

WATERFRONT PROMENADE REPORT 2023



Prepared by Waterfront Partnership for the
Baltimore City Department of Planning

**WATERFRONT
PARTNERSHIP**
OF BALTIMORE

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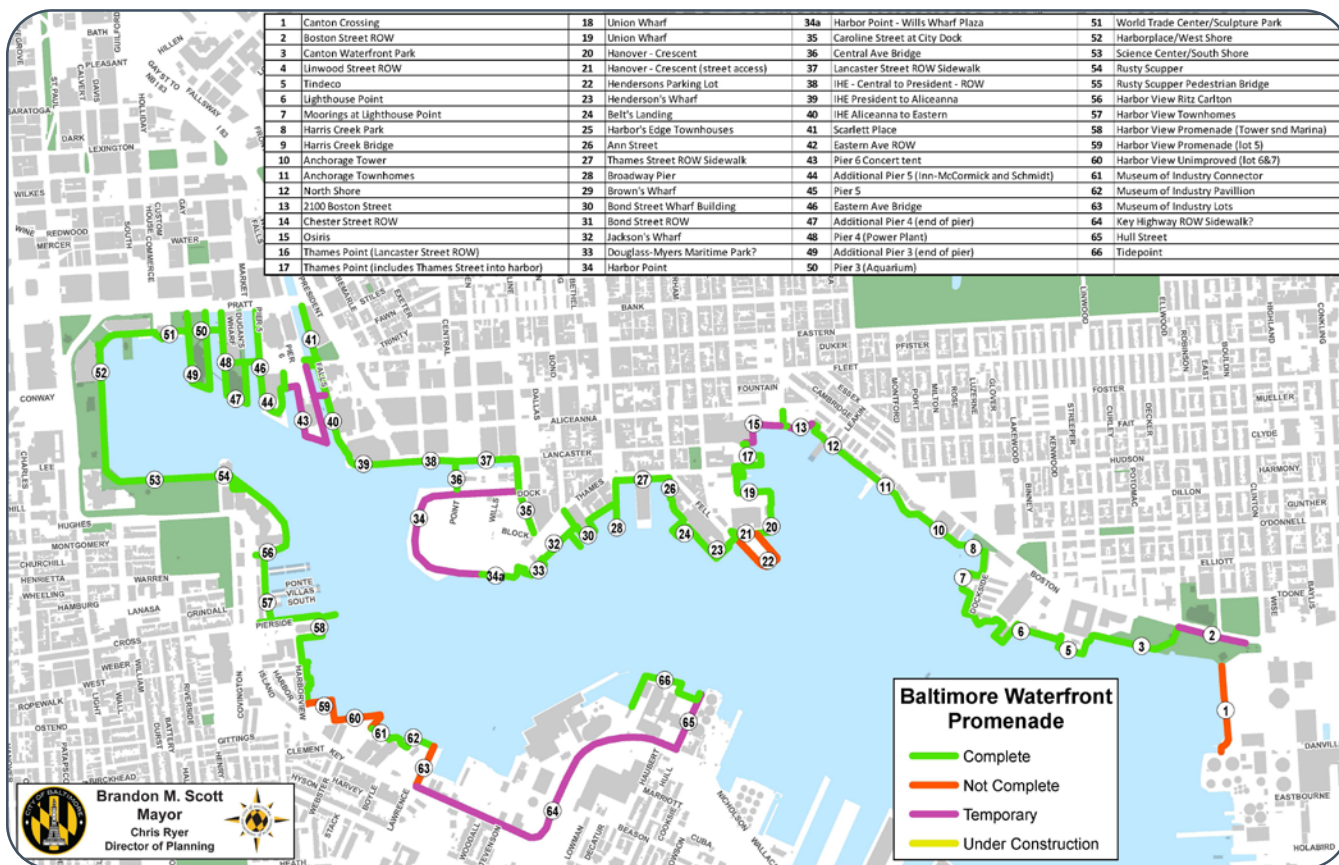
Introduction

Baltimore's 7+ mile long waterfront promenade is a little-celebrated but well-traveled gem, enjoyed year round by residents and visitors to the City. Designed and built over 40+ years and nearly complete, it was a key component of the transformation of Baltimore's formerly industrial waterfront into a series of walkable neighborhoods and commercial developments, all connected by a publicly accessible waterside walkway.

The concept of a waterfront promenade was initially envisioned in the 1964 Inner Harbor Master Plan, and was subsequently implemented through updated Master Plans and the adoption of multiple Urban Renewal Plans for the neighborhoods fronting on the harbor. Since much of the property with harbor frontage would undergo redevelopment in the ensuing decades, development plan approvals were the primary vehicle for implementation, and the City's Department of Planning became the agency responsible for acquiring the rights for public access over private property, and ensuring design and construction of the promenade. Now that the majority of the promenade has been constructed – some of it over 40 years ago – considerations of maintenance, repair, and in some cases, replacement, suggest that a different approach to managing one of the City's most well-known public assets may be necessary.



Baltimore's Waterfront Promenade is an accessible public amenity that provides pedestrian (and more recently, bicycle) access to the waterfront around the City's harbor, from the Canton industrial area on the northeast to Locust Point on the south side of the Patapsco River. While the Inner Harbor section of the promenade, built on publicly-owned property, is the most well-known and recognizable portion of the walkway, the majority of the approximately seven mile extent of the promenade is built (or planned to be built) on private property, through a series of easements granting public access for everyone, but for the most part, requiring private maintenance.



The Promenade functions as a waterfront sidewalk for public as well as private developments, and serves to connect public spaces with one another, creating the equivalent of a continuous waterfront park, albeit not entirely under the jurisdiction of the City's Department of Recreation and Parks or any other City agency. Rather, the Promenade is owned and maintained by multiple private and public entities as a series of separate components, with no comprehensive oversight or maintenance standards. Deterioration and deferred maintenance are noticeable throughout the Promenade. Without a clear understanding of who is responsible for maintenance and repairs, and no enforcement of widely understood standards, one of Baltimore's most valuable public amenities is in danger of becoming the subject of another tale of failing urban infrastructure. It is a problem that has been 40 years in the making.



Scope of Study

This document, prepared at the request of the Baltimore City Planning Department, attempts to outline the current and future challenges of managing and maintaining the promenade. We recommend an interagency workgroup, chaired by the Deputy Mayor for Community and Economic Development, to work through these challenges and recommend the steps necessary to create a long-term and comprehensive management, operations and maintenance strategy for the entire promenade.

There are several aspects of the problem to be addressed:

- In the case of the City-owned sections of the Promenade, there is a lack of clarity as to City agency maintenance responsibilities. City-owned portions were assigned to various agencies based on previous roles that need to be reviewed and updated. Beyond the Inner Harbor, City agencies do not have a widespread understanding of which sections are under City maintenance, or where their responsibilities end and those of private property owners begin.
- Without a clear understanding of their responsibilities, City agencies are unable to effectively plan and budget for the resources required to maintain the Promenade.
- There are inadequate resources provided to any single agency, or to the City's operating agencies in total, to meet the demands of an aging Promenade.
- For the many sections of the Promenade in private ownership, there are no standards for operations and maintenance, and no single entity to enforce compliance with the easement agreements or to coordinate the activities of the private owners, some of whom may be unaware of their obligations or unable to bear the cost of repairs to aging waterfront structures.
- Underlying all of the above is the loss of institutional knowledge of the Promenade, as many key individuals from City agencies have retired or left City government in recent years. Priority should be given to collecting that knowledge, and assembling the available resources in a centralized and accessible location.

With aging infrastructure, a mix of public and private ownership, and no overall governing entity, a long-term management strategy is needed to ensure that the promenade remains a viable public asset for all of Baltimore.

In order to take the first steps and to provide a foundation for future discussions around management of the promenade, this study concentrated on the following four tasks:

- Review and inventory easement documents for sections of the promenade built on private property.
- Develop a plan for notifying private property owners of the existence of the easements and their responsibilities thereunder.
- Coordinate an update of the 2012 State of Good Repair report on the Inner Harbor section of the promenade.
- Document City agency responsibilities for the publicly-owned portions of the promenade.

Privately-Owned Sections

The growth of Baltimore's promenade outside of the Inner Harbor occurred primarily through the redevelopment of former industrial waterfront sites beginning in the 1980's and continuing to the present. As developers, residents and commercial interests embraced the idea of living, working, shopping and seeking recreation along the waterfront, the promenade became an important component of an economic development strategy that resulted in some of the most sought after (and highly assessed) real estate in the City.

