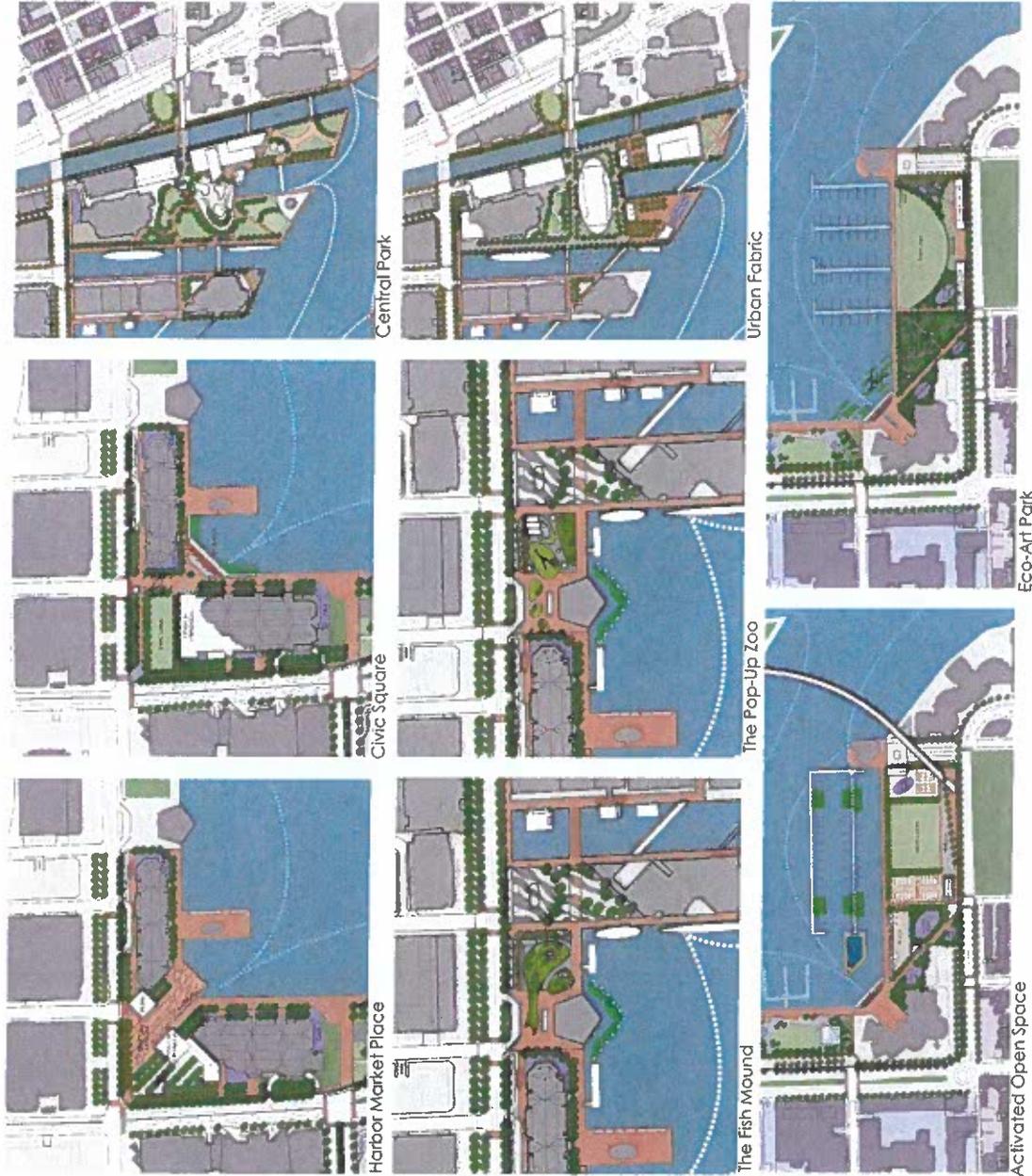
Clear connections to the City with intuitive entry and arrival that is thoughtfully integrated with the adjacent neighborhoods.

Integration of green infrastructure throughout the district in support of the Healthy Harbor initiative, incorporating ideas such as living shorelines and the establishment of native plant communities. Highlight storm water management through education and artful design.

Creation of new destinations and amenities at the Inner Harbor as one way to increase the attraction of local visitors.

Detailed Precinct Studies

In order to test the feasibility of ideas proposed in the Conceptual Plan, detailed design options, or precinct studies, were developed. Key stakeholders, including significant Baltimore City representatives and community members, were encouraged to review the design suggestions with attention given to development opportunities, pedestrian connections, public gathering spaces, service access, as well as potential programming opportunities. By involving members of the community and responding to their suggestions, the team shaped the design alternatives into a plan that reflected the common needs and desires of its users.



FINAL PLAN PROPOSALS

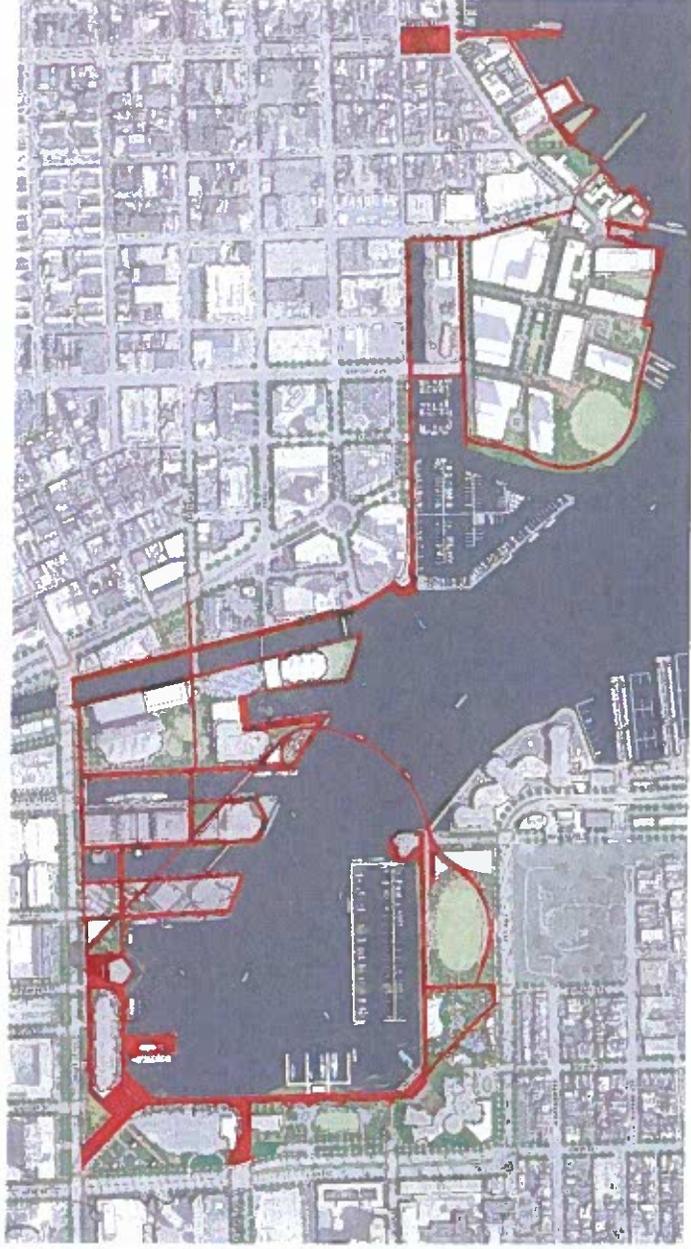


The Final Plan illustrates a long term flexible road map to incrementally redevelop the Inner Harbor. There is a wide spectrum of opportunities that exist, from extending successful areas such as Pierces Park, to wholesale redevelopment at areas such as Rash Field. As delineated, the proposed plan builds on and enhances the framework vision developed in the conceptual plan – a series of great public spaces which are interlinked by a green ribbon of landscapes and enlivened by active uses. What follows are the details of each major area, described as they relate to issues of promenade, connections, green infrastructure, and new destinations.

Promenade

The promenade is the glue of the public realm around the Inner Harbor. As such, it is the framework for the public realm, knitting together the public open spaces and buildings along the waterfront.

At present, the promenade is somewhat disjointed and inconsistent in quality throughout the harbor. As a result, current pedestrian navigation along the harbor is not straight-forward. The proposed promenade framework and public realm structure identify a clear and comprehensive system within the Inner Harbor district. Developing open greens, gardens, gathering spaces, outdoor cafes, and incorporating art and additional outdoor seating integrates diversity into the Inner Harbor experience. Increasing the quality of connectivity between these spaces will provide a consistent high-quality experience.



These photographs highlight how other promenades use the power of consistent materials and street furniture to create a consistent identity.

Connections

The Inner Harbor master plan proposes a series of clear connections to the City with clear entry and arrival that is thoughtfully integrated with the adjacent neighborhoods.

The Inner Harbor sits aside major roadway barriers. In many cases those roadways sever the harbor from the adjacent neighborhoods. The plan proposals identify upgrades at key intersections that allow safe crossings and suggest opening vistas to visually connect neighborhoods to the water and Inner Harbor district. The integration of art, consistent furnishings and materials can further enhance these connections from the neighborhoods to the harbor and create a more inviting environment.

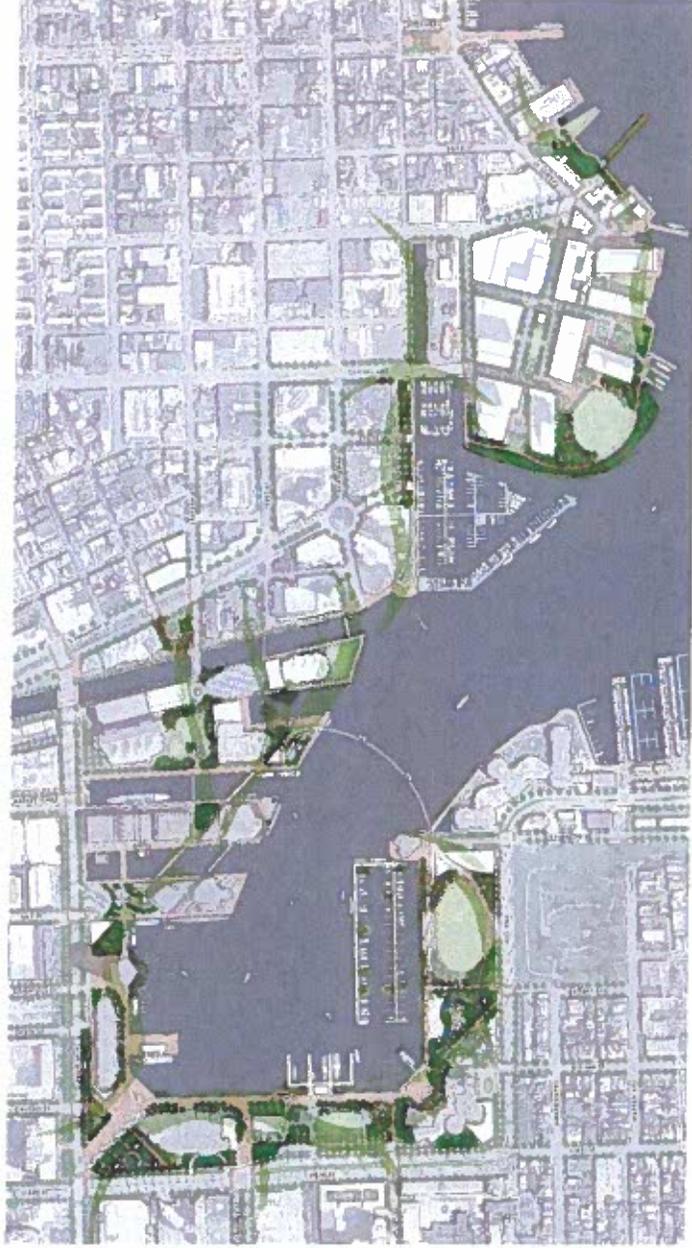


As shown above, urban connectors and street crossings can act as gateways and thresholds into a space.

Green Infrastructure

The Inner Harbor master plan suggests the integration of green infrastructure throughout the district in support of the Healthy Harbor initiative, incorporating ideas such as living shorelines and the establishment of native plant communities.

The Inner Harbor provides unique opportunities for City residents to access the water through both visual connections as well as by boat and kayak. This engagement with the water will showcase advances in green infrastructure highlighting these systems and their importance as they relate to the health of the harbor, Chesapeake Bay, and environment. The proposals identify potential locations for living shorelines, floating wetlands, rain gardens, storm water management, enhanced tree canopy, and native plant habitat. These sensitive solutions appropriately connect the Inner Harbor to its greater ecosystem. This unique level of engagement highlights the impact of these resources.

