

City Hall, 4th fl, DuBurns Chamber, 2 PM

I am David Benn - 40 years in Baltimore an architect and urban designer.  
From its founding for 10 years I served on the Waterfront Partner ship board.

23- 0444,6,8 should not be approved because this would give away basic controls for Harborplace, the centerpiece of our city, to a developer instead of maintaining controls for the citizens of Baltimore.



**The existing image** shows a park which meets the water from the real view of a pedestrian not helicopter in the air. We can barely see low rise pavilions in distance. The view is open, light and air and green. Not large buildings looming over people or ships moored there and shading the street, park or promenade.

Behind that the buildings rise and taller building in the distance get views to / from the water too.

This is all part of a strong idea that took years to develop and has been very successful here/ even world wide.

Green spaces and amenities like Aquarium and Science center lined the harbor.

Harborplace was to complement the park offering food/retail lining the harbor. Many controls were put into place on the site to make sure this place would remain a strong public park and asset for the City.

A weakness was that there were no controls on the way Harborplace itself was maintained and managed.

The city retained the land under the buildings but no control of how they worked or didn't.

The Rouse Company started with a great mix of local and small vendors that gave way to bigger tenants and chains so they could make more money from the place. GGP and then Ashkenazy continued the downward cycle.

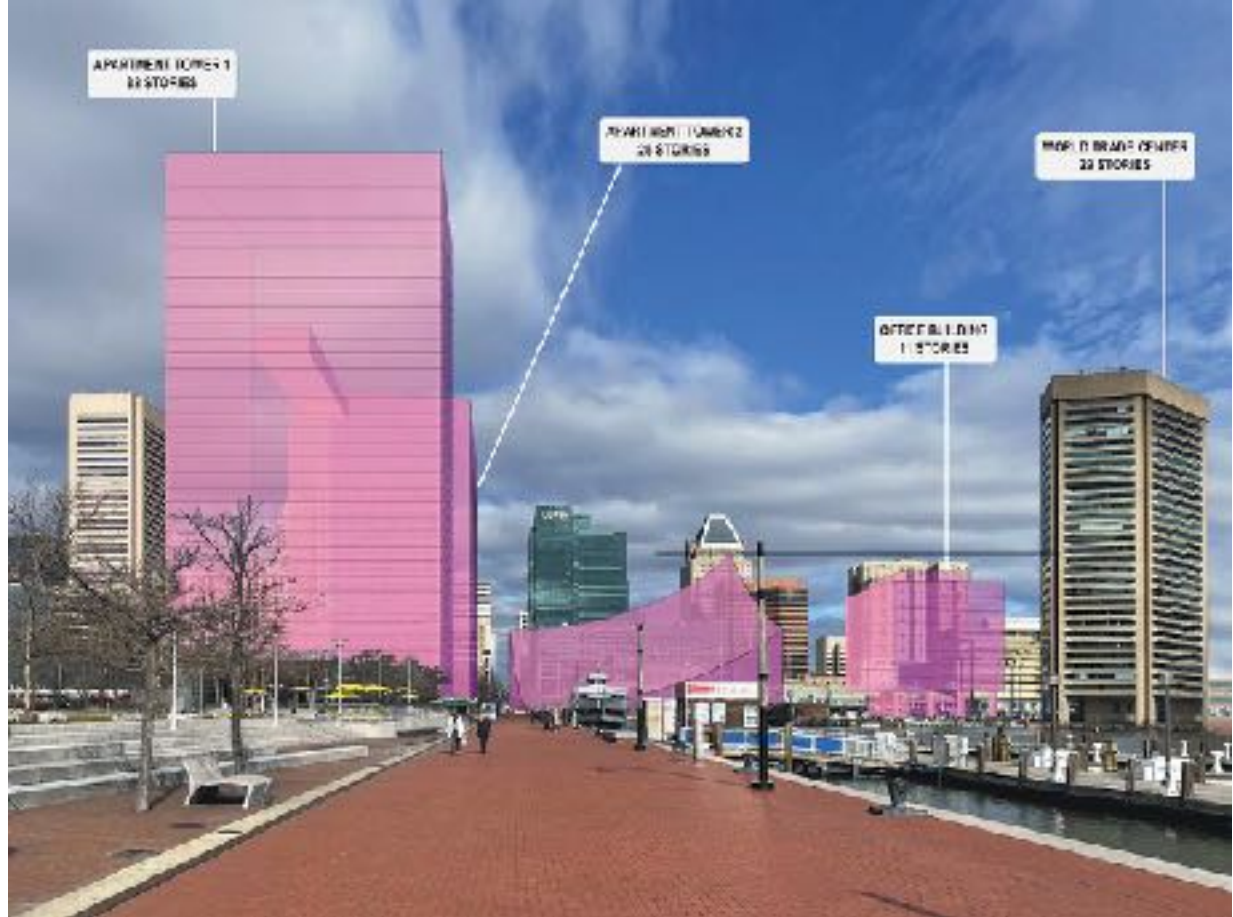
Ripley's Believe it or Not? Really?

It was the lack of guidance or controls from the city that let this happen.

Neither BDC or the Waterfront Partnership had power over the Harborplace buildings.

Beyond that the Harborplace owners are to this day Waterfront partnership board members and so the Partnership has had its hands tied trying to really address issues with them.

Harborplace problems were mentioned occasionally but didn't get fixed.



### **MCB Proposal Diagram**

A lesson has not been learned here.

How do we solve this problem by giving away more/ all the site controls at this point?

The MCB proposal is diagrammed here with 32 and 25 story luxury housing towers, a volume representing the Sail and the squat office along Pratt St.

These loom over the harbor, the park, the streets and the neighbors.

Remember this is only a proposal that has been illustrated -nothing real about it.



**Allowable with proposed 23- 0444,6,8**

No controls on height, density, size or use.

Controls everywhere else in the City - does this make sense?

Many changes are likely to make sure the project is profitable for MCB - possibly more housing and parking has been mentioned.

Changes in the market , economy, ownership, city, state, Fed subsidies and regulations.

How will traffic and mass transit work here?

The State can't afford Redline.

What happens if a candidate is elected as president who hates Bmore and cities?

To design, permit and build this will take many years in which we will also go thru many construction headaches downtown and maybe a billion is spent.

We better get this right.

My ask-

Slow the process. We are being steam rolled.

Be brave enough to not pass these bills - we do not need to panic.

The city council is responsible to protect and further the interests of the citizens of Baltimore more than a developer.

Have an independent authority decide what is best for Baltimore and its citizens for this crucial site, then find the best team to develop this.

It is going to be years and hard work but I hope we are celebrating this as a success that lasts for another generation without regrets.