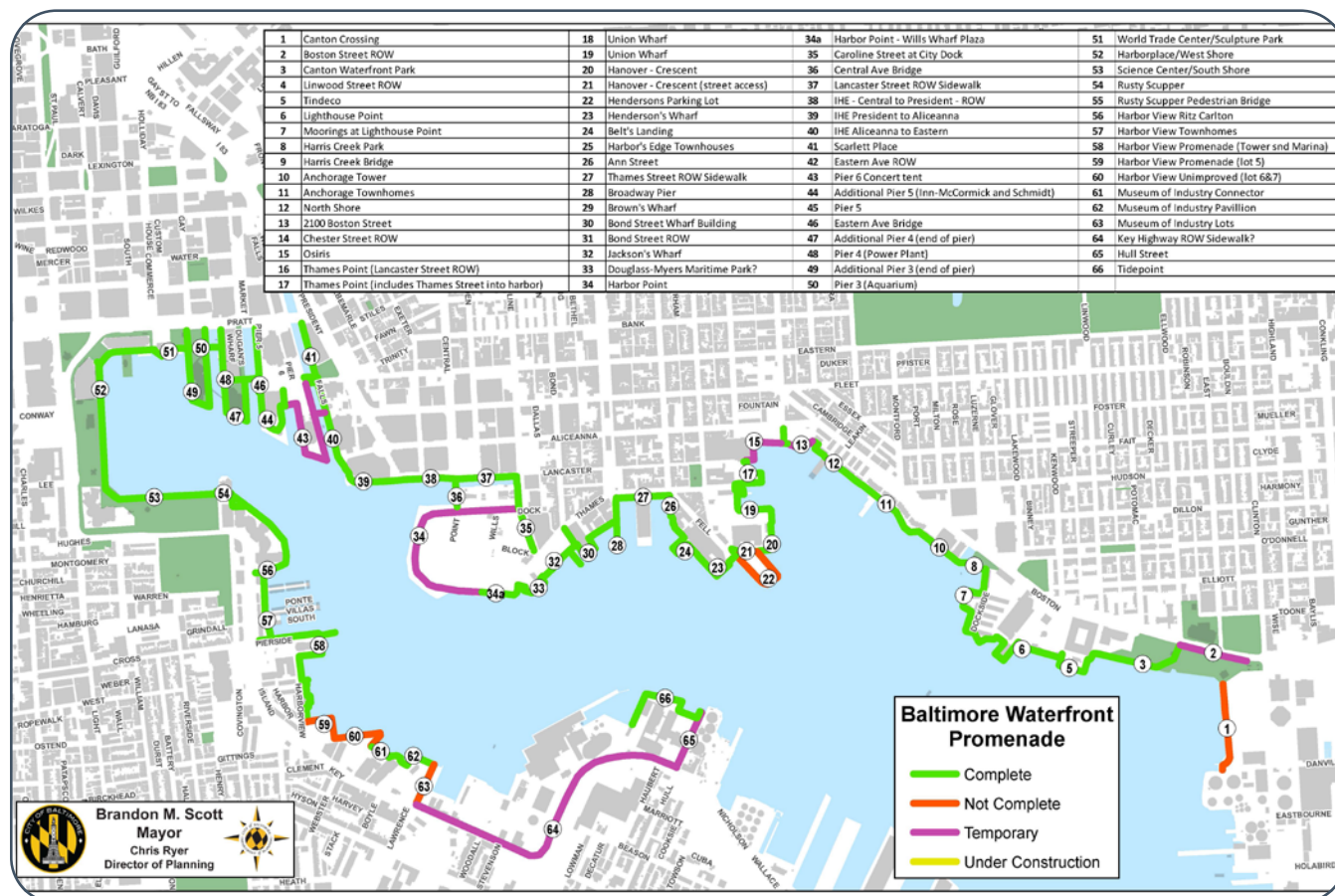
Review And Inventory Of Easements And Related Documents

The Baltimore City Department of Planning maintains an excellent database of documents related to the promenade <https://planning.baltimorecity.gov/promenade-information>, including maps and the easement agreements whereby public access across private parcels was granted. A review of these documents resulted in the following general conclusions:

- The easement agreements are not standardized, most notably those executed in the early years of the effort to implement the promenade.
- In general, most of the agreements require the Grantor (property owner) to maintain and repair the promenade and appurtenant facilities such as lighting, and, in some cases, to maintain liability insurance and to provide electricity for lighting.
- The easement agreements include notice addresses and contacts for notification of both the City and private property owners. Many of the properties have changed hands since the execution of the easements, and the Grantor notice addresses are no longer valid.
- There are some sections of the completed promenade where no easement was executed.
- There are planned sections of the promenade where easements will need to be acquired.

Summary Of Operations/Maintenance/ Repair Responsibilities

Attached as Appendix A is an overview of the promenade with names and numbers corresponding to those on the maps found on the Planning Department website. This table indicates whether each numbered section is privately or publicly owned, if it is improved, and whether an easement exists. The subject of agency responsibility for the publicly owned sections is addressed in a later section of this report.



Appendix B is an overview of the privately owned sections, with a summary of maintenance and repair (M & R) responsibilities, whether proof of insurance is required, explanatory comments, and original notice addresses, followed by notes regarding ownership and suggested contact information. Information for these final sections was obtained from public records such as SDAT's real property database and the writer's personal knowledge.

The intent of Appendix B is twofold - to be an easily accessible first step in determining responsibility for each section of the promenade, and to provide a resource for updating property owner contact information. The included information regarding maintenance and repair responsibilities is meant only as a guide, and not to be substituted for a reading of the actual easement document should a dispute arise.

Notice Addresses & Contact Information

As mentioned above, many of the properties subject to the easements have changed hands since the agreements were executed. In the case of some residential developments, the original grantors were the developers of the parcels, which have since been turned over to condo or homeowner's associations, who may not be aware of their responsibilities. Thus it would seem prudent to obtain current contact information for those owners and confirm their awareness of the easements and their obligations. This can help avoid delays if a maintenance or repair issue arises that requires action on the part of a property owner.

Several discussions were held during the preparation of this report with representatives of the City Solicitor as well as with other City agencies, including the Department of Planning, regarding the best approach to updating contact information. Those discussions have yielded the following recommendations.

First, letters asking to confirm or update contact information should be sent by certified mail to the notice addresses contained in the easement agreements. This is recommended to document which notice addresses are no longer valid and to demonstrate compliance with the agreements. For the properties with invalid/outdated notice addresses, attempts should be made to contact the persons or entities identified in Appendix B under "Suggested Contact Info" to determine proper notice addresses. Mailing addresses as well as phone numbers and email addresses, where available, have been provided to facilitate this effort. Finally, certified letters confirming ownership and notice address should be sent to the new address, copies of which should be maintained with the easement documents. Wherever possible, phone numbers and email addresses for responsible parties should be included in the City's records with the updated contact information/notice addresses, to allow for faster communication in the event of an emergency such as an urgent repair.

The above is a suggested general approach, and is not meant to take the place of legal advice. It is recommended that the City Solicitor's office be consulted on this approach and review any correspondence to ensure compliance with the easement agreements and applicable law.

Update of Planning Department Maps & GIS Info

In the course of preparing this report, several minor discrepancies were identified with respect to property identification, ownership, applicability of certain documents, and map references. These were addressed with the assistance of Jamie Williams in the Planning Department. Links to the referenced easement documents are being added to the GIS layers so that the documents can be linked to CityView.

Completed Sections Without Easements

Research indicates that there are six sections of the completed promenade constructed on private property, for which no easement could be identified. While there may be legal remedies available to the City, it would be preferable to approach the subject property owners to negotiate easements to clarify responsibilities, address liability issues and ensure the uninterrupted use of the promenade. Appendix C contains notes regarding each of these sections, numbered according to the map references.