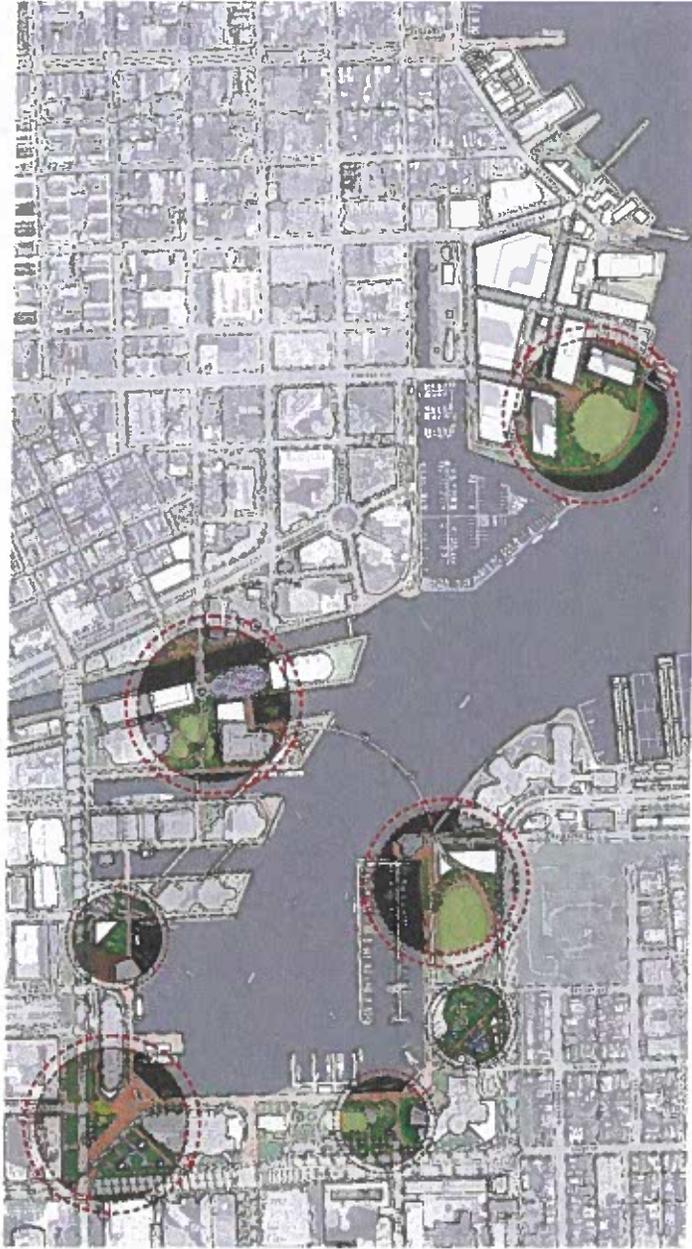


Green infrastructure is both beautiful and educational.

New Destinations

The Inner Harbor master plan identifies the creation of new destinations and amenities at the Inner Harbor as one way to increase the attraction of local visitors.

The plan identifies locations for significant new attractions in the Inner Harbor. These proposals work in concert with the existing destinations by bringing new attractions to the already successful harbor. Attractions have been strategically located to extend the destination experience throughout the entire Inner Harbor District. New destinations include opportunities for interactive art, water features, pedestrian bridge connections, new museums, public gardens, playgrounds, open air cafes and restaurants and open park space, among others.



Successful urban spaces were used as a precedent for what the Inner Harbor has the potential to be.





PROJECT ELEMENTS

The elements that compose the plan are intended to create new places and enhance existing ones. Each of these spaces and experiences relate to their unique location and context along the promenade. The cumulative effect of these discrete experiences within the greater Inner Harbor context enriches the visitor experience.

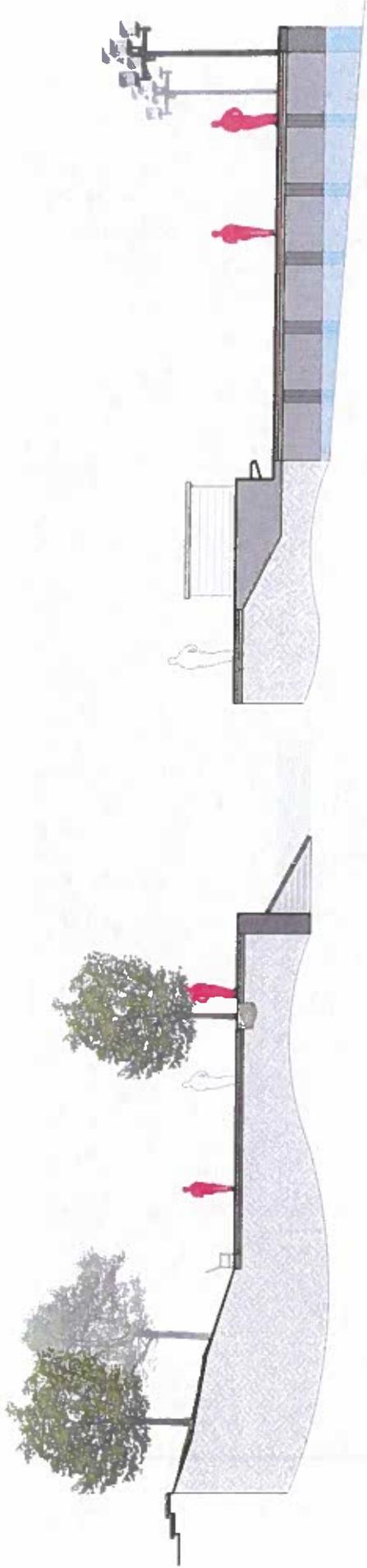
- A. Promenade
- B. Rash Field
- C. Inner Harbor Bridge Connector
- D. Maryland Science Center
- E. West Shore Park
- F. Conway Street Improvements
- G. Harborplace
- H. McKeldin Plaza
- I. Area 10
- J. Piers 3 & 4
- K. Piers 5 & 6
- L. Waterfront Connections to Fells Point

Promenade

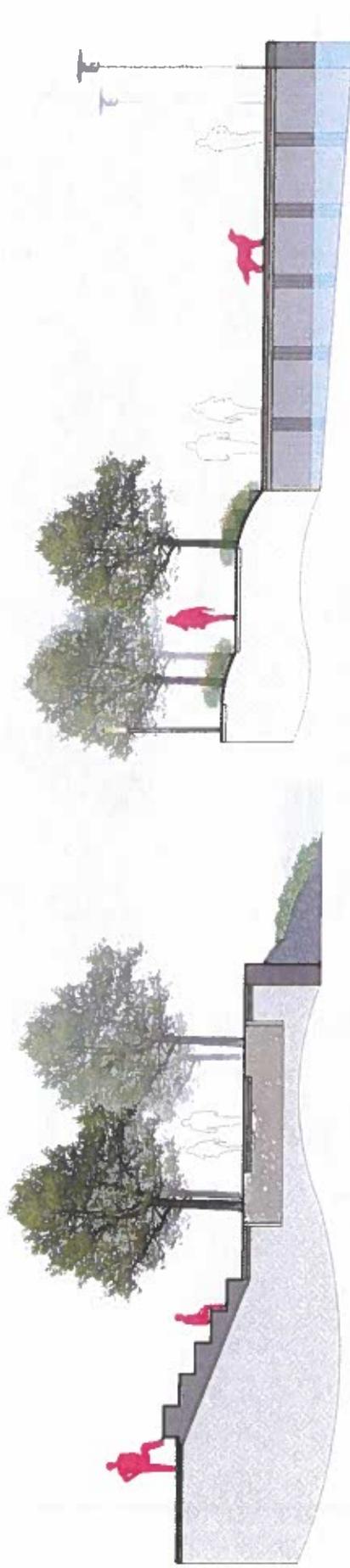
The aging infrastructure throughout the Inner Harbor can most readily be seen along the existing promenade. Dated furnishings and details show years of wear. A series of improvements to the promenade will significantly improve its appearance with new paving details, site furnishings, lighting, plantings, and upgrades to infrastructure. The additional canopy trees on the south promenade bring much needed additional shade to the area. The west promenade redesign introduces seating to the edge of the promenade, enhancing the visual connections to the water. North promenade proposals resolve accessibility and flooding issues while providing a seamless pedestrian connection. These improvements to shade, details, and furnishings help establish a consistent, high quality experience.



