



*Catherine E. Pugh*  
Mayor

## PLANNING COMMISSION

*Wilbur E. "Bill" Cunningham, Chairman*

### STAFF REPORT



*Thomas J. Stosur*  
Director

**June 15, 2017**

**REQUEST:** Major Subdivision Final Plans / 100, 200, 300, 321 E. Cromwell Street (Port Covington Subdivision I)

**RECOMMENDATION:** Approval

**STAFF:** Matthew DeSantis, AICP

**PETITIONER:** Port Covington Master Developer, LLC

**OWNER:** 300 East Cromwell Street, LLC; Tidewater Holdings, LLC

#### **SITE/GENERAL AREA**

Site Conditions: 100, 200, and 300 E. Cromwell Street are the properties that comprise the Baltimore Sun newspaper printing facility. 321 E. Cromwell Street is the location of Tidewater Holdings, which utilizes the property for boat sales/repair and full-service marina.

General Area: The properties subject to this subdivision action are located in the Port Covington neighborhood. The properties are currently utilized for industrial purposes and are adjacent to the newly operational Sagamore Whiskey distillery site.

#### **HISTORY (this includes the entire Port Covington development area)**

- In January 1985, the Planning Commission approved a Marina Master Plan for Baltimore City.
- Ordinance #87-1075 established the Port Covington Urban Renewal Area.
- On December 3, 1987, the Planning Commission approved a Final Subdivision and Development Plan for Port Covington.
- Ordinance #88-0001 provided the most recent amendment (#2) to the Port Covington Urban Renewal Plan.
- Ordinance #90-0425 established the Port Covington Planned Unit Development for approximately 72 acres of undeveloped land owned by CSX Railroad.
- On November 9, 1995, the Planning Commission approved a revised Final Subdivision Plan for the larger Port Covington tract.
- On January 23, 1997, the Planning Commission approved the Final Subdivision for the CSX property within the Port Covington Planned Unit Development to create a 40.26 acre Parcel A and 14.90 Parcel B for disposition purposes.

- On March 6, 1997, the Planning Commission approved a Minor Amendment to allow two naval vessels to dock on Pier 6 at the Port Covington PUD.
- Ordinance #00-0057 amended the Port Covington PUD to allow development of a “power center” similar to a shopping center, except that stores may be much larger than typical retail stores.
- Ordinance #02-0431 amended the Port Covington PUD Ordinance and added sheets to the Development Plan for the PUD to allow a gasoline or service station as an accessory use to a principal permitted use and include design details for a service station to be added to Area 1.
- On December 4, 2003, the Planning Commission replaced the 1985 Marina Master Plan with the Maritime Master Plan for Baltimore City and adopted that plan. This plan makes specific recommendations for Port Covington, including limiting the number of marina slips to 400.
- On August 13, 2004, the Mayor and City Council approved Ordinance #04-0803 (City Council Bill #04-1343) concerning the construction of structures on piers.
- On September 20, 2007, the Planning Commission Approved the Middle Branch Master Plan.
- On October 29, 2015, the Planning Commission Approved the South Baltimore Gateway Master Plan.
- On January 16, 2016, the Planning Commission Approved an amendment to the Final Design of the Port Covington PUD.
- On June 23, 2016, the Planning Commission Approved the Port Covington Master Plan.
- On July 14, 2016, the Planning Commission recommended Approval of Ordinances #16-0669, 0670, and 1671 concerning the designation of a “development district” and “special taxing district” in relation to the issuance of a TIF bond.

## ANALYSIS

**Background:** The Port Covington Master Plan was adopted by the Baltimore City Planning Commission on June 23, 2016 after a six-month public master planning process conducted with the Urban Design and Architectural Review Panel. Implementation of the Master Plan will redevelop approximately 260 acres of underutilized industrial land into a new City neighborhood. The Master Plan provides for approximately 46 blocks of mixed-use development and more than 40 acres of open space and is envisioned to span over the course of the next 20 years.

**Project:** This subdivision request will be the first of multiple subdivisions that will facilitate the implementation of the Port Covington development project. This subdivision (and future subsequent applications) will be in conformance with the Port Covington Master Plan.

This specific action is comprised of three aspects. The first is a lot line adjustment of the three existing parcels that are to the west and north of Cromwell Street (#100, 200, and 300). These lot lines are being adjusted to correspond to future infrastructure improvements and development parcels per the approved Master Plan. The second aspect is a lot split of 321 E. Cromwell – also known as the Tidewater property. The northernmost section of this property is being subdivided from the main body of the property in order to facilitate the future modification of transportation

infrastructure to provide more direct access to the Port Covington development site. The third aspect is that the eastern boundary of Cromwell is shown on the plat in a manner to correct a technical error that was discovered – the street is and remains owned in fee-simple by the Mayor and City Council.

Subdivision Regulations: This project complies with the requirements of the Rules and Regulations for Land Subdivision within the City of Baltimore.

### **COMMUNITY NOTIFICATION**

Notification for this item was done via email to the complete SB7 Group (South Baltimore Seven), which includes the neighborhoods of Brooklyn, Cherry Hill, Curtis Bay, Lakeland, Mt. Winans, and Westport.

A handwritten signature in blue ink, appearing to read "Thomas J. Stosur", is written over a horizontal line.

**Thomas J. Stosur**  
**Director**