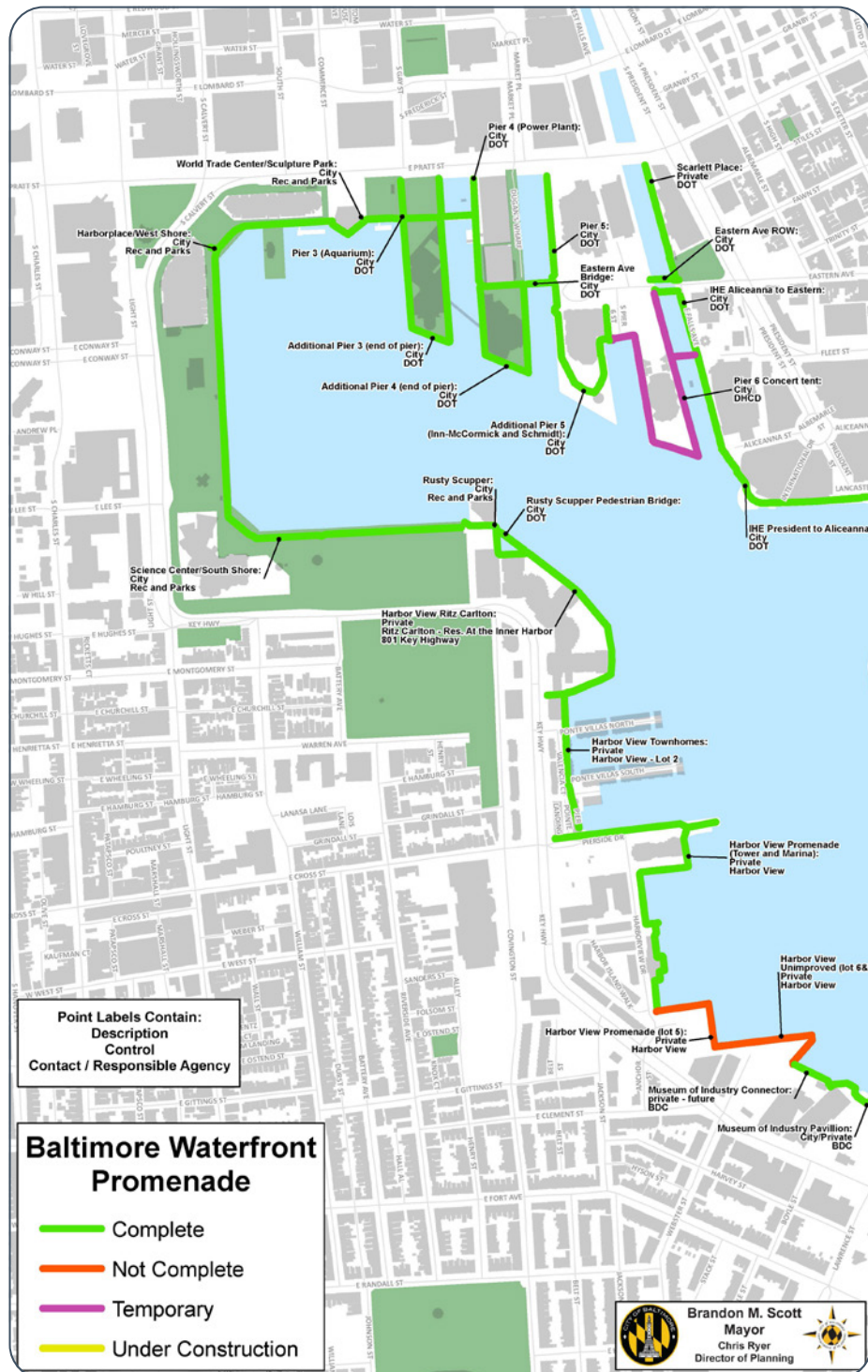
Acquisition of Easements/Future Sections

While the majority of the length of the promenade is improved, there are sections of the planned walkway that are not complete or where a temporary or interim walkway has been provided, and some are contemplated to be located on private property. Easements are in place for some, while no easement rights have been documented for others. These sections are listed in Exhibit D, again with corresponding map numbers.

While the focus of this report has been to identify management and maintenance issues, and to recommend steps to develop a strategic framework for addressing those issues, any such strategy should also include a renewed focus on completing the few sections where no promenade, temporary or permanent, exists. Planning efforts should include a waterfront walkway through the Canton Waterfront Park with a future connection to Canton Crossing, a pierside walkway at Pier Six, and a long-term plan for filling in the gap between the Harborview properties and Hull Street/Tide Point at the southeastern terminus.

City-Owned Sections

Nearly the entire stretch of the promenade from Lancaster Street in Harbor East, around the Inner Harbor to the Rusty Scupper, is on public property and the responsibility of the City to maintain. The one exception is the portion adjacent to the Scarlett Place development, where the East Fallsway street bed was conveyed to the developer and an easement for the promenade granted back to the City. In this case, the developer retained maintenance and repair responsibility, with the exception of maintenance and repair of the bulkhead.



Throughout the Inner Harbor, and for the other publicly-owned sections of the promenade outside of the Inner Harbor, the Planning Department maps refer to different City agencies as being responsible for the promenade – DOT, BCRP, and DHCD. However, discussions with representatives of the various City agencies have yielded no general agreement as to maintenance and repair responsibility. A formalized and comprehensive understanding of such responsibilities, reflected in the operating and capital budgets of the designated agencies, does not appear to exist. Proposed alternative solutions for addressing this are included in the recommendations section below.

Inner Harbor State of Good Repair Update

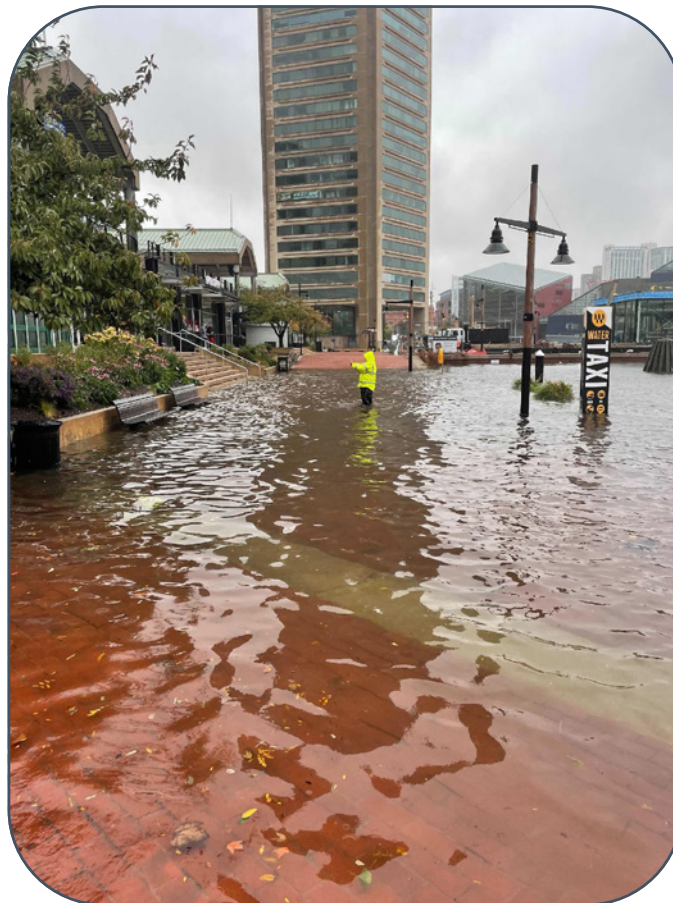
Most of the Inner Harbor promenade, from Pier 6 on the north shore of the harbor to the Rusty Scupper on the south, was constructed in the 1970's and is nearing 50 years old. In 2012, working with Waterfront Partnership and BDC, the City engaged RKK Engineers to perform a condition assessment to develop an understanding of the impact of deferred maintenance and a lack of reinvestment over the life of the promenade, and to estimate the scope of design and construction work necessary to bring the facilities to a State of Good Repair.

In 2021, DOT engaged RKK to provide an update of the 2012 report. Field investigation was performed in the fall and a final report was issued in the spring of 2022. In general, RKK found that the overall condition of the promenade and supporting structures is “fair”, as many of the facilities approach the end of their design life. The investigation also documented a continuing lack of investment in the decade since the original 2012 SOGR report was issued. While RKK did not identify any defects that present an imminent risk to public safety, a number of conditions such as flooded electrical vaults were identified that present dangerous working conditions for City employees charged with maintenance of the facilities. In addition, structural deterioration, particularly below the water line, may result in sections of the promenade and piers being unavailable for their intended use as a result of use restrictions and/or closure for lengthy and extensive repairs. The full report may be obtained from Baltimore City DOT.





Assessment of flood risk in the Inner Harbor was beyond the scope of the SOGR update, although it is widely recognized as a critical issue. Given the growing evidence of sea level rise and recurring flooding along sections of the promenade - not just in the Inner Harbor - it would be prudent for the City to undertake a comprehensive evaluation of the impacts of climate change and to program resiliency measures into future plans for rebuilding the sections subject to flooding. More information can be found at <https://www.nab.usace.army.mil/missions/civil-works/baltimore-coastal-study/>



Harborplace

It has been recently announced that affiliates of MCB Real Estate, a Baltimore based real estate investment and development firm, are planning to acquire the Harborplace pavilions for redevelopment. In connection with this long-awaited good news, MCB has also sought, and with the Waterfront Management Authority (WMA), secured a commitment for \$67.5 million in State funding to be directed through WMA towards rebuilding the Inner Harbor promenade and amphitheater. While the scope and timing of the project are yet to be determined, the renewed interest in the Inner Harbor and commitment of State funding can serve as a catalyst for the initiatives described herein.



Comparison to Cities with Similar Facilities

In order to develop an understanding of best practices in the management of waterfront amenities such as Baltimore's promenade, a handful of cities with similar facilities were identified and research conducted to determine how they approach ownership, management, and maintenance responsibilities. The following is a brief summary of the findings of that effort.

Philadelphia

Telephone interviews were conducted with leaders of both the Schuylkill River Development Corporation (SRDC) and the Delaware River Waterfront Corporation (DRWC).