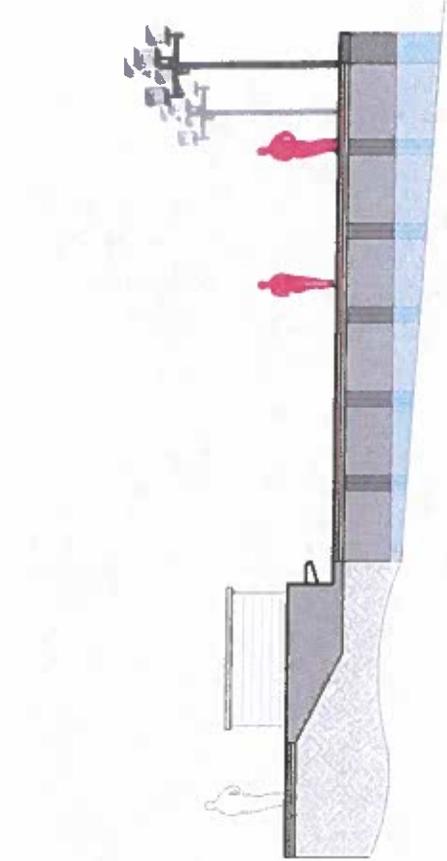
INNER HARBOR 2.0



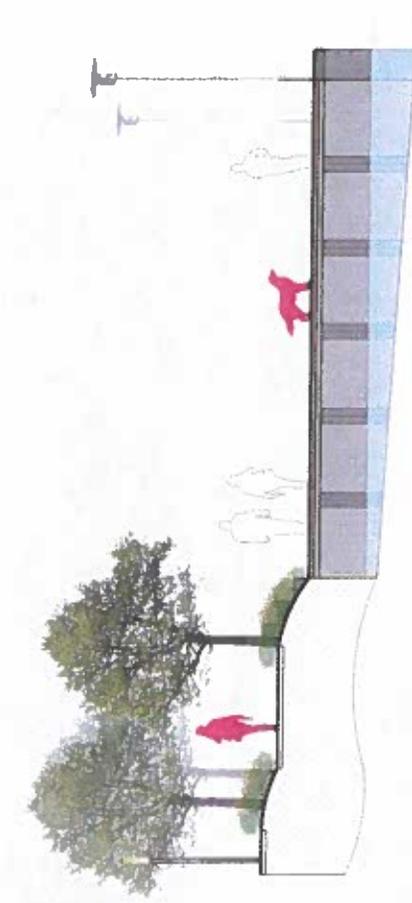
South Shore Existing



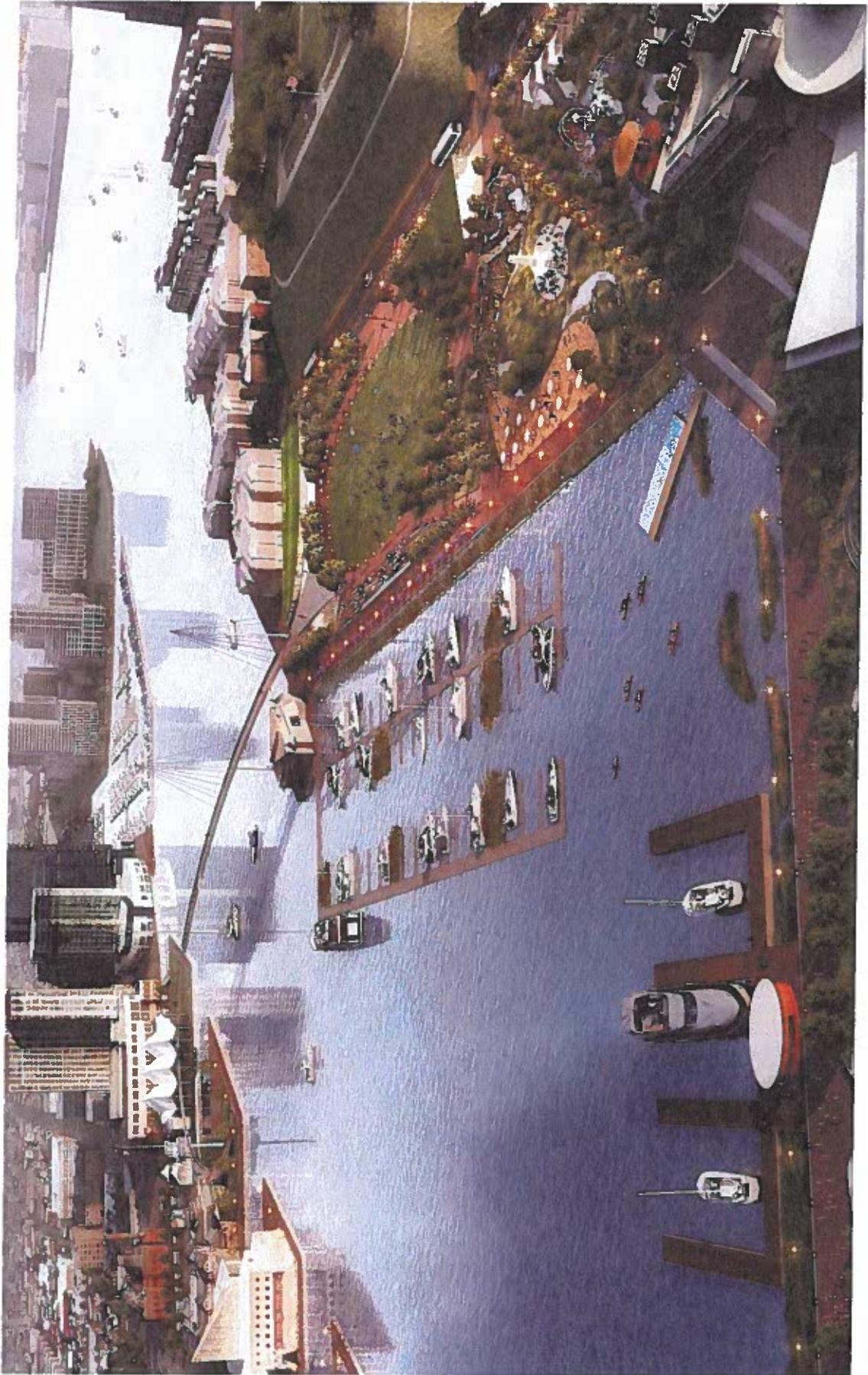
South Shore Proposed



West Shore Existing



West Shore Proposed



INNER HARBOR 2.0

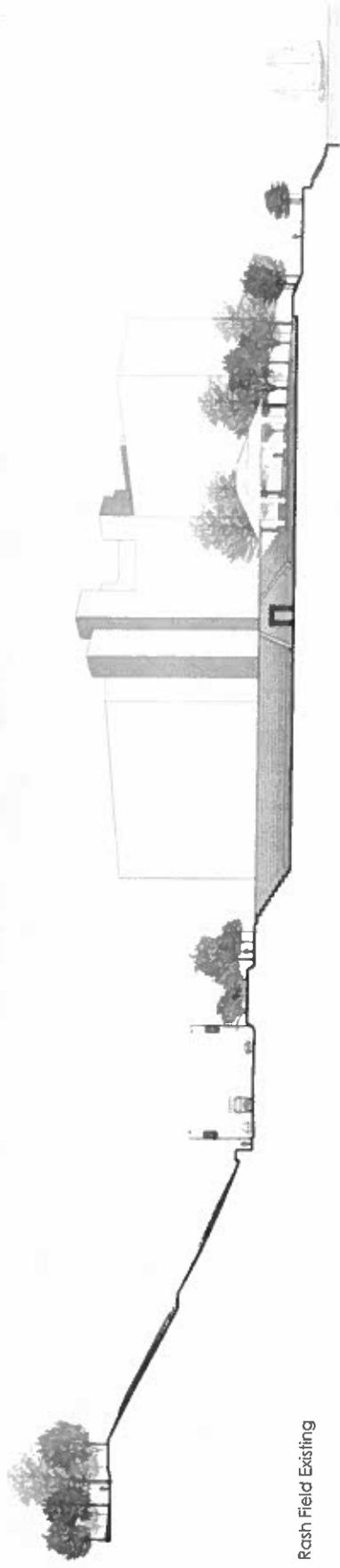
Rash Field

The underutilized waterfront open space situated between Baltimore's Inner Harbor and Federal Hill neighborhood is re-envisioned as a vital, 24/7 public space for the shared enjoyment of tourists and residents. The goals for transforming Rash Field are to create a valuable civic space and improve connectivity between the city's neighborhoods and Inner Harbor, while advancing the Healthy Harbor initiative to clean up the city's most important natural amenity.

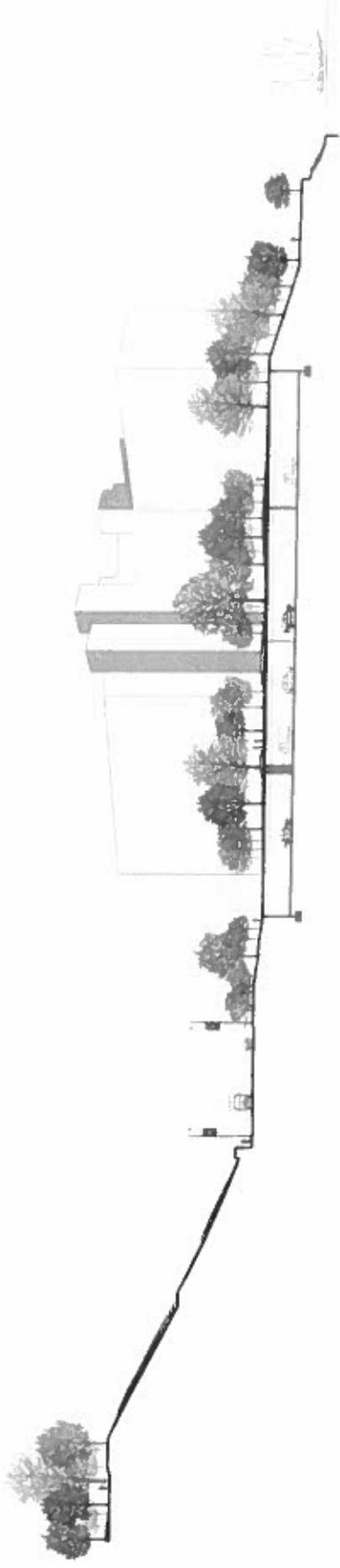
The design envisions spaces to celebrate art, science, nature, play, and performance. The proposal identifies multiple amenities including an open lawn for recreation and civic events (A), water and sculpture gardens (B), barge pool (C), public beach (D), carousel (E), a children's science garden (F) and playgrounds (G). These amenities entice visitors and activate the space, while creating a vantage point for viewing maritime activity against the backdrop of Baltimore's beautiful skyline. The park's green infrastructure includes constructed wetlands and bioretention areas lushly planted with native communities that collect and filter stormwater runoff and improve the harbor's water quality.



RASH FIELD



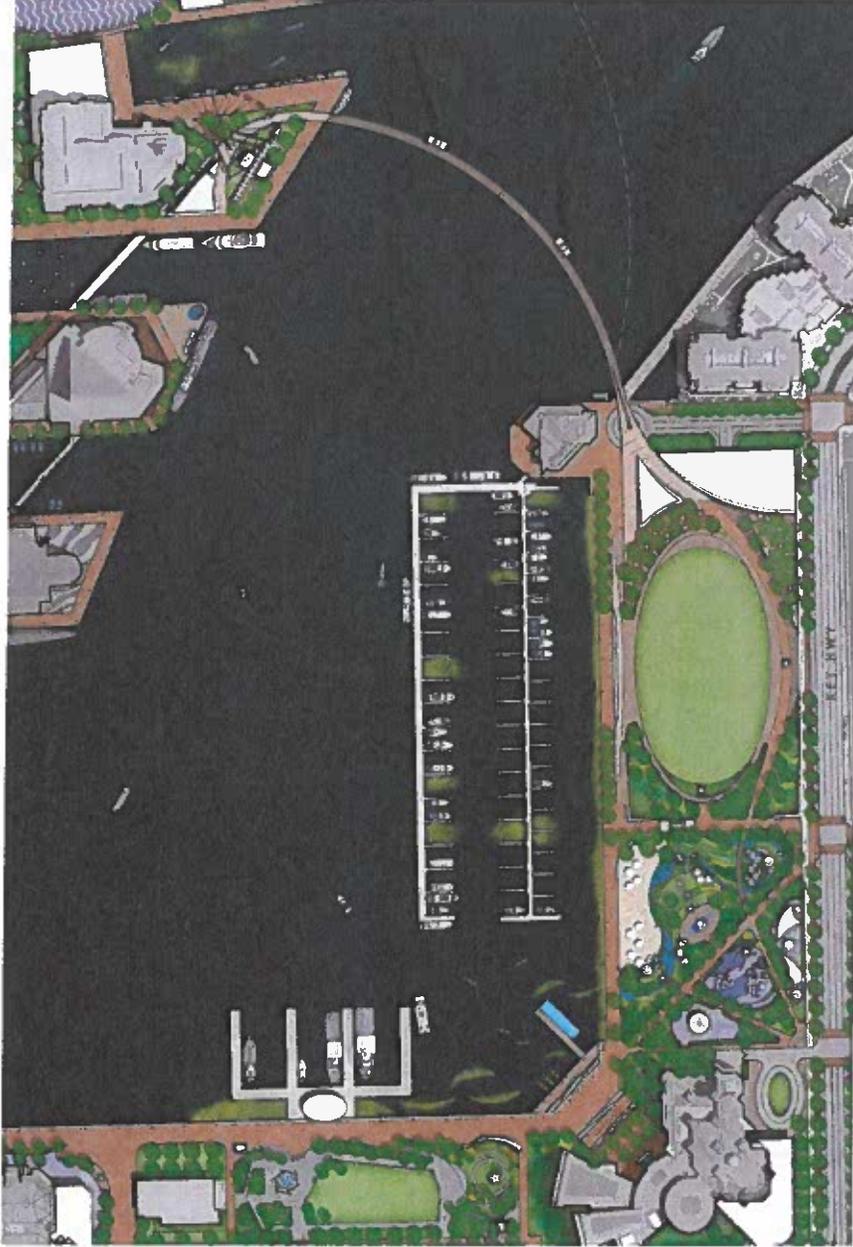
Rash Field Existing



Rash Field Proposed with one level of parking which would be covered with a green roof

Inner Harbor Bridge Connector

An exciting element of the design is connecting Rash Field and its adjacent neighborhood to the north shore with a designated Inner Harbor Bridge Connector. The footbridge provides visitors and Baltimoreans a way to experience the Inner Harbor as a continuous loop and injects new life into downtown Baltimore and the adjacent communities. In the near-term, a boat will continuously shuttle pedestrians back and forth across the harbor free of charge, similarly allowing pedestrians to easily access three city neighborhoods now separated by the harbor.



INNER HARBOR BRIDGE CONNECTOR

Maryland Science Center

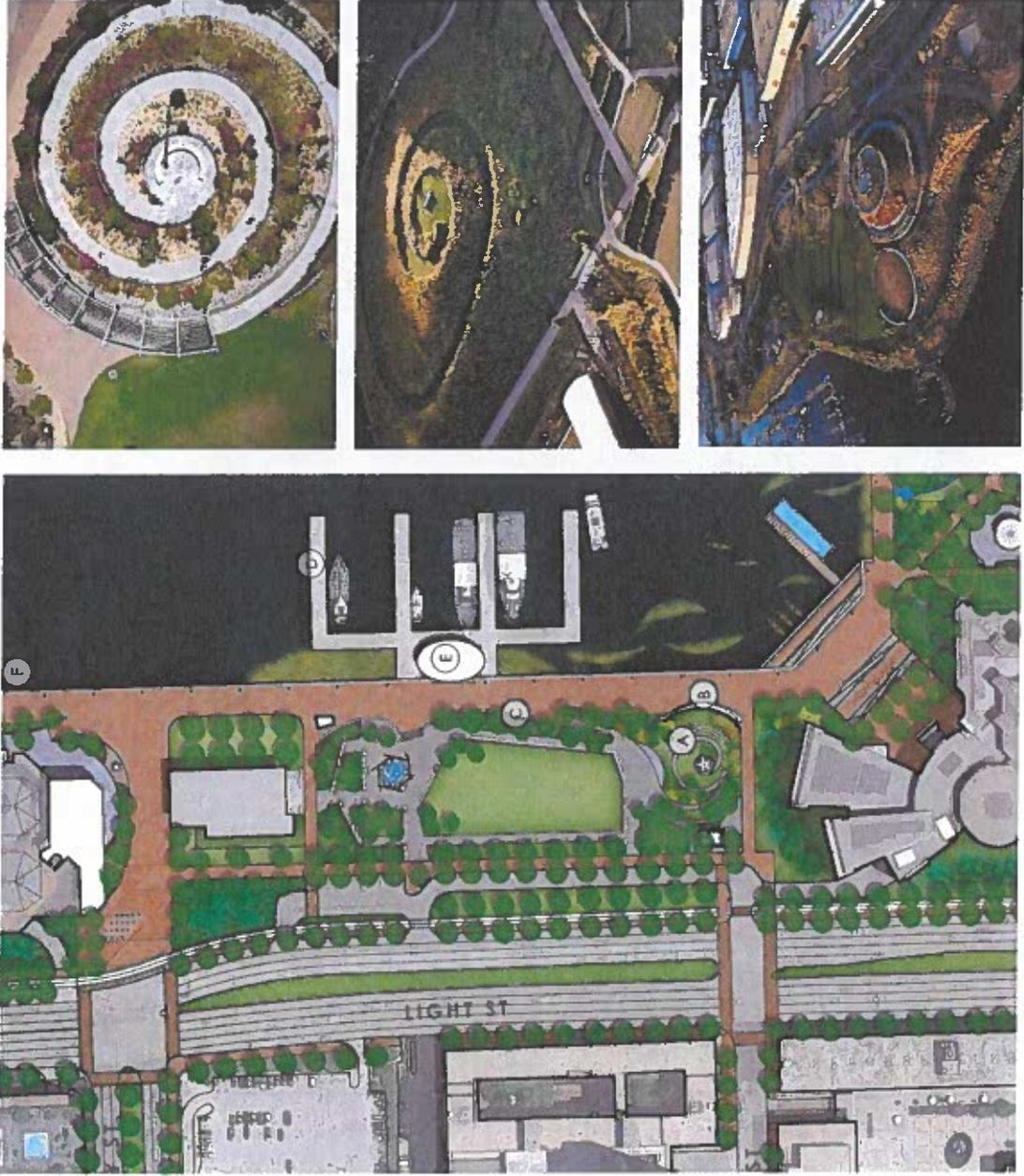
The Maryland Science Center is a significant destination within the Inner Harbor. The plan recommends building upon its anchors including the Maryland Science Center and The National Aquarium with strategic improvements. An interactive science garden and play area (A) provide the opportunity for further discovery and exploration outdoors. Floating wetlands (B) and a kayak launching point (C) add activity and highlight the Science Center. Expansion to the south (D) provides opportunities for growth while creating a stronger street presence. The addition of green infrastructure to the grounds (E) accommodates constructed wetlands and bioretention areas to improve the harbor's water quality and provide educational opportunities for the Science Center.



INNER HARBOR 2.0

West Shore Park

The construction of West Shore Park in 2008 has provided a center of activity in the harbor. The interactive play fountain and flexible green space provide places for contemplation, celebration, and gathering. The new proposals in this master plan enhance those already successful additions to the harbor. At the southern end of the park, a new earthwork mound (A) provides an elevated lookout for boat-watching, a discovery play space for children and a stage/performance space for concerts in the park. An integrated structure below the mound (B) provides new building facilities with café/food concessions and storage space. A new transition between West Shore Park and the promenade (C) allows for a softer approach into the park and provides additional shade on the park's eastern edge. A new finger pier (D) docks the commercial ships which currently reside on the west wall. A consolidated ticketing facility (E) for all commercial boats is integrated into the finger piers. Eliminating commercial docking along the West Wall (F) provides clear pedestrian views of the water and maintains ideal docking locations for visiting tall ships. These proposals eliminate both the scattered boat docking and scattered ticket sale booths that currently dominate and detract from the experience on the west shore. Floating wetlands and a new native plant palette enhance the green infrastructure.

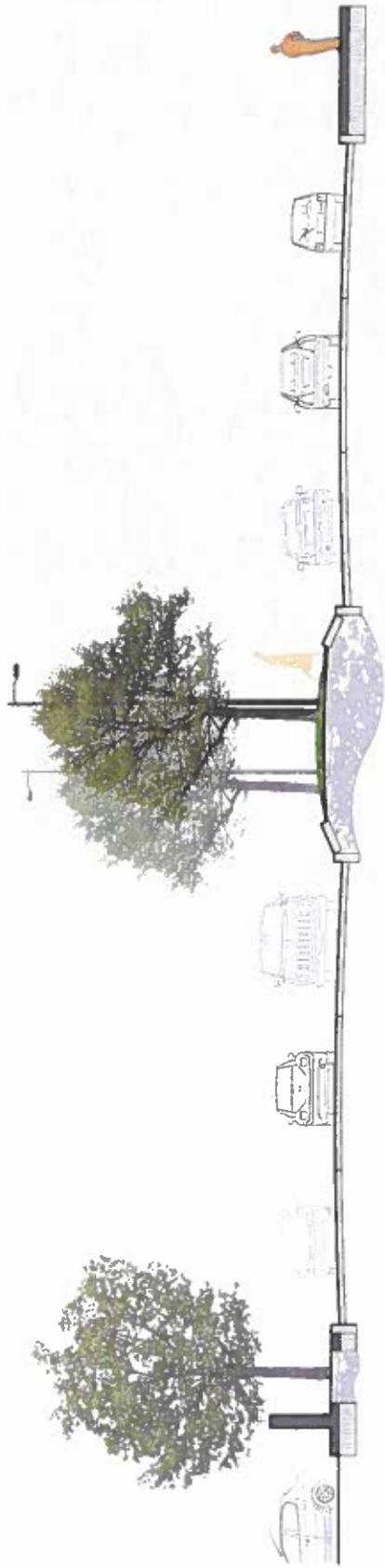


WEST SHORE PARK

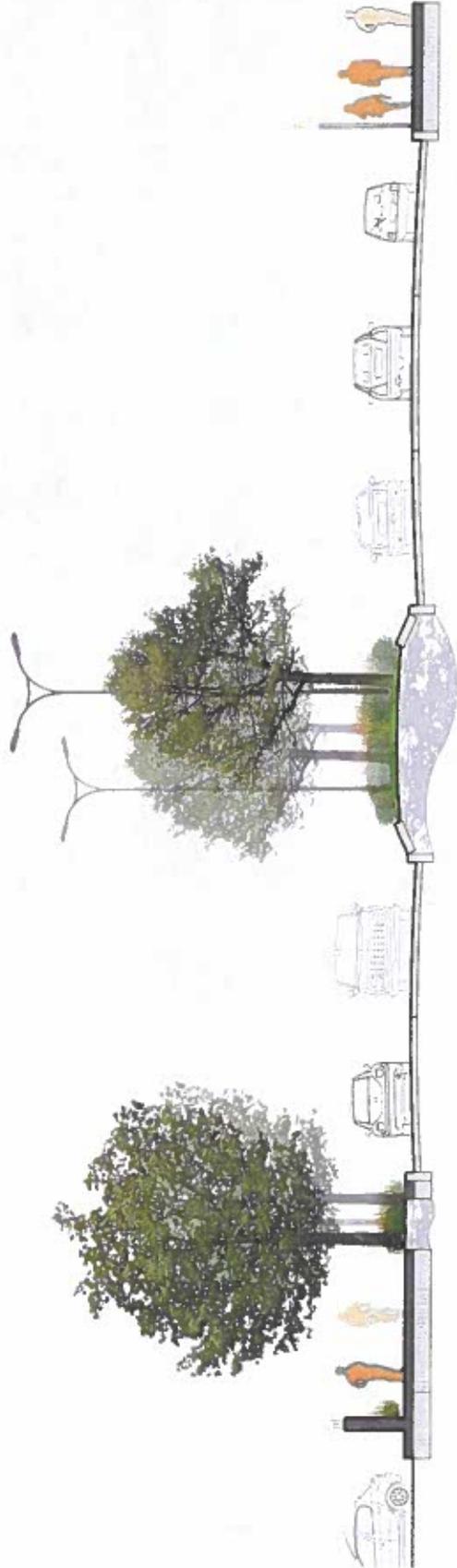
Conway Street Improvements

Conway Street serves as an important gateway to the Inner Harbor for visitors driving east from I-395. It is also a very important pedestrian link between the harbor and Camden Yards. This critical link has historically been designed to move traffic at the expense of the pedestrian experience. The streetscape on both sides of Conway will be improved with better paving and consistent rows of street trees. On the south side of the block, the sidewalks will be widened, requiring adjustment to the curb line and vehicular lane width. Brick will be used for the paving of the sidewalks on Conway as a way of improving the pedestrian experience and extending the character and quality of the Inner Harbor to Camden Yards. All of the roadway intersections with Conway will be improved with brick crosswalks, curb ramps and better signalization.





Conway Street Existing



Conway Street Proposed

CONWAY STREET IMPROVEMENTS

Harborplace

Harborplace has been an anchor of retail within the Inner Harbor since its original development. The design proposals accommodate building expansion, address service to the pavilions, and refresh the relationship between the pavilions and the harbor.

Strategic additions to the pavilions (A) have been shown. These additions activate the adjacent areas and provide locations for expanded retail. Increased transparency and use of clear glass on the first floor of the pavilions is strongly encouraged. A screened service drive on the western pavilion (B) separates service from the adjacent roadways, sidewalks, and bike lanes. Updates to the promenade side of the pavilions (C) provide space for additional café seating on an improved dining terrace, an increased number of canopy trees, and the introduction of a refreshing new native plant material and detailing that brings lush Chesapeake-inspired grasses to the harbor.



Acknowledgements

Developing the Inner Harbor 2.0 required the support and commitment of a broad cross section of the Baltimore community. The planning team wants to acknowledge the following for their active participation:

Stakeholder Groups

Baltimore City Mayor's Office
 Baltimore City Planning Department
 Baltimore Development Corporation
 Baltimore City Department of Recreation & Parks
 Baltimore City Department of Transportation
 Baltimore City Police Department
 Baltimore Office of Promotion and the Arts
 Baltimore Parking Authority
 Baltimore Office of Sustainability
 UDARP
 Visit Baltimore
 Councilman Cole
 Councilman Kraft's office
 Federal Hill Neighborhood Association
 Inner Harbor Project
 Downtown Partnership
 Metropolitan Partnership Ltd.
 International Waterfront Center
 Spirit Cruises
 Watermark
 Sail Baltimore

Inner Harbor Marine Center
 Ashkenazy Acquisition/Harborplace
 Maryland Science Center
 National Aquarium
 Rusty Scupper
 Harbor East Management Group
 Cordish Companies/Power Plant
 Beatty Development/Harbor Point
 Marty Millspongh
 Al Copp
 Bob Embry
 Mary Ann Mears
 Cho Benn Halbeck
 Hard Coplan Macht
 Design Collective
 Brown Craig Turner
 Mahan Rykiel
 Biohabitats
 RKK Engineering
 Klaus Philipson

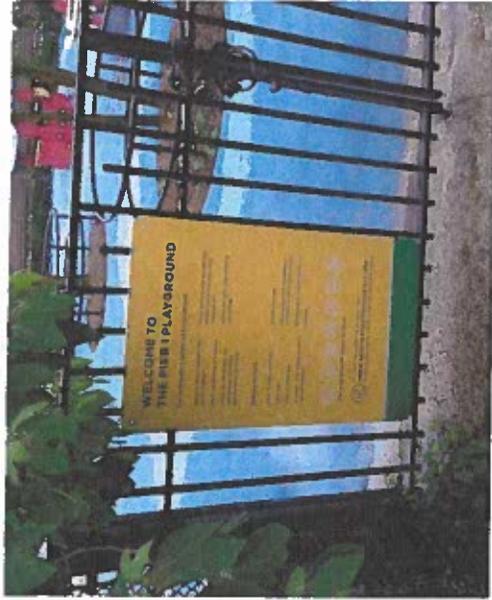
Steering Committee
 Baltimore City
 Anthony Cataldo
 Colin Tarbert
 Greater Baltimore Committee
 Donald Fry
 Waterfront Partnership of Baltimore, Inc.
 Laurie Schwartz
 Ayers Saint Gross Architects + Planners
 Jonathan Ceci
 Adam Gross
 Adam Ravestein
 Amelle Schulz
 Project Management by Laurie Schwartz, Waterfront Partnership of Baltimore, Inc.

Establish Deliberate Design and Governance

A central review agency for design review and approval process is suggested. A consistent review of proposals will help establish and maintain a high quality environment, with a unified vision.

Complimentary signage, café seating designation, service screening, shade structures, and retail kiosks will be accommodated within the Inner Harbor district. In order to maintain a consistent aesthetic, it is recommended that each of these discrete proposals is reviewed and ultimately approved by a singular enforcement agency. This one agency will ensure that a consistent and complimentary approach to design, material, scale, and aesthetic is maintained in proposals.

As a next step to this planning process, it is recommended that more detailed guidelines be developed to guide signage, outdoor restaurant screening, service screening, among others.

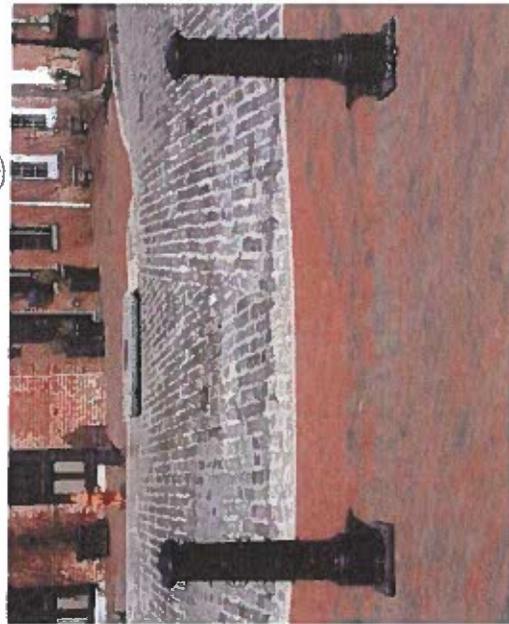
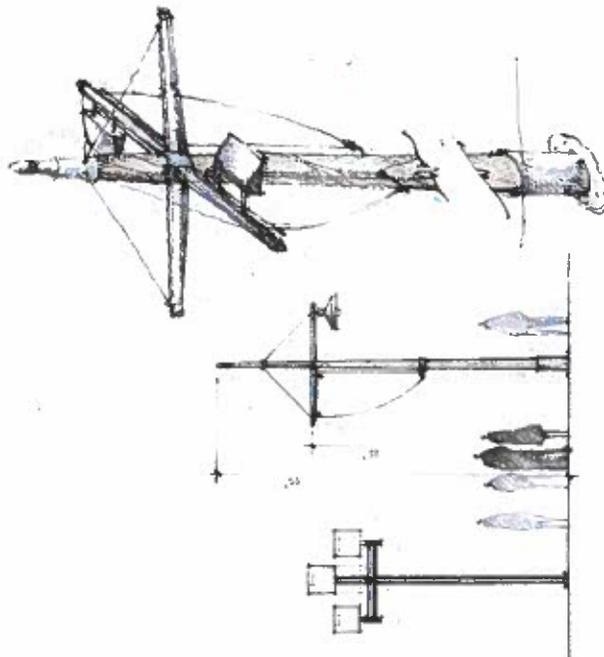


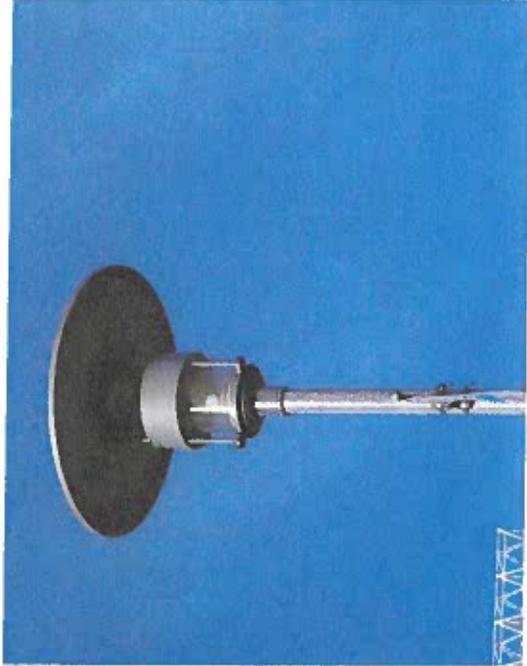
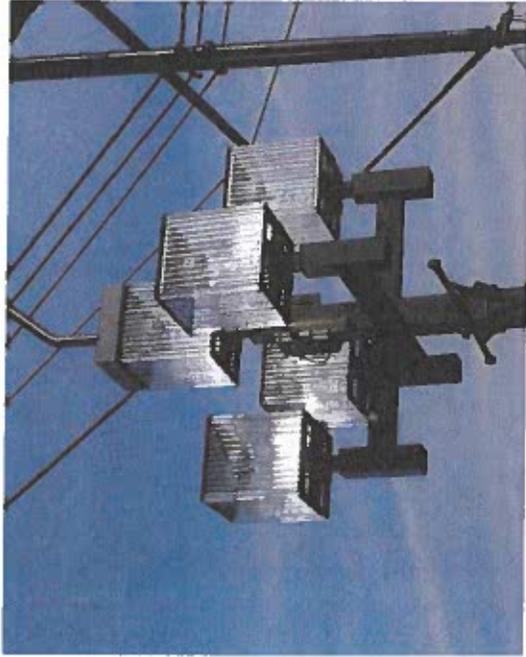
Site Furniture

In well-designed, successful urban environments, site furniture is integrated seamlessly into the built environment and provides important public infrastructure, such as lighting and seating. The following guidelines define a palette of site amenities and landscape materials for use throughout the Inner Harbor district. While sections of the promenade will be constructed incrementally with individual development projects and funding, they will be united by a common vocabulary of paving materials, lighting elements, benches, litter receptacles and bollards. All products will be high-quality and provide a consistent look and feel between projects.