Schuylkill River Development Corporation (SRDC) (<https://www.schuylkillbanks.org>) is a non-profit entity that operates in partnership with the City's department of Parks and Recreation to construct, manage and maintain a planned eight mile waterfront trail and associated greenway along the Schuylkill River. The property on which the trail is constructed is City park land, and construction of the trail is funded primarily through capital grants. SRDC's operating budget of approximately \$650K is funded through private donations. SRDC provides baseline and enhanced services under a maintenance agreement with the City, and Philadelphia Parks & Recreation is responsible for activities such as maintaining the walking surface and lights along the trail. However, the City often faces competing priorities in addressing issues in other park facilities, and is often unable to fully satisfy the terms of the agreement with SRDC.

Delaware River Waterfront Corporation (DRWC) (<https://www.delawareriverwaterfront.com/about>) is also a 501(c)3, albeit much larger than SRDC. DWRC operates a number of facilities, including concessions and parking lots on land and piers in a 6-mile overlay zone along the Delaware River. The property is owned or leased by an associated land conservancy, including private property conveyed to the non-profit, and leases of City property. The resulting revenues fund approximately 95% of the DWRC's operating budget. Up to 300 seasonal employees operate and maintain the facilities, and the organization conducts regular condition assessments of critical facilities such as piers. By directly controlling the properties, with the ability to generate revenues from those properties, DWRC is able to provide a single point of responsibility for all aspects of the facilities under their management.

Detroit

The Detroit Riverfront Conservancy (DRC) (<https://detroitriverfront.org>) is a 501(c)3 organization responsible for the improvement, operations, maintenance and programming of approximately 5-1/2 miles of Detroit's riverfront. USA Today selected the Detroit riverwalk as the best riverwalk in America in both 2021 and 2022. The property is a mix of private and City-owned parcels (leased by DRC), with some properties in direct DRC ownership. Portions of the riverwalk are located in easements on private property, but DRC is responsible for maintenance and repairs. Where DRC has constructed facilities, they have capital responsibility as well. DRC benefits from

substantial private sector funding, as well as some Federal grants and EPA funding for environmental cleanup. DRC receives limited funding from Detroit city government, and the City only provides minor maintenance activities.

Seattle

In contrast to the examples above, Seattle's waterfront (<https://waterfrontseattle.org>) is managed by the City of Seattle's Office of the Waterfront and Civic Projects. While they have a non-profit programming partner, Friends of Seattle Waterfront, all capital projects are led by the Office and all maintenance and repair functions fall within their scope of responsibilities. The Waterfront Seattle project, a planned \$750M transformation of the waterfront, was spurred by the 2001 earthquake and removal of a waterfront roadway damaged in the quake and the creation of 20 acres of new parks. The Office of the Waterfront manages a dedicated maintenance team with an oversight committee responsible for enforcing performance standards. The project enjoys widespread community support with capital funding from State, City and private sources, as well as assessments from a Local Improvement District (analogous to a BID).

Conclusions & Recommendations

Baltimore's promenade presents a unique challenge in that there is no single entity, public or private, that oversees operations, maintenance and repair along its entire length. There are more than 25 private property owners responsible for upkeep of the private sections, with no consistent oversight by a public or non-profit coordinator. In addition, a lack of clarity regarding agency responsibility for the public sections of the promenade has resulted in a lack of funding, maintenance and investment. These organizational weaknesses will likely become increasingly apparent as the promenade ages and demands more attention to repairs and maintenance, and ultimately replacement.

One approach to consider is the establishment of an "umbrella" entity with some degree of oversight over the entire length of the promenade, both public and private. One option is an Office of the Promenade established within City government, similar to the Seattle example above. Another option would be a public/private partnership, including representatives of City government and community organizations, as well as private property interests. This entity could assume the City's position as grantee under the easement agreements and establish communications with the property owners, including the updating of contact information described above. It could also serve as the agency coordinator for the public sections. While the intent of this approach would be to establish and enforce standards for operations, repairs and maintenance, it would leave open the question of agency responsibility for the public sections of the promenade.

Formalization of Agency Responsibility

With no widely understood division of responsibilities among City agencies, the promenade belongs to all - and none. This has resulted in a lack of funding and staffing for the agencies to discharge the City's obligations to maintain the promenade. Two possible approaches for addressing this are suggested below.

Geographical – in this approach, a single agency such as DOT or BCRP would have comprehensive responsibility for all aspects of the promenade in a given area. While this could provide accountability and clarity with respect to obligations, and agencies could budget for the operational and capital needs of the sections under their purview, it would likely lead to duplication of functions across three or more agencies.

Functional – Under this option, multiple City agencies would be involved in each of the public sections of the promenade based on their functional competency. For example, DOT could be responsible for maintaining structures, lighting and paving, with BCRP providing programming and landscape maintenance, and DPW providing trash removal and general maintenance. Once there is agreement as to which agency is to provide each function, budgeting and staffing decisions can be made to avoid duplication and to maximize efficiency and accountability.

An option for implementing the functional approach is to establish an interagency team dedicated to the promenade, consistent with a matrix organizational chart.

Under this scenario, personnel from the agencies involved would function as a team, dedicated to the promenade, and would have no responsibilities unrelated to the promenade. This team could work together to provide daily operations and maintenance and to plan for capital projects, both construction of new improvements as well as major repair/replacement of existing facilities. Funding for the positions and necessary supplies and equipment can be included in the agency budgets. Capital projects would require additional funding outside of agency budgets and likely involve establishment of dedicated project teams to oversee planning, design, fundraising and construction.

Waterfront Partnership looks forward to working with Baltimore City to address the challenges discussed herein and to assisting the City in developing a comprehensive strategy to ensure that the Promenade remains a jewel in Baltimore's crown.

Submitted by Waterfront Partnership of Baltimore and Phoenix Real Estate Advisors, February 2023

Waterfront Partnership Of Baltimore

650 S. Exeter Street #200
Baltimore, Maryland 21202
443-743-3308

Info@waterfrontpartnership.org

Phoenix Real Estate Advisors, LLC

443-955-2918 (Mobile)
Marco.greenberg@Outlook.com

APPENDIX A

PROMENADE OVERVIEW

Appendix A - Promenade Status

Section Numbers follow Dept. of Planning Map

	<u>Name</u>	<u>Ownership</u>	<u>Easement?</u>	<u>Improved?</u>	<u>Comments</u>
1	Canton Crossing	private	none	partial	partial promenade structure at north end
2	Boston St ROW	public		partial	no waterfront path through east section of park
3	Canton Waterfront Park	public		complete	extends to Linwood St. in front of Canton Cove
4	Linwood St. ROW	public		complete	
5	Tindeco	private	none	complete	
6	Lighthouse Point	private	yes	complete	includes new Moorings pier structure
7	Moorings at Lighthouse Point	private	yes		
8	Harris Creek Park	public		complete	
9	Harris Creek Bridge	public		complete	connects to Anchorage
10	Anchorage Tower	public		complete	does not include east side bulkhead
11	Anchorage Townhomes	public		complete	
12	North Shore	private	yes	complete	includes pier homes (dawn to dusk)
13	2100 Boston St. (Capt. James)	private	yes	temp	path through parking lot
14	Chester Street ROW	public		complete	width of street
15	Osiris	private	yes - temp	temp	under redevelopment (Elm St.)
16	Thames Point	private		complete	former Lancaster Street ROW
17	Thames Point Apartments	public	lease w/esmt	partial	50 yr lease of Thames St. ROW extended
18	Union Wharf	private	yes	complete	
19	Union Wharf	private	yes	complete	same as above
20	Hanover - Crescent	private	yes	complete	AKA Swann's Wharf
21	Hanover - Crescent (street access)	private	Interim esmt	complete	access to permanent promenade from Fell St
22	Henderson's Parking Lot	private	yes	no	alternate to "Fast Land Easement"
23	Henderson's Wharf	private	yes	complete	primarily wooden pier structure
24	Belt's Landing	private	yes	complete	
25	Harbor's Edge Townhouses	private	none	complete	
26	Ann Street	public		complete	City leases bulkhead to Urban Pirates
27	Thames Street ROW Sidewalk	public		complete	from Ann Street to Broadway
28	Broadway Pier	public		complete	
29	Brown's Wharf	private	none	complete	no easement on file
30	Bond Street Wharf Building	private	yes	complete	includes breezeway under building
31	Bond Street ROW	public		complete	
32	Jackson's Wharf	private	yes	complete	
33	Douglass-Myers Maritime Park	private	yes	complete	Living Classrooms
34	Harbor Point	mixed	mixed	mixed	complete at Thames St. Wharf & Wills Wharf
35	Caroline Street at City Dock	public		complete	
36	Central Avenue Bridge	public		complete	alternate to Caroline Street