If consistency of material is important to defining the character of the promenade, diversity and richness of materials shall be important to defining the character of the Inner Harbor's collection of unique open spaces. Each public open space will be different from the next, with paving and site furniture carefully designed to support the character of the individual open space. High quality materials and products will be used throughout.

Site Furnishings (Clockwise from left): Custom light fixture for promenade; Inner Harbor bollard; Victor Stanley Litter and Recycling (Black); Landscape Forms Gretchen Bench





Inconsistent light fixtures are similarly scattered across the Inner Harbor. Establishing a standard light fixture will help unify the Inner Harbor.



Inconsistent benches and site furnishings are currently scattered across the Inner Harbor. Establishing furnishing standards will help unify the Inner Harbor.

SITE FURNITURE

Water palette floating wetlands/water gardens

- Distichlis spicata* / saltgrass
- Hibiscus moscheutos* / eastern rosemallow
- Iris versicolor* / blue flag
- Juncus effusus* / rush
- Nuphar lutea* / cow-lily
- Nymphaea odorata* / American waterlily
- Orontium aquaticum* / golden club
- Peltandra virginica* / arrow arum
- Sagittaria latifolia* / arrowhead
- Schoenoplectus pungens* / common three-square
- Scirpus atrovirens* / black bulrush
- Scirpus cyperinus* / woolgrass bulrush
- Spartina alterniflora* / smooth cordgrass
- Spartina pectinata* / freshwater cordgrass
- Zizania aquatica* / wild rice





Native Floodplain Bioretention

Grasses:

- Carex crinita* var. *crinita*, *lurida*, *stricta*, *vulpinoidea*
- Festuca rubra* - red fescue (turf)
- Panicum virgatum* - Virginia switchgrass
- Tripsacum dactyloides* - gama grass
- Andropogon gerardii*, *glomeratus*, *virginicus*
- Calamagrostis canadensis*
- Panicum virgatum*

Herbaceous Plants:

- Eupatorium dubium* - Joe-Pye weed
- Helianthus angustifolius* - swamp sunflower
- Liatris spicata* - blazingstar
- Lilium superbum* - Turk's cap lily
- Solidago rugosa* - wrinkle leaf goldenrod
- Phlox maculata*
- Rudbeckia laciniata*
- Stachys tenuifolia* (*hispida*)
- Symphoricarpon* (*Aster*) *novae-angliae*, *novi-belgii*

Shrubs

- Aronia melanocarpa* - black chokeberry
- Hypericum densiflorum* - dense St. John's wort
- Cephalanthus occidentalis* - buttonbush
- Ilex verticillata* - winterberry holly
- Itea virginica* - Virginia sweetspire
- Rhododendron viscosum* - swamp azalea
- Viburnum prunifolium* - black haw viburnum

Trees (tall):

- Betula nigra* - river birch
- Liquidambar styraciflua* - sweet gum
- Magnolia virginiana* - sweetbay
- Nyssa sylvatica* - black gum, sourgum
- Populus deltoides* - eastern cottonwood
- Quercus bicolor* - swamp white oak
- Taxodium distichum* - bald cypress

Native Upland

Canopy trees

Carya cordiformis, *tomentosa*
Quercus alba, *falcata*, *marilandica*, *phellos*, *pinus*, *stellata*,
velutina
Pinus species, occasional intermixed with the above

Understory Trees

Asimina triloba
Cercis canadensis
Magnolia virginiana
Sassafras albidum

Understory shrubs

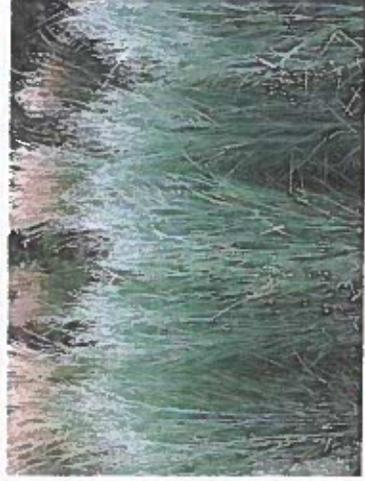
Comptonia peregrina
Clethra alnifolia
Gaylussacia frondosa
Ilex glabra
Myrica cerifera - wax myrtle
Morella (Myrica) cerifera, *pensylvanica*
Rhus copallina
Vaccinium pallidum (*vacillans*), *stamineum*
Viburnum dentatum (*recognitum*), *prunifolium*

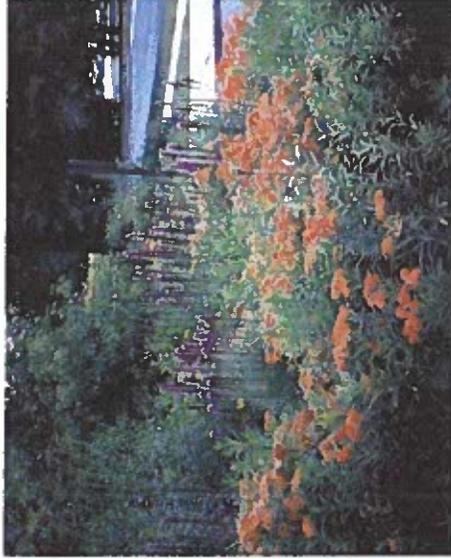
Grasses or Grasslike Plants:

Andropogon virginicus - broomsedge
Elymus canadensis - Canada wild rye
Elymus hystrix - bottlebrush grass
Panicum amarum - coastal panic grass
Schizachyrium scoparium - little bluestem
Sorghastrum nutans - Indiangrass

Herbaceous Plants and Groundcovers:

Asclepias tuberosa - butterflyweed
Aster laevis - smooth blue aster
Aster novae-angliae - New England aster
Eupatorium fistulosum - Joe-Pye weed
Liatris graminifolia - grass-leaf blazingstar
Monarda punctata - horsemint
Rudbeckia hirta - black-eyed Susan
Solidago juncea - early goldenrod





Open Space Landscapes

In addition to the promenade, the public realm of the Inner Harbor also consists of public parks, gardens and plazas. The design of these open spaces will look for inspiration to the regional landscapes of the Chesapeake Bay:

- The stratified oak-hickory woodlands of the piedmont
- The opportunistic and dynamic plant communities on old agricultural or industrial lands
- The tall-canopied floodplain forests with sycamores and tulip poplars
- The fragrant loblolly pine forests of the coastal plain
- The freshwater wetlands and brackish tidal marshes

In order to succeed as constructed urban environments, the landscapes of the Inner Harbor will be representative abstractions of these native plant communities rather than strict reconstructions or restorations of native habitat. Nevertheless, they will contribute valuable urban habitat and perform a variety of ecosystem services. Plant species will be carefully calibrated in response to microclimate, soil, solar aspect and moisture availability. The following lists are meant to serve as a partial guideline and are by no means comprehensive in defining the full range of species suitable for use around the Inner Harbor.

Plant Palette

Urban Canopy

Trees are an important part of the urban environment and help create a comfortable, welcoming promenade experience for visitors to the Inner Harbor. Species will be selected for their architectural and space-defining qualities. Light and high-canopied species are preferred. Promenade trees will include hardy, urban-tolerant native and adapted non-native species.

Tree spacing will vary based upon species and aspect. Care will be taken to create a consistent rhythm of tree trunks and light poles and to ensure even shading of walkways with the tree canopy. Shade trees will be consistently under-planted with groundcovers, ornamental grasses and small shrubs whenever circumstances allow. Underplantings help enhance and soften the urban environment and increase the permeability of ground surfaces to rain water. Hardy species will be selected for low maintenance and minimal need for irrigation. Plant material will express the character of the unique Chesapeake habitat while also maintaining an open and manicured feel. Strategic locations will be planted with compatible material to provide color and seasonal appeal.



Large-canopied species;

- Acer rubrum 'October Glory' / Red Maple
- Ginkgo biloba / Ginkgo
- Gleditsia triacanthos var. inermis / Thornless Common Honeylocust
- Quercus phellos / Pin Oak
- Quercus shumardii / Shumard Oak
- Ulmus americana 'Princeton' / American Elm
- Quercus bicolor / Swamp White Oak
- Taxodium distichum / Baldcypress

Medium- and small-canopied species;

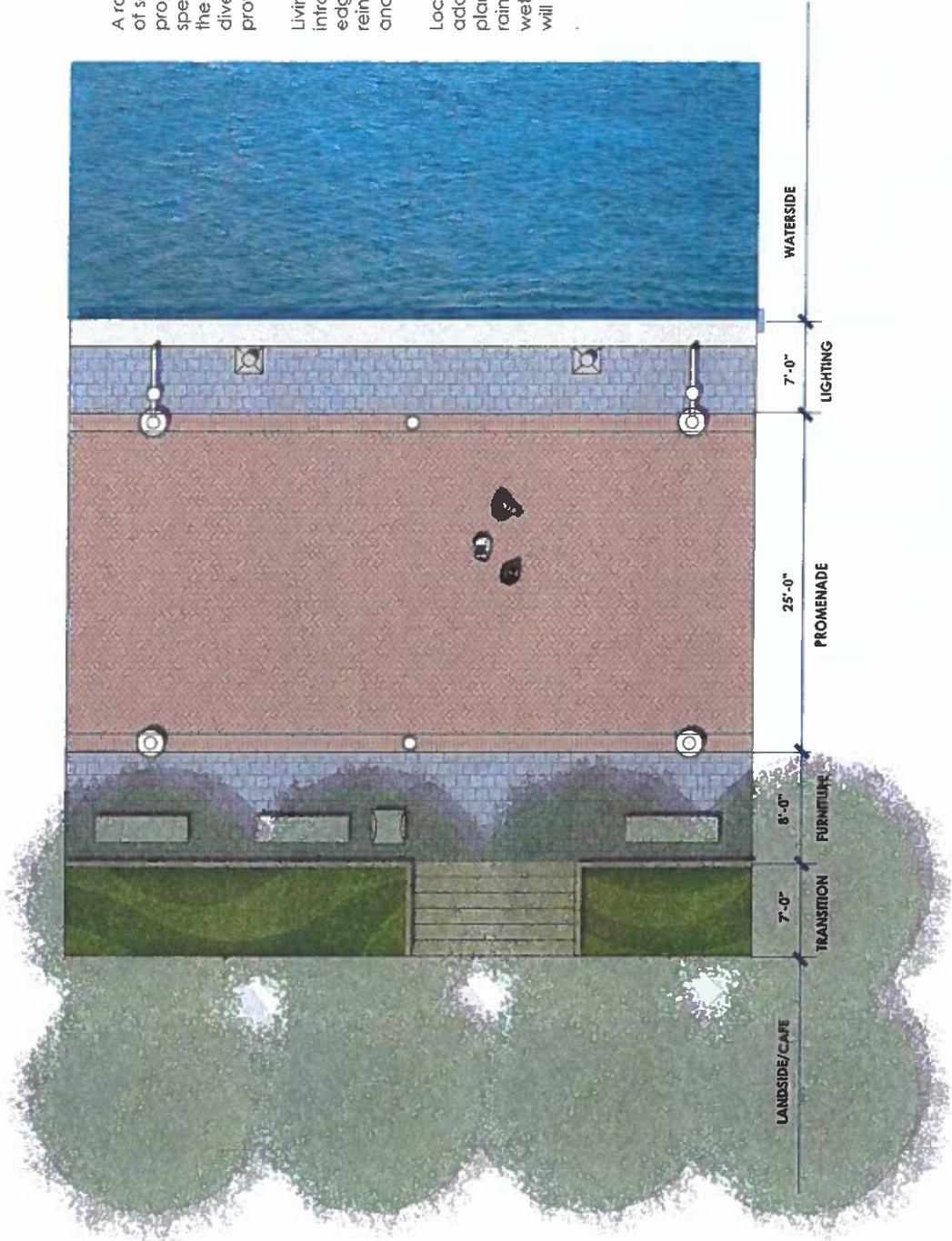
- Carpinus caroliniana / American Hornbeam
- Syringa reticulata / Japanese Tree Lilac



A range of plants that reinforces the native variety of scales, colors, sizes, and seasonal interest are proposed. In areas of bio-filtration, a series of native species of grasses, which reference the shores of the Chesapeake Bay, are proposed. The use of this diverse range of regional and adapted species provides habitat.

Living shorelines and floating wetlands are introduced periodically along the promenade edge. Their introduction creates ecosystems and reinforces the importance of the harbor's health and its relationship with the Chesapeake Bay.

Localized stormwater management will be addressed as part of each individual development plan and will include landscape features such as rain gardens, micro-bioretenion and constructed wetlands. When such features are included, they will be well-designed as attractive amenities.