37	Lancaster Street ROW Sidewalk	public		complete	Caroline to Central
38	IHE - Central to President	public		complete	Lancaster Street ROW
39	IHE - President to Aliceanna	public		complete	
40	IHE - Aliceanna to Eastern	public		complete	
41	Scarlett Place	public		complete	Map indicates "Private DOT"
42	Eastern Avenue ROW	public		complete	road bridge
43	Pier 6 Concert Tent	public		temp	includes footbridge? Is perimeter of pier accessible?
44	Additional Pier 5 (Inn-M&S)	public		complete	includes lighthouse. Subject to Inn lease?
45	Pier 5	public		complete	connection to Pratt St., USCG Taney
46	Eastern Ave Bridge	public		complete	footbridge
47	Additional Pier 4 (end of pier)	public		unclear	is this accessible?
48	Pier 4 (Power Plant)	public		complete	Power Plant uses portion - any obligations? who maintains narrow footbridge?
49	Additional Pier 3 (end of pier)	public		complete	USS Torsk & Lightship
50	Pier 3 (Aquarium)	public		complete	across pier & connection to Pratt
51	World Trade Center/Sculpture Park	public		complete	
52	Harborplace/West Shore	public		complete	
53	Science Center/South Shore	public		complete	includes Rash Field
54	Rusty Scupper	public		complete	does restaurant have any obligations?
55	Rusty Scupper Pedestrian Bridge	public		complete	
56	Harbor View Ritz Carlton	private	yes	complete	
57	Harbor View Townhomes	private	yes	complete	
58	Harbor View Promenade	private	none	complete?	Tower and Marina
59	Harbor View Promenade Lot 5	private	none	temp?	
60	Harbor View Unimproved Lot 6 & 7	private	none	no	
61	Museum of Industry Connector	public?	unknown	no	map says "private" but site owned by City
62	Museum of Industry Pavilion	public/private	temp	complete	museum on City land, pavilion on private?
63	Museum of Industry Lots	private	unknown	no	waterfront & connection to Key Highway
64	Key Highway ROW sidewalk	public		sidewalk	
65	Hull Street	public		sidewalk	
66	Tide Point	private		complete	includes trestle, interior streets, connection to Key Highway

APPENDIX B

PRIVATELY-OWNED SECTIONS

Appendix B
Private Easement Summary

Ref. #	Name	M & R Responsibility	Prof of Insurance?	Other	Comments	Original Owner Notice Address	Copy to	Notes re: Ownership	Suggested Contact Info
1	Canton Crossing	Owner	N/A	no promenade in place	No easement in place			Property is undeveloped	Corporate Office Properties Trust - 6711 Columbia Gateway Drive Columbia MD 21046 Dean Dept. 410-393-4400
5	Tridico	unclear			No easement on file			All Barry does some work with the Owner - Brandwine maintains an office at the property - 2809 Boston Street Philadelphia PA 19102 215-557-5800	Brandwine Construction & Management 1521 Locust Street Philadelphia PA 19102 215-557-5800
6	Lighthouse Point	Owner	No		Commercial section	Selvin Passen, MD East Harbor Marine Center Suite 626, 2700 Lighthouse Point East Baltimore, Maryland 21224	Leslie S. Ries Roseberg Proutt Funk & Greenberg, LLP 2115 Allfirst Building 255 South Charles Street Baltimore, Maryland 21201	Property was sold to Warhorse Cities	Scott Plank or Steve Jennings Warhorse Cities 900 E. For Avenue Baltimore MD 21230 410-478-1200
7	Mooring's at Lighthouse Point	Owner	no		amended easement at TH's over new pier structure at bulkhead	Mooring's at Canton Homeowner's Association, Inc Richard Rubin c/o Brian Kizak Alliance Management Group 100 E Pratt Street Baltimore, Maryland 21201 Bel Air, Maryland 21014	Neuberger Quinn Geilin Rubin & Glibber, P.A. One South Street, 27th Floor Baltimore, Maryland 21202	Alliance Management may have moved	Alliance Management Group LLC 705 Old Fallston Road #102 Fallston MD 21047 410-836-8036
12	North Shore	Owner	no		includes pier houses (open down to dock)	Selvin Passen, MD East Harbor Marine Center, LLC Mooring's at Canton, LLC 100 E Pratt Street Baltimore, Maryland 21201 Suite 626, 2700 Lighthouse Point East Baltimore, Maryland 21224	Robert T. Shaffer, III Zuckerman Spaeder, LLP 100 E Pratt Street Baltimore, Maryland 21201 Baltimore, Maryland 21201		
13	2100 Boston Street	Owner	no		Interim Easement through Captain James lot & Crab Shack	2301 Boston Street LLC 2401 York Road Timonium, Maryland 21203 ATTN: Mr. Armando J. Cigrale	Rosenberg Martin Funk Greenberg, LLP 255 South Charles Street, Suite 2115 Baltimore, MD 21201-3305	developer (Cigrale) turned over to HOA Village Management is listed on community website	George Bresla Village Management 5100 Falls Road Baltimore MD 21210 410-320-1778 ext. 106 410-320-1778 ext. 106 410-320-1778 ext. 106
15	Oxley's Property/Alicanna Street	Owner to maintain in "as-is" condition; City to maintain wooden ramp	no		Temporary easement 1996 under redevelopment?	SA "Slap" Brown, III The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	James C. Oliver, Esquire Lerrow, Kohn, Howard & Oliver 7 St. Paul Street, Suite 940 Baltimore, Maryland 21202	property sold - Developer is Elm Street Development contact info is from SDAT	mailing address per SDAT: AR E - 2001 Alicanna Street LLC 1355 Beverly Road #104 McLean VA 22101-3651
16	Thames Point	unclear	yes	no easement over private property found	document on file is a "multi-use agreement" giving adjacent owners use of former Lancaster Street ROW	Property is in City ownership	Demos Anastasidis Daas Design Inc. 2202 Boston Street, Suite 200 Baltimore, Maryland 21231	community website info - leasing office on site 410-522-7508	mailing address per SDAT: 2613 Chobner Drive Harover MD 21076-1596
17	Thames Point Apartments (flood with above)	Developer to maintain wharf in accordance with Balt City Code	no		document is a DHCD lease of Thames St. wharf and adjacent lot, and adjacent lot and wharf includes public easement over the wharf	Thames Point Associates 1800 Thames Street, Suite 1000 Baltimore, Maryland 21231	James P. O'Hare, Esq. McGure Wood LLC 1800 Thames Street, Suite 1000 Baltimore, Maryland 21202	developer is Bozato, property address is 935 S. Wolfe Street Baltimore MD 21231	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
18 & 19	Union Wharf	Owner to maintain	no		permanent easement	Union Wharf, LLC 3821 Lancaster Street, Suite 120 Baltimore, Maryland 21231 ATTN: Larry Silverstein	Scott A. Hunsicker, Esquire The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
20	Harover - Crescent (Swann's Wharf)	Owner to maintain	no		AMA Swann's Wharf	S.A. "Slap" Brown, III The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	Scott A. Hunsicker, Esquire The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
21	Harover - Crescent (street access) (flood with above)	Owner to maintain	no		interim easement for 180' from Fell St. to permanent promenade. Is there a new easement from Harover?	S.A. "Slap" Brown, III The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	Scott A. Hunsicker, Esquire The Bell's Corporation 949 Fell Street Baltimore, Maryland 21231	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
22	Henderson's Parking Lot	Owner to maintain	no		"Fast Land Easement" and "Alternate Fast Land Easement" per 1994 agreement (amended twice since). Responsibilities and notices are per 1990 Second Amendment. Locations of some sections not clear.	Henderson's Wharf Baltimore, LP Henderson's Wharf Marina, LP c/o Richard Realty Group 2859 Peachtree Street, Suite 1545 Atlanta, GA 30339 ATTN: Mr. Richard F. Holland	Cohen, Aschall & Stribling 2100 Peachtree Street, Suite 1800 Atlanta, Georgia 30303 ATTN: Wade H. Stribling	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
23	Henderson's Wharf	Owner to maintain	no		"Building Perimeter Easement" and "Alternate Fast Land Easement" per 1994 agreement (amended twice since). Responsibilities and notices are per 1990 Second Amendment. Locations of some sections not clear.	Henderson's Wharf Baltimore, LP Henderson's Wharf Marina, LP c/o Richard Realty Group 2859 Peachtree Street, Suite 1545 Atlanta, GA 30339 ATTN: Mr. Richard F. Holland	Cohen, Aschall & Stribling 2100 Peachtree Street, Suite 1800 Atlanta, Georgia 30303 ATTN: Wade H. Stribling	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)	mailing address per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 (Bozato corp. HQ)
24	Bell's Landing	Owner to maintain Owner to provide electric service to lights	yes - upon request		Condominium is owner	Bell's Landing Condominium c/o David O. Feldmann, Inc. Managing Agent 107 Sudbrook Lane	Property is residential condos and The Inn at HW	Community website indicates Village Management is managing George Bresla, Village Management PO Box 20921 Baltimore MD 21209	mailing address for inn per SDAT: 1801 Belvedere Rd Greenbelt MD 20770 Suite 107 S West Palm Beach FL 33406

410-323-1778, ext. 105 info@harborpoint.com											
25	Harbor's Edge Townhouses	no easement	N/A	Condominium is owner	No easement found						8 TH condos - 920, 922, 924, 926, 928 1/2, 930, 930 1/2. Owner info available on SDAT for these addresses Feel St. Appear to self manage.
26	Ann Street	Ann Street ROW (DOT)	N/A		document is a lease of City ROW and bulkhead to adjacent owner. May be small section of promenade on private land connecting to above.	S.A. Brown, III 949 Fell Street Baltimore, Maryland 21231					Looks like Ann St ROW, no easement on private property
29	Brown's Wharf	unclear	N/A		No easement found						Property owner is Continental Realty Corporation Property manager is Lisa Haney 410-254-4800
30	Bond Street Wharf Building	Owner to maintain	no	responsibilities subject to mod. if Special Benefits District is formed.		Bond Street Wharf, LLC c/o Strawser Bros. Eccles & Rouse, Inc. 1040 Hull St. Suite 200 Baltimore, Maryland 21230 Attention: Property Management	Mark P. Keener, Esquire c/o Strawser Bros. Eccles & Rouse, LLP Park Charles 218 N. Charles Street Suite 200 Baltimore, MD 21201				H&S Properties/Harbor East Management & Owner Contact Tim O'Donnald or George Philippou 410-779-4700
32	Jackson's Wharf	Owner to maintain	no	responsibilities subject to mod. if Special Benefits District is formed.	"Jackson's Wharf" easement	SPH Jackson's Wharf, LLC c/o Strawser Bros. Eccles & Rouse, Inc. 1040 Hull St. Suite 200 Baltimore, Maryland 21230 Attention: Carl W. Strawser	Mark P. Keener, Esquire c/o Strawser Bros. Eccles & Rouse, LLP Park Charles 218 N. Charles Street Suite 400 Baltimore, MD 21201				H&S Properties/Harbor East Management & Owner Contact Tim O'Donnald or George Philippou 410-779-4700
33	Douglas-Meyers Maritime Park	Owner to maintain	no	Living Classrooms Foundation		Living Classrooms Foundation 802 South Caroline Street Baltimore, Maryland 21231					no changes - still Living Classrooms Foundation
34	Harbor Point - Thames Street Wharf	Owner	N/A	Partial temporary, partial permanent promenade in place	Multiple sections w/ different ownership						Armadah Hedder Properties bought Thames St. Wharf
39	Harbor Point - Wills Wharf Plaza	City to maintain & repair		Dedicated to City - Aug. of 2022 Recorded Book 25033 Page 325	Deed of Dedication of Park and Open Space Property under development with temporary easement in place						1300 Thames Street Office LLC c/o Armadah Hedder Properties 222 Central Park Avenue, Suite 2100 Virginia Beach VA 23462
41	Harbor Point - Open Space	Owner									Wills Wharf Plaza section dedicated to City
49	IHE - President to Alceana	Owner		easement for events area and planter wall	Promenade is in ROW - easement is for event space at Four Seasons and planter wall						current owner is Harbor Point Open Space Corp c/o Beatty Development Group LLC 1300 Thames Street, Suite 10 Baltimore MD 21231
51	Scarlett Place	Owner to maintain except bulkhead structure (City)	yes	easement for promenade and access from President Street	1986 Disposition Agreement created easement.	Scarlett Place Associates Limited Partnership 2066 Lord Baltimore Drive Baltimore MD 21207	Midtown Baltimore LLC c/o ResCorp Realty 625 ResCorp Plaza Unimadillo New York 11556 801 Key Highway Baltimore, MD 21230 Attn: Legal Counsel				Harbor East Management may represent Owner Contact Tim O'Donnald or George Philippou 410-779-4700
56	Harbor View Ritz Carlton	Owner to make "commercially reasonable" efforts to maintain & repair	no	replaces 2/20/97 Interim Promenade Easement Agreement (Harborview Lot 1)		"The Council of Unit Owners of the Residences at the Inner Harbor, Baltimore, a Condominium, Incorporated" 801 Key Highway Baltimore, MD 21230 Attn: President	David H. Fishman, Esquire Gordon, Fishman, Hoffberger & Hollander, LLC The Garrett Building 233 East Redwood Street Baltimore, Maryland 21202-3332 Fax - 410-576-4246				property addresses are 729 E. Pratt St. (office) and It is unclear which has promenade responsibility 410-238-2600
57	Harbor View Townhomes	Owner to maintain	yes	Harborview Lot 2 entire townhouse frontage		112 E. 25th Street Baltimore, Maryland 21218 ATTN: Franklin C. Wilks, Esquire Fax - 410-338-1105					Contact info for HOA: The Council of Unit Owners of Harborview HOA Harbor Island Walk Baltimore MD 21230 410-962-8787
58	Harbor View Promenade			Tower lot - improved	no easement on file						Contact info for Harborview LDB: Swinnow Capital Management Corp. 500 Harborview Drive, 3 rd Floor Baltimore, MD 21230 Office - 410-239-0930
59	Harbor View Promenade Lot 5			No walkway on water side of building	no easement on file						
60	Harbor View Unimproved Lot 6 & 7			partial temp in place?	no easement on file						
63	Museum of Industry Lots	private?		no easement on file	no easement on file						Contact info per SDAT: Baltimore Museum of Industry Inc. 1415 Key Highway Baltimore MD 21230-5115
66	Tide Point	Owner to maintain		includes trestle, interior streets, and connection to Key Highway		Hull Point, LLC 1040 Hull Street Baltimore, MD 21230	Jack Machen, Esq. Piper Rudnick 625 Smith Avenue Baltimore, MD 21209				Owner contact info from SDAT: UA Locust Point Holdings LLC 1040 Hull Street Suite 1 Baltimore MD 21230-5115
Under Amour purchased 2011											

APPENDIX C

PRIVATE SECTIONS WITHOUT EASEMENTS

The following notes describe sections of the completed promenade located on private property for which no easement agreements were found. The numbers correspond to the Planning Department's promenade maps:

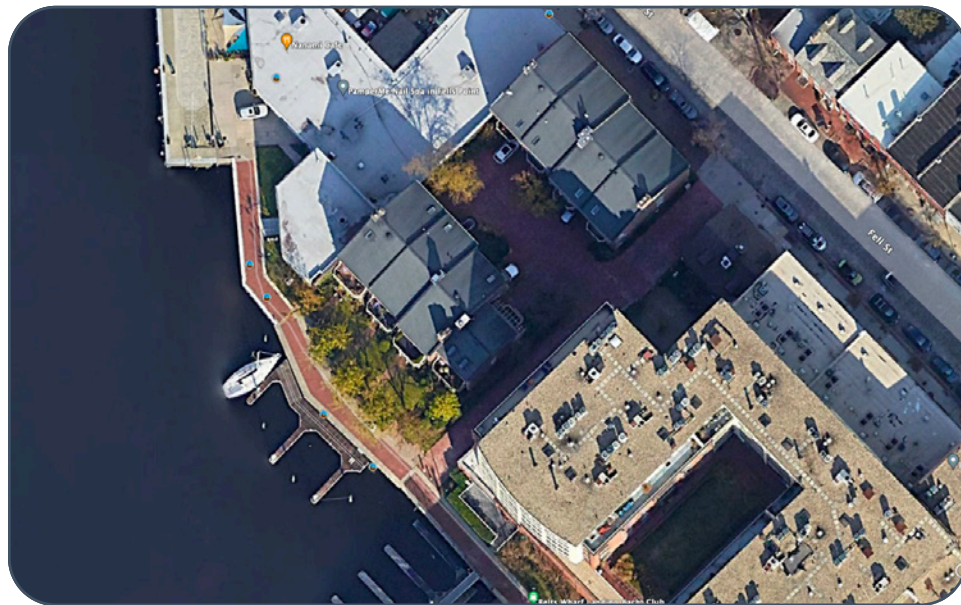
5. Tindeco Wharf – 2809 Boston Street – This section of the promenade extends approximately 500 feet from South Linwood Street on the east to Lighthouse Point on the west, and consists primarily of a concrete and brick walkway constructed behind a bulkhead. A concrete pier structure on the east end falls within the Linwood Street right of way, and is therefore assumed to be public and under the jurisdiction of Baltimore City DOT. Al Barry, who represents the owner of the property, Brandywine Construction and Management, in land use matters, advises that no easement for the promenade exists to his knowledge. He has also inquired as to repair of deteriorating concrete on the concrete pier structure, which inquiry was forwarded to DOT.