Proposed Promenade Details

PROMENADE

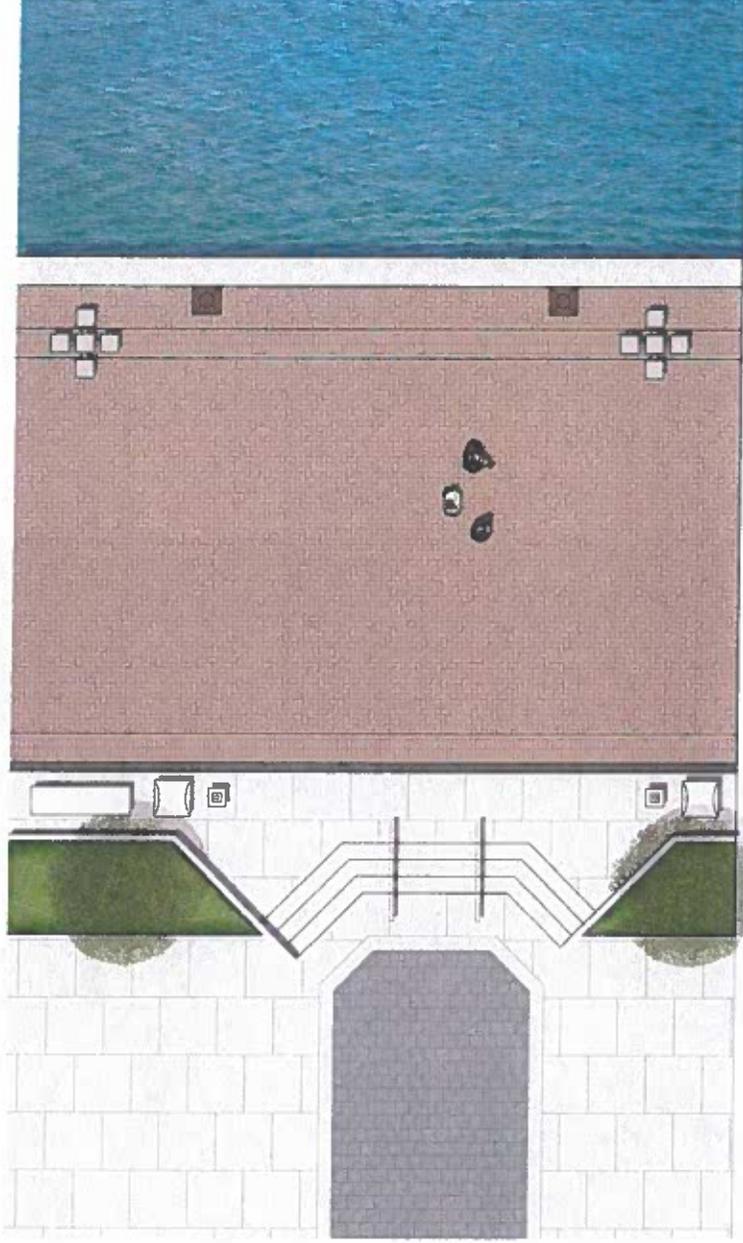
Promenade

A set of typical plans and sections have been developed to communicate the character of the Inner Harbor promenade. These studies highlight the relationships between the buildings and the water's edge, define space through paving details, suggest an appropriate percentage of seating and site furnishings, create opportunities to increase shade with shade structures and tree canopy, introduce Chesapeake inspired plantings, and look creatively at waterside plantings.

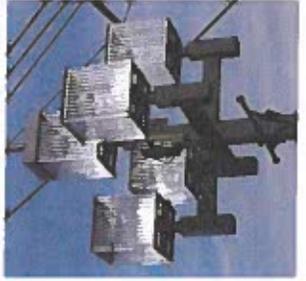
In all cases, the original thirty-five foot wide promenade dimension is maintained. Paving materials are consistent within the promenade. A pallet of brick, cobble, and granite with the occasional use of wood board boardwalk is proposed. The use of materials helps reinforce walkway and seating areas.

Site furnishings are a cohesive kit of parts that create an overall aesthetic and identity for the harbor. The material palette is durable, timeless, and contextual.

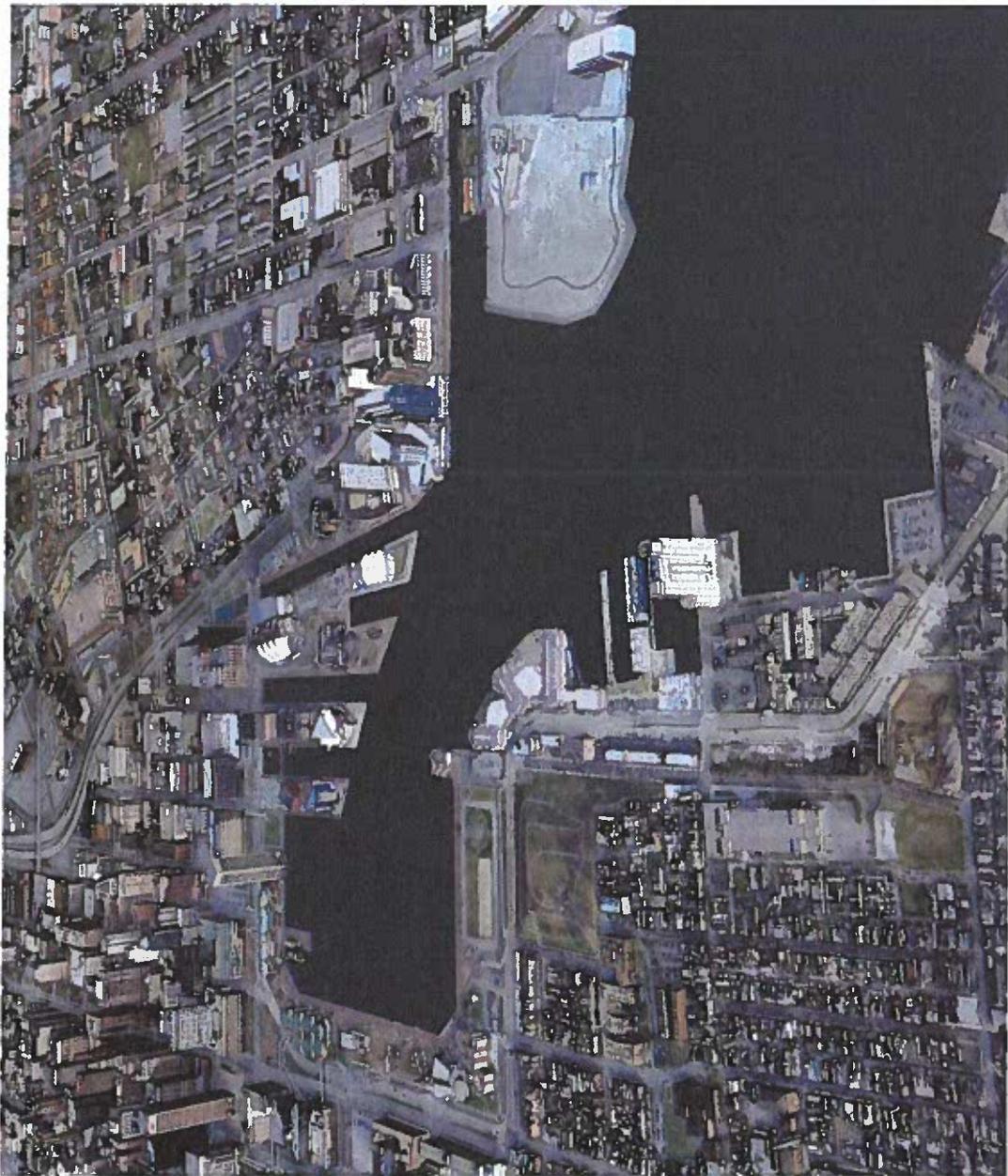
Canopy trees and shade structures add areas of rejuvenation within the harbor. These elements are introduced in a way that is sensitive to preserve views out toward the water.