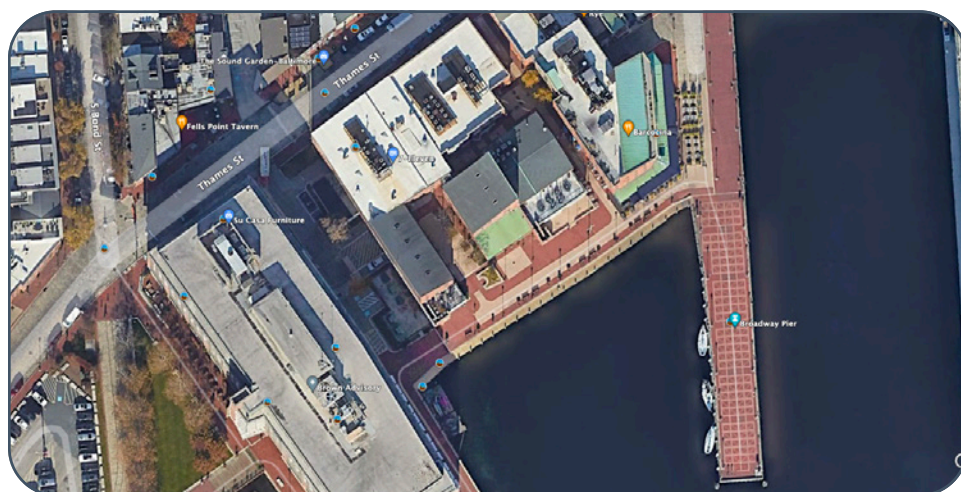
16. Thames Point Apartments – 801 S. Wolfe Street – While there are two available documents related to this property, both appear to relate to the adjacent street rights of way, Lancaster and Thames Streets. The Lancaster Street document is a “multi-use agreement” that gives adjacent property owners use of the Lancaster Street right of way, a portion of which may contain the promenade connection for Thames Point to the adjacent property to the north at 1800 Aliceanna Street. The Thames Street document is a DHCD lease of the Thames right of way extended into the harbor for the purposes of constructing a wharf and boat slips, and which includes a public easement over the wharf. There does not appear to be an easement agreement governing the portion of the promenade that connects the two streets across the waterfront on the private Thames Point Apartments property.



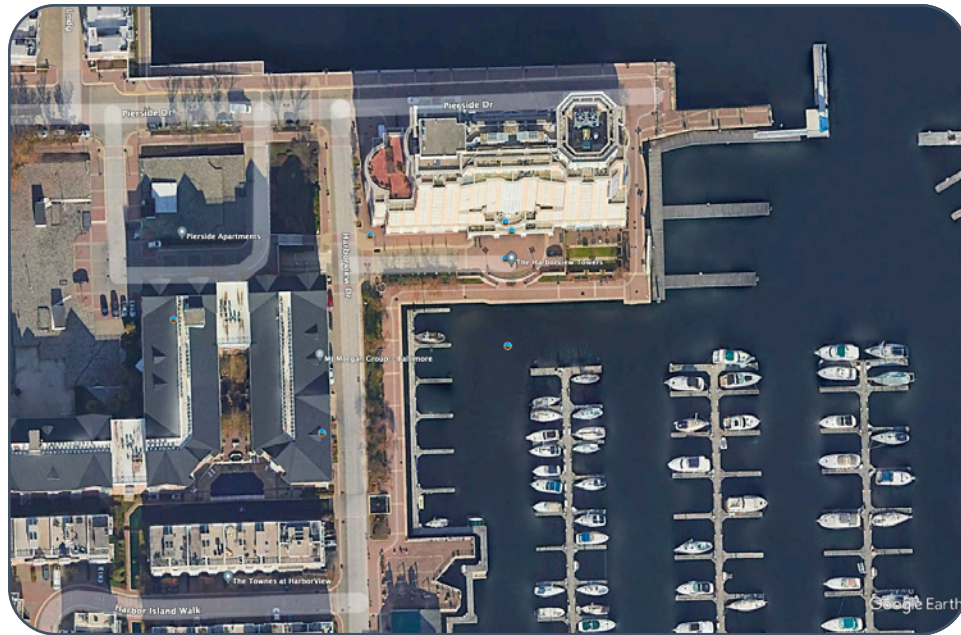
25. Harbor's Edge Townhouses – Fell Street – This portion of the promenade falls just south of the end of S. Ann Street and provides the connection between Ann Street and Belt's landing to the south. The brick and concrete promenade on this property is built behind a bulkhead and extends for approximately 93' within the common area of an 8-unit townhouse condominium development. There are also boat slips appurtenant to the condo units located adjacent to the bulkhead. Former Planning Department promenade coordinator Robert Quilter advises that the City never accepted the construction of the promenade and the result was that no easement exists. Given that repair of the bulkhead and walkway would be prohibitively expensive for a small group of eight property owners, who may not be aware that these items are their responsibility, we recommend that this property be a priority for outreach and negotiation of appropriate documentation. The addresses of the eight units are included in Appendix B; no contact information was found for a manager.



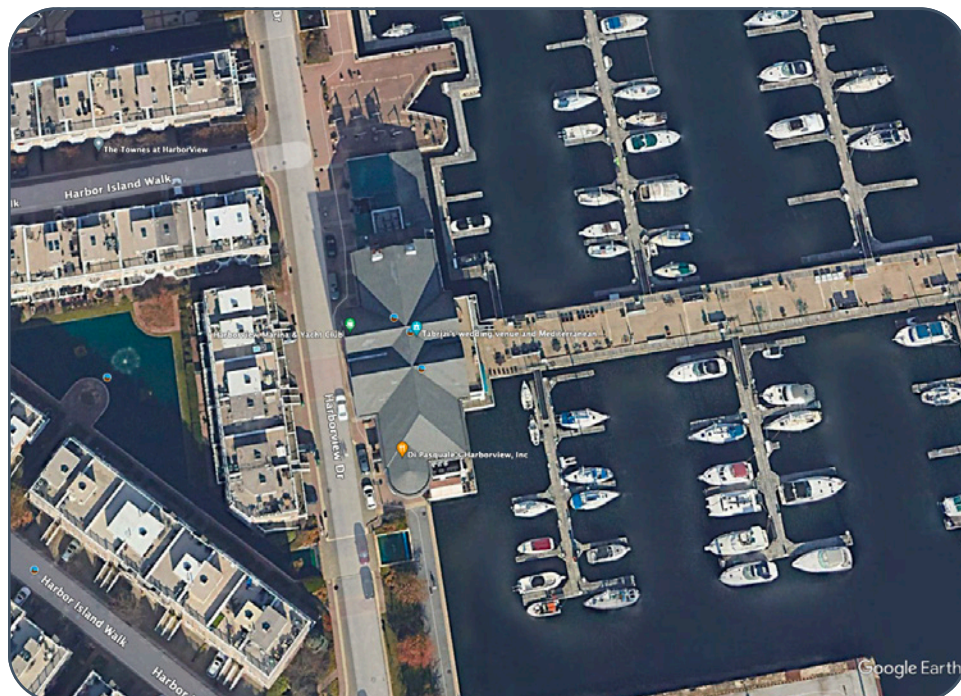
29. Brown's Wharf – 1615 Thames Street – This section falls between the Broadway Pier on the east and Bond Street Wharf on the west, and extends for approximately 260'. Construction is brick and concrete. According to the local representative for the owner, Continental Realty Corporation, no easement was found among records from a title search conducted in connection with their acquisition of the property.



58. Harborview Promenade – 100 Harborview Drive – This section of the promenade extends for over 1,600 feet adjacent to the Harborview Tower and marina properties, and appears to be well maintained. Frank Wise of Swirnow Capital Management confirmed that no easement was executed, as a result of an unsuccessful negotiation.



59. Harborview Promenade Lot 5 – 500 Harborview Drive – This section falls between the Broadway Pier on the east and Bond Street Wharf on the west, and extends for approximately 260'. Construction is brick and concrete. According to the local representative for the owner, Continental Realty Corporation, no easement was found among records from a title search conducted in connection with their acquisition of the property.



APPENDIX D

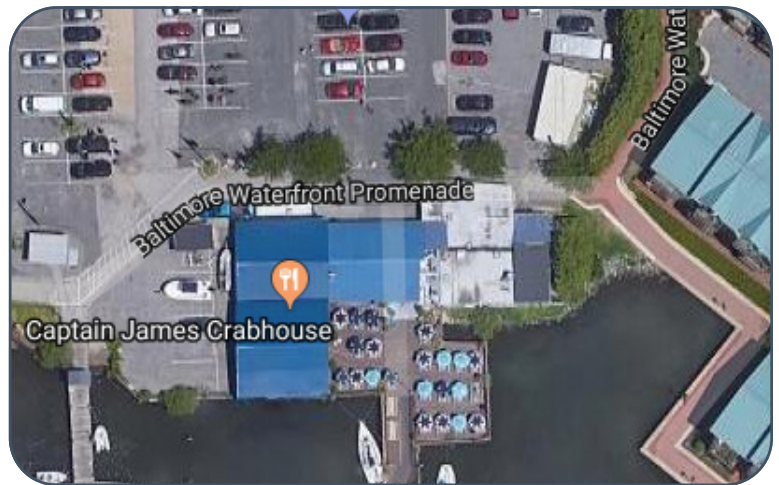
ACQUISITION OF EASEMENTS/FUTURE SECTIONS

The following notes describe sections of the completed promenade located on private property for which no easement agreements were found. The numbers correspond to the Planning Department's promenade maps:

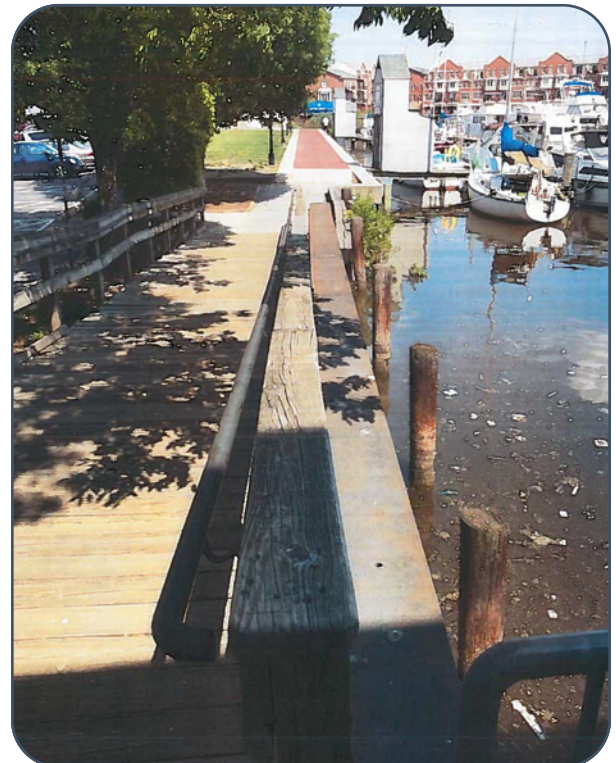
1. Canton Crossing – This section represents the eastern terminus of the planned promenade, and runs from the Canton Waterfront Park to the northern boundary of the MIZOD industrial zone at Danville Avenue. The property is undeveloped and is currently used for surface parking and a mechanical plant that serves the office tower at 1501 S. Clinton Street. A relieving platform structure sized to meet promenade requirements was constructed along a 200' portion of the waterfront by a previous property owner, but no easement or other agreement granting public access has been negotiated. The City promenade map contemplates a walkway in the Boston Street right of way at the eastern end of the park, resulting in a potential disconnect between the park and the Canton Crossing waterfront walkway. Redevelopment of the eastern section of the park (parking lot and public safety building) could present an opportunity for a continuous waterfront promenade from the park onto the future Canton Crossing development. The property is owned by affiliates of Corporate Office Properties Trust, and suggested contact information is included in Appendix B.



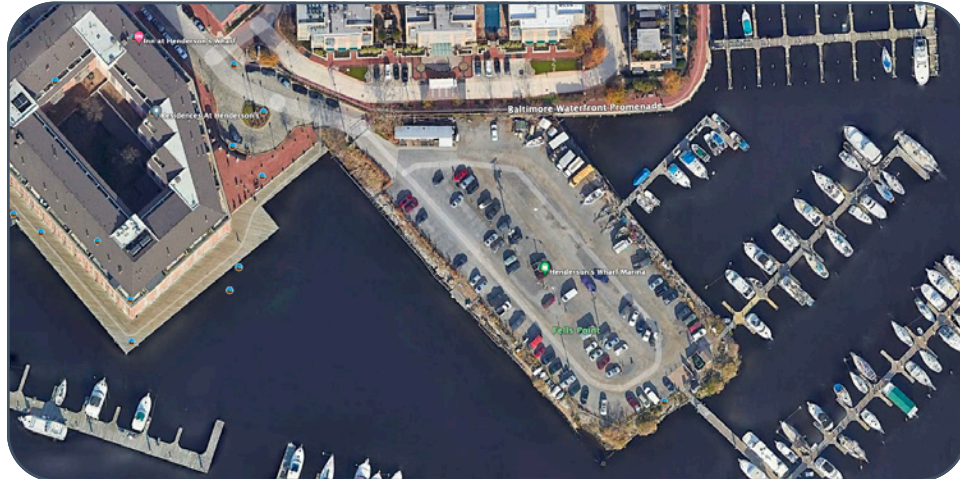
13. 2100 Boston Street – Otherwise known as the Captain James parking lot, this property does not have a permanent promenade, although there is an interim easement in place for access across the waterfront from the Osiris (Elm Street) property on the west to the North Shore townhouses on the east. A permanent easement should be obtained upon application for redevelopment of the property.



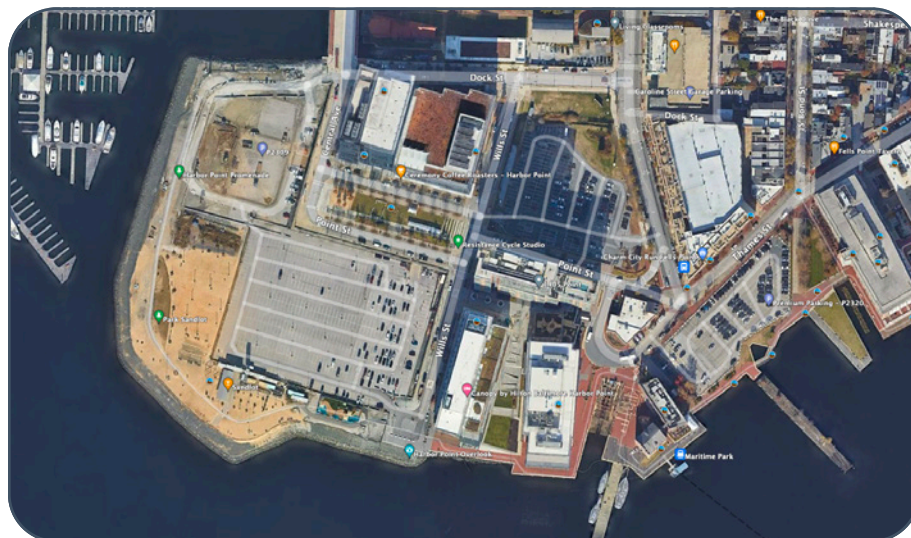
15. Osiris Property – Formerly the site of Osiris Therapeutics, this site is under redevelopment by Elm Street Development of McLean, VA. A temporary easement is in place that requires the property owner to maintain the walkway in “as-is” condition, but it has been partially removed as part of the redevelopment. Thus a new permanent easement should be acquired if this has not already occurred.



22. Henderson's Parking Lot – The parking lot between Henderson's Wharf on the west and The Crescent on the east is constructed on a spit of land that projects into the harbor. There is currently no promenade on this site. The easement document for Henderson's Wharf includes a provision for an "Alternate Fast Land Easement" around the perimeter of the parking lot, which automatically becomes operative upon development of the lot. Thus it appears no additional easement rights will be required to implement this section of the promenade.



34. Harbor Point – The promenade across this property, from Living Classrooms Foundation on the east to the Central Avenue Bridge, includes three different conditions. At the east end, the Thames Street Wharf property includes a permanent promenade constructed on fast land and on a concrete structure over water, but no easement has been reportedly conveyed. Immediately to the west of Thames Street Wharf, the newly constructed Wills Wharf promenade and plaza has been dedicated to the City per the terms of the TIF financing agreement that provided construction funding. Thus the City has all maintenance and repair obligations for this section. The remainder of the planned route across the peninsula is subject to a temporary easement, which will be superceded by further dedication to the City upon completion, similar to the Wills Wharf section. The Deed of Dedication for Wills Wharf has been added to the documents on the Planning Department promenade page.



43. Pier 6 Concert Pavilion – The City maps contemplate a promenade around the perimeter of this City-owned pier, and although a paved road surface exists, it is not accessible to the public and it is unclear if there is any provision for such access in the agreement between the City and the operator of the pavilion.



60. Harborview Lots 6 & 7 – These parcels are currently undeveloped, and no permanent promenade or easement is in place. Combined with the Harborview Tower and Marina (58) and Harborview Lot 5 (59), this represents a significant portion of the current and planned promenade for which there are no public access rights documented.



61 – 63. Museum of Industry – A portion of this section (62) is subject to an interim easement over private property, but the ownership status of the adjacent sites on either side is not clear. Further research of City records relating to these properties is recommended.



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