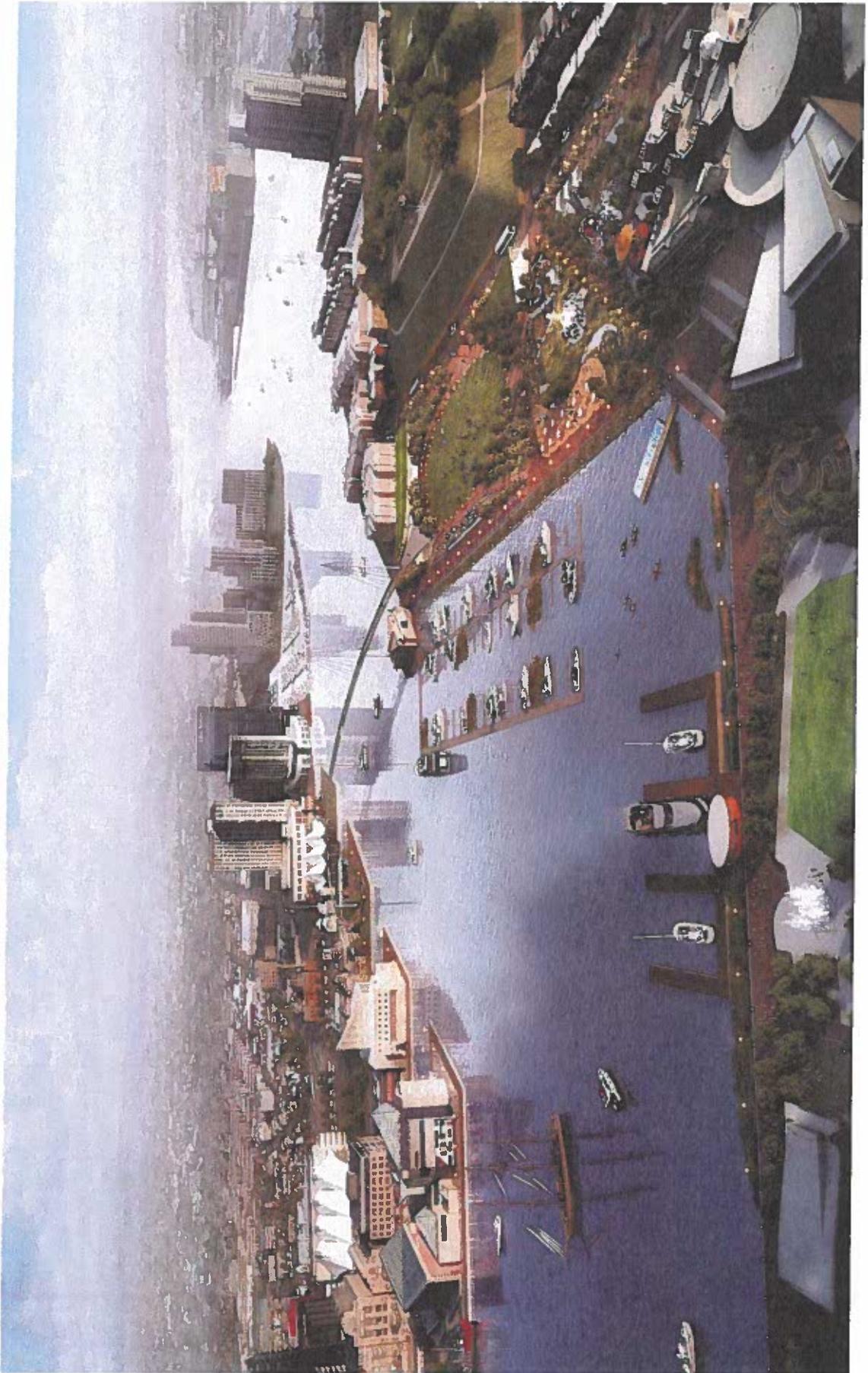


EXISTING PROMENADE DETAILS



DESIGN GUIDELINES

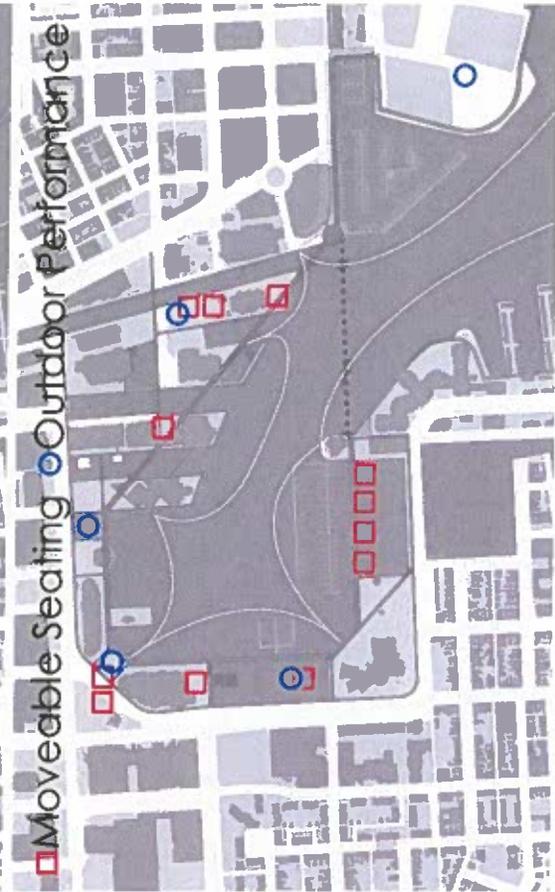
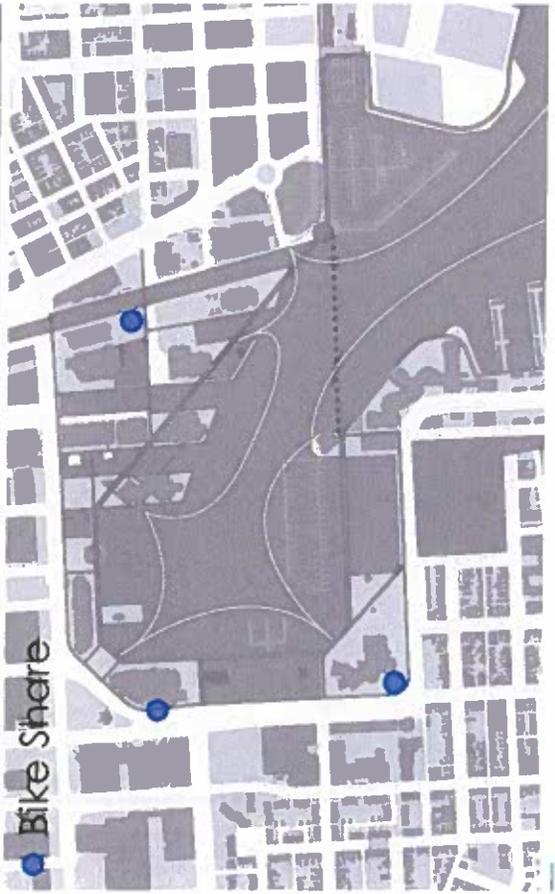
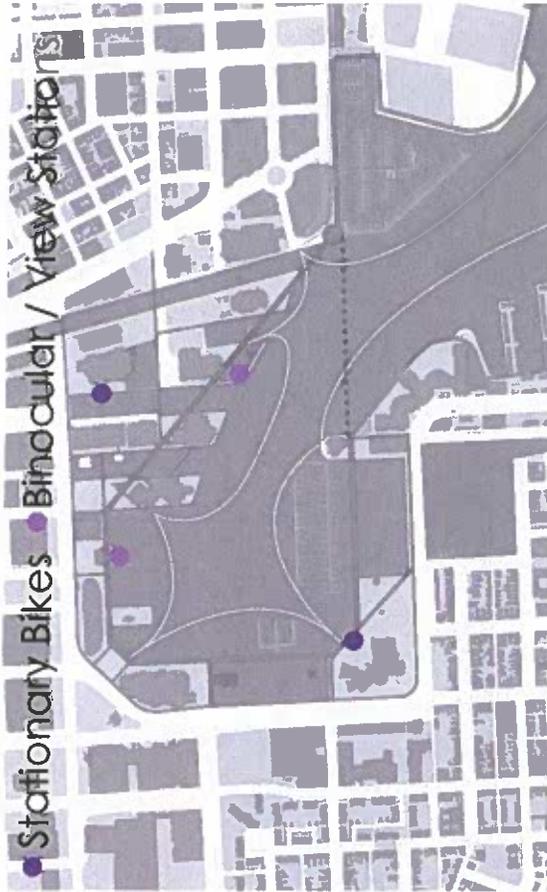
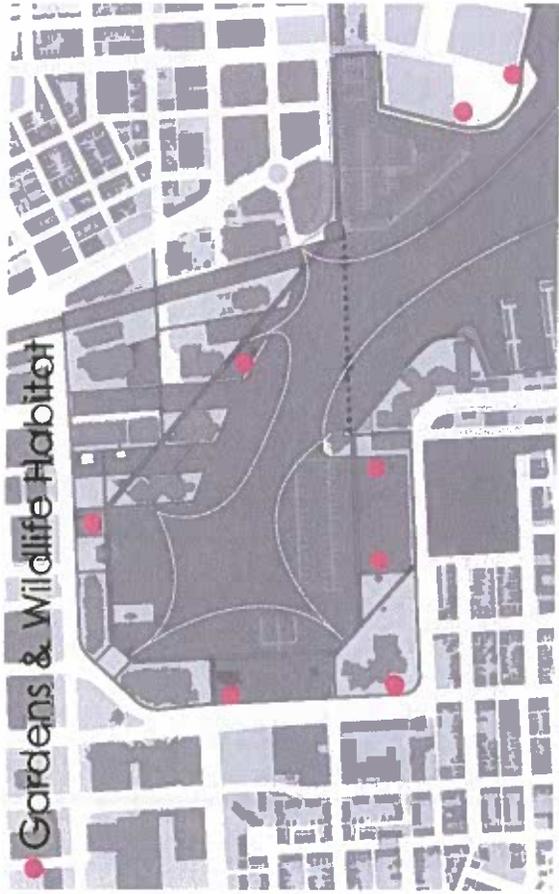


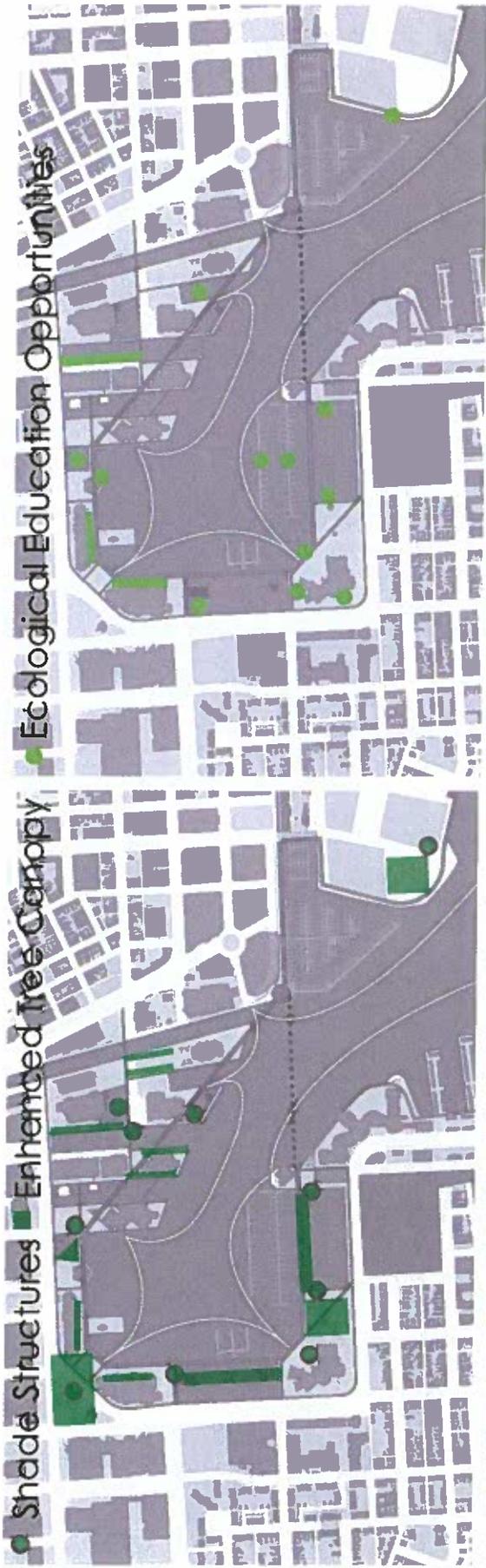


Ten Mile Promenade

The Inner Harbor is a 1.5 mile segment of a ten mile working, urban waterfront. The greater waterfront corridor was assessed to evaluate its potential to be converted into a unified waterfront experience. Strategic sites were identified as key parcels necessary for the conversion into a seamless experience. This city-wide waterfront promenade provides clear pedestrian gateways from over a dozen neighborhoods to the water's edge, accommodating waterside connections to the Inner Harbor District and beyond. Such a promenade strategically connects to major city-wide pedestrian routes, streets, city parks, and waterways. These larger scale connections provide Baltimoreans access to both the promenade and water itself with identified kayak and boat launching points. The eastern portion of the promenade provides unprecedented visual access to the Port of Baltimore and adjacent industrial lands, as a way of celebrating the city's living legacy of industry and shipping. The plan envisions this Outer Harbor promenade as a closed loop with the introduction of a regular ferry for bicyclists and pedestrians between the east side piers and Fort McHenry. The establishment of a broader ten mile waterfront promenade enhances and expands the waterside experience that is already a key part of the Inner Harbor.

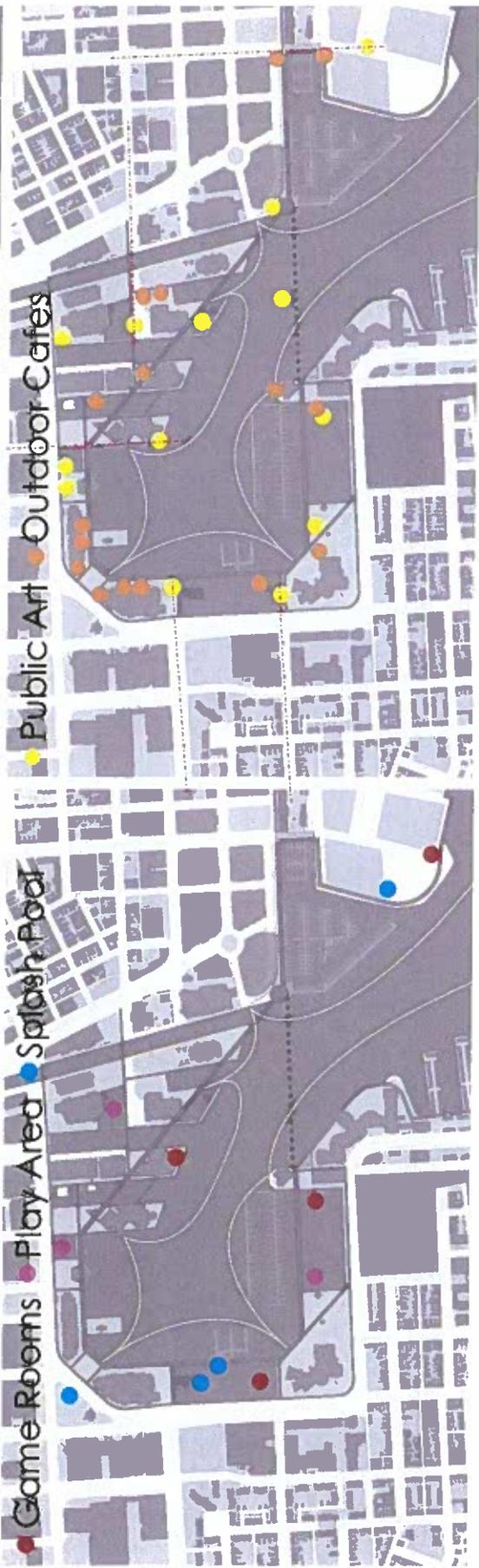






● Shade Structures ■ Enhanced Tree Canopy

● Ecological Education Opportunities



● Game Rooms ● Play Area ● Splash Pool

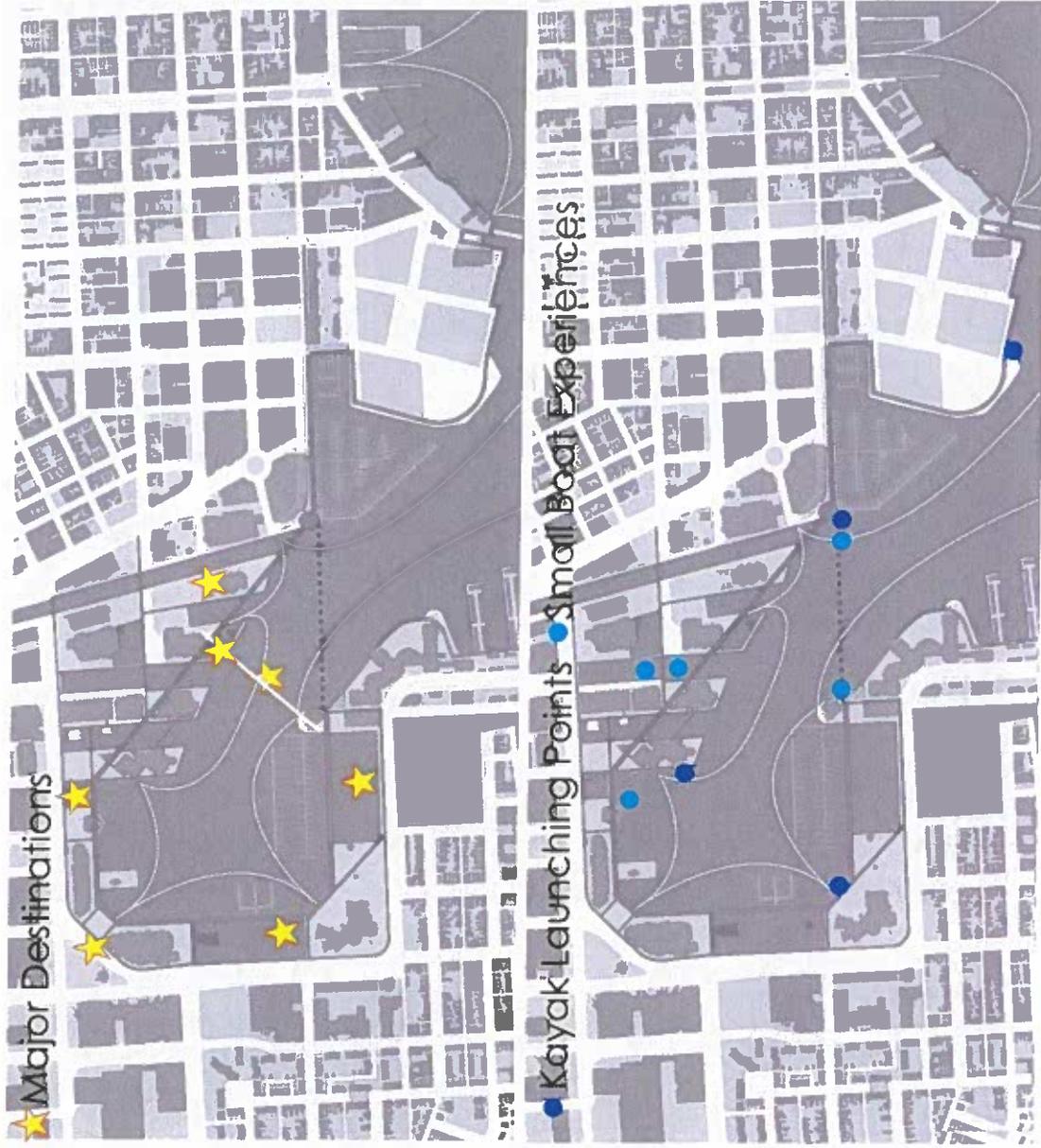
● Public Art ● Outdoor Cafes

Program

A variety of programs activate the promenade and adjacent spaces.

The plan provides opportunities to activate the harbor with new and exciting activities. These activities range in scale from major new destinations to smaller site specific proposals. The different scales and costs of the proposals allow for flexibility as it relates to implementation sequencing and the ability to update as time goes on. These discrete proposals combine to redefine the Inner Harbor as an engaging series of unique experiences. Possible locations for some of these activities have been highlighted below:

- Major Destinations
- Shade structures / Enhanced tree canopy
- Public art
- Binocular viewing stations/ Stationary bike locations
- Play areas/ Game rooms/ Splash pools
- Ecological education
- Gardens and wildlife habitat
- Small boat experiences/ Kayak launching points
- Outdoor cafes
- Moveable seating
- Outdoor performance areas
- Bike share stations





Waterside Activities

The proposals for the Inner Harbor include multiple opportunities to engage people with the water.

The addition of a jitney boat connects neighborhoods on the north and south shores. The boat shuttle will be free of charge and provide visitors and Baltimoreans a way to experience the Inner Harbor as a continuous loop.

Floating wetlands and living shorelines provide habitat and highlight the importance of a healthy harbor within the context of the Chesapeake Bay.

The relocation of charter cruises to the finger piers preserves open views to the water and accommodations for visiting tall ships. Consolidation of charter cruise ticketing to a common sales booth eliminates the scattered and inconsistent booths that cluttered the west promenade today.

Strategic kayak launching points at the Science Center, World Trade Center, Pier 5 and Harbor East accommodate public access to the harbor. The inlet between Piers 5 and 6 provides an exciting location for a kayak course where kayakers would weave their way between floating wetlands and other obstacles.

A designated remote control sailboat area, similar in concept to the boat pond at New York City's Central Park, is another exciting possibility for the pier inlets.

Consolidation of the historic ships to the pier inlets, with the exception of the Constellation which would remain at Pier 1, showcases the historic ships and their respective tours.

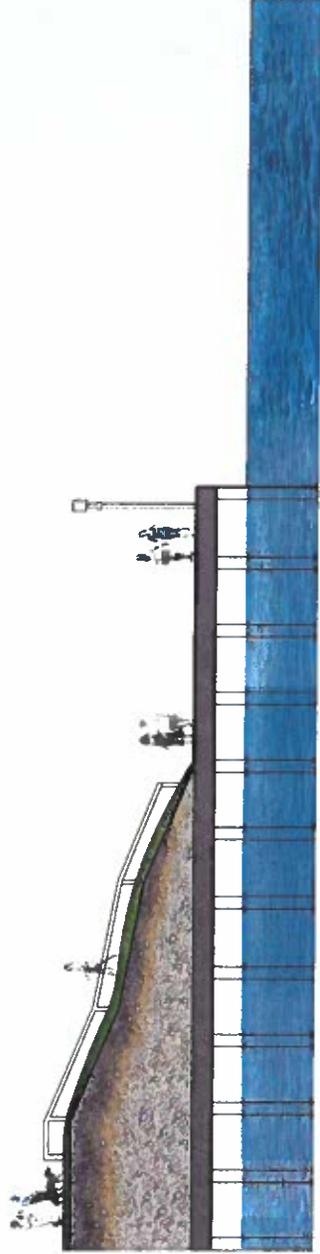
A floating barge pool at Rash Field and the addition of a footbridge spanning the harbor provide new perspectives within, along, and above the water.



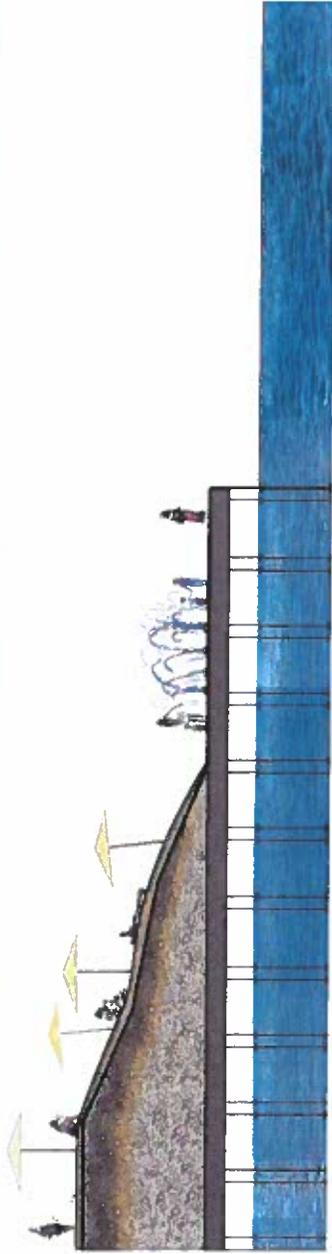
Pier 6 currently has heavy service and staging needs. Plan proposals consolidate parking in an extended parking structure on Pier 6 with ground-floor retail (F). Pier 6 Pavilion and service needs are similarly minimized and managed. The addition of a new green room (G) provides much needed back-of-stage areas for performers, also eliminating some of the staging area needed for tour buses. Reconfiguring the current surface parking lot into a well-designed plaza (H) allows for the space to be flexible in its use. During a concert in the Pavilion, this space will accommodate staging. For special occasions, the plaza will be closed to vehicles and become seating for a unique theatre-in-the-round experience. The plaza will similarly house special events including farmer's markets and arts festivals. On a daily basis, the plaza will accommodate valet parking drop off for the hotel. By designing the plaza as a flexible space, it is able to adjust to the variety of uses necessary in this area, all the while contributing to the greater promenade experience and public realm.

It is desirable to keep the promenade adjacent to the Pavilion open to the general public (I). Doing so allows continuous waterside access to the harbor. An additional pedestrian bridge connects the tip of Pier 6 with Harbor East in a more streamlined way (J).

In the near-term, more modest landscape improvements will make a significant improvement. A landscape screen along the parking lot will minimize the impact of cars. Clear pathways will help pedestrians navigate this otherwise confusing length of the promenade.



South end of Pier 6 Existing



South end of Pier 6 Existing

Piers 5 & 6

Piers 5 and 6 offer unique opportunities to reinvent the waterside environment at the Inner Harbor. The existing Piers have a significant amount of space dedicated to roadways, drop-off, service, and surface parking yet the area provides a critical link between the Inner Harbor and Harbor East as a major pedestrian path. Careful consolidation of these elements provides large waterfront areas for new development and attractions.

The elimination of the Pratt Street hotel drive (A) and relocated hotel drop-off/ valet (B) minimizes roadways on Pier 5, dedicating more space to the public realm and eliminates pedestrian/automobile conflicts. This provides an exciting opportunity to expand the already successful Pierce's Park to the south and east (C). Pier 5 is enhanced with the activity generated by the landing point for the Inner Harbor Connector Bridge (D). This pedestrian bridge links neighborhoods to the south to the north shore of the harbor. Relocating the existing lighthouse to the outer harbor creates a new space for a unique Inner Harbor destination at the tip of Pier 5. A variety of ideas were investigated for this area including the potential for a signature Baltimore Ferris Wheel (E).



Piers 3 & 4

Suggested refinements to Piers 3 and 4 enhance the overall visitor experience. Key elements in these proposals separate pedestrian and service conflict, minimize the impact of service, activate the tips of the piers, increase building transparency on the first floor, and add much needed shade.

Pier 3 proposals extend the Inner Harbor experience to the tip of the pier. Consistent paving materials along the promenade in combination with new plantings and lighting encourage visitors to travel the water's edge for the entire length of the pier (A). The addition of shade structures, planting areas, and updated seating enhance the public realm at the tip of the pier (B). Increased transparency into buildings on Pier 4 (C) at the first floor is strongly encouraged. Space has been preserved to accommodate the National Aquarium tented facility that exists today (D). Limited service will be appropriately screened and timed to minimize conflicts with the visitor experience.

Pier 4 proposals similarly minimize service and visitor conflict. The west side of Pier 4 has consistently been the "front door" for businesses. Active café spaces flank that side of the pier. Screening of waterside kitchens and service areas is suggested (E). A more aggressive solution to service is proposed for the eastern edge of Pier 4. This edge of Pier 4 has significant loading, service, and parking. As a result, the eastern side of the pier currently feels like a service drive- yet is still open for and used as a pedestrian connection.

Understanding this conflict, the plan suggests gating the eastern side of Pier 4 to the north and southern edge of the Power Plant, providing exclusive access for service (F). Designed screening on the waterside in combination with the relocation of the USCGS Taney (G) provides a screen limiting both the visual and physical conflict between service and visitor. Limiting heavy service to this area allows for the removal of the traffic circle (H) currently located at the western edge of the footbridge, recapturing that space for a continued pedestrian environment, reactivating the space with improved café seating for the National Aquarium café and adjacent businesses (I). Extending the public realm to the tip of Pier 4 reinforces the ideas presented for Pier 3 including the addition of shade, planting areas, and updated seating. Opportunities to increase transparency at key locations and strategic vistas enhance the visitor experience, expressing interior uses on the exterior.



Area 10

Complementing the activities in the National Aquarium, a new interactive facility (A) focusing on the Chesapeake Bay and its ecosystems is suggested for Area 10. Envisioned as a small glass structure whose interior spaces are visible all day and night, this new amenity provides an indoor and outdoor educational experience centered on the Bay and its ecosystem, helping to connect the Inner Harbor to its larger context. This new destination adds vibrancy to the already successful National Aquarium, bringing back a free amenity and activity originally provided by the seal pool. The addition of outdoor plantings and green infrastructure (B) provide free public access to the same ideas explored in more detail within the facility. A new multi-seasonal destination helps continue activity into the shoulder seasons of fall and winter.





McKELDIN PLAZA

McKeldin Plaza

McKeldin Plaza is both the gateway to the Inner Harbor for the central business district and one of the first visual connections to the harbor for those visiting Baltimore from the west. As such, it is a first impression of the Inner Harbor and needs to be treated appropriately.

Roadway Reconfiguration:

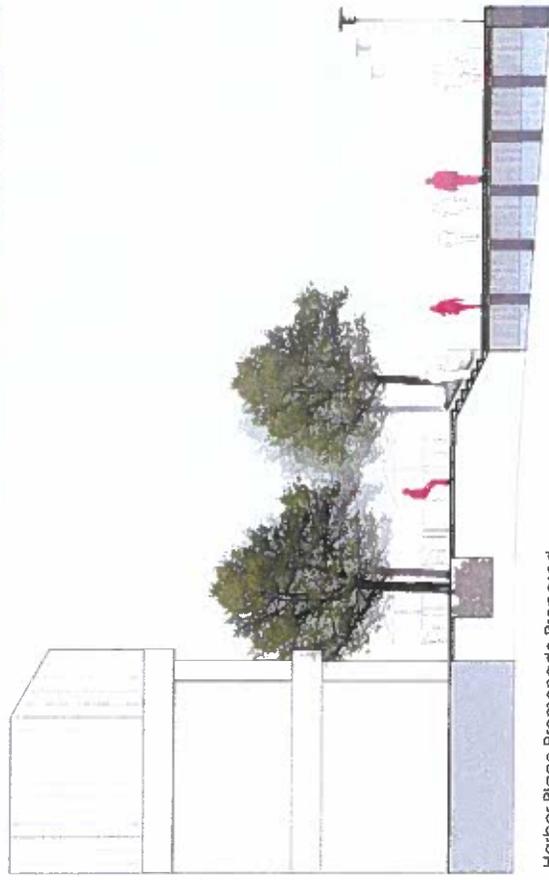
To eliminate the freeway-like, suburban quality of the roadways, the central intersection at Light and Pratt is reconfigured to eliminate the northbound diagonal merge from Light Street to Pratt Street. The intersection is reconfigured as a "T", slowing traffic, and creating a central urban plaza for pedestrians. Changing the roadway structure allows McKeldin Plaza to be redeveloped as a seamless part of the Inner Harbor.

This new, generous central plaza (A) has a clear pedestrian and visual connection from the city to the harbor. The expanded plaza can accommodate both large and small scale gatherings with its flexible combination of hardscape and planted areas. Bosquets of trees (B) offer much needed shade. Retail pavilions (C) and café seating (D) activate the plaza. A large civic garden anchors the edge of the plaza with a dramatic horticultural display (E). Playful water jets and a linear water tunnel penetrate the site (F), introducing water into the experience. Additions to the Harbor Place Pavilions (G) further enhance the space, anchoring the plaza with new retail options.





Harbor Place Promenade Existing



Harbor Place Promenade Proposed

HARBORPLACE

Additional green infrastructure improvements to the water's edge express the importance of the harbor's health to visitors through unique bulk head treatments such as algal-turf scrubbers, and vertical green walls.

Amphitheater

An adjusted location for the amphitheater (D) brings this experience closer to the water's edge while resolving accessibility concerns with the promenade. Bringing the amphitheater up to the water's edge provides an uninterrupted backdrop of the harbor for performances and a great vantage point for viewing. Realigning the promenade along the back side of the amphitheater makes an intuitive pedestrian route while also addressing accessibility and flooding concerns. The amphitheater is designed to accommodate current seating and provide necessary utilities for the performers.

This drawing highlights that the majority of the design can be achieved while leaving the diagonal road in place in the interim.

