

City & Port of Baltimore

Maritime Industrial Zone Overlay District (**MIZOD**)



AAPA Maritime Economic Development Seminar

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The City of Baltimore has always had a great maritime history, due to its inland location.



Baltimore 1752



**Baltimore
1931**



Waterborne transportation has always been an efficient and practical way to move goods, both international and domestic.





In the past 2,000 years, there have been three major paradigm shifts in ship design and cargo movement.

- 1.
- 2.
- 3.



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1. Steam Propulsion - early 1800s
(Ships can keep a schedule.)



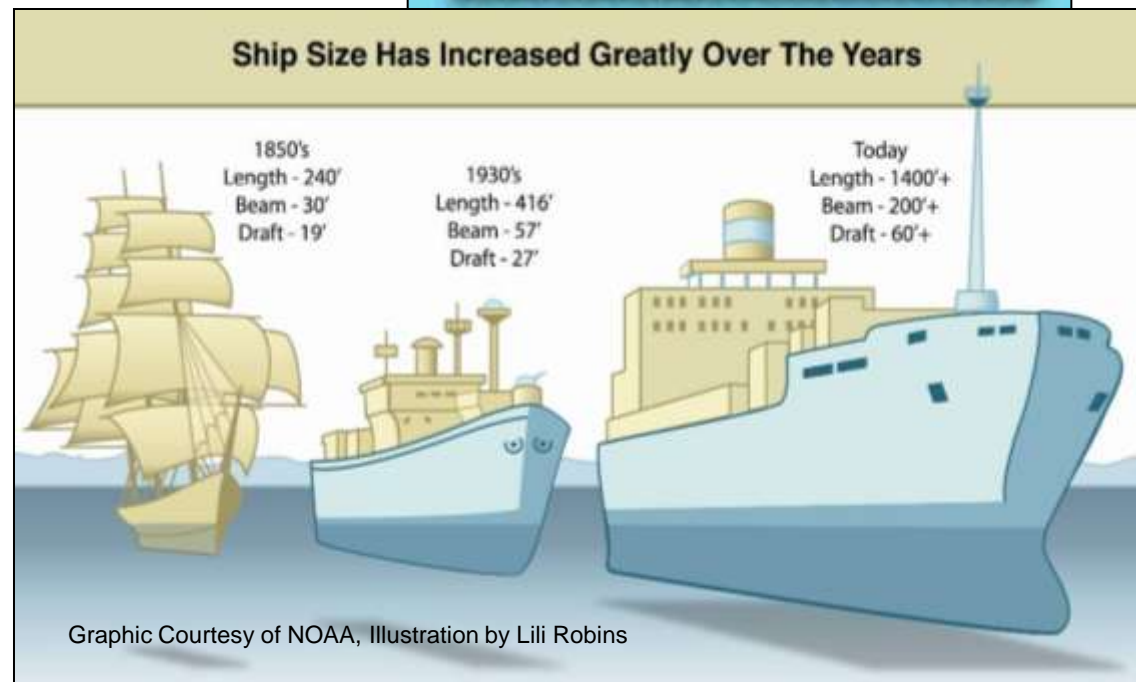
Baltimore Harbor from Federal Hill, 1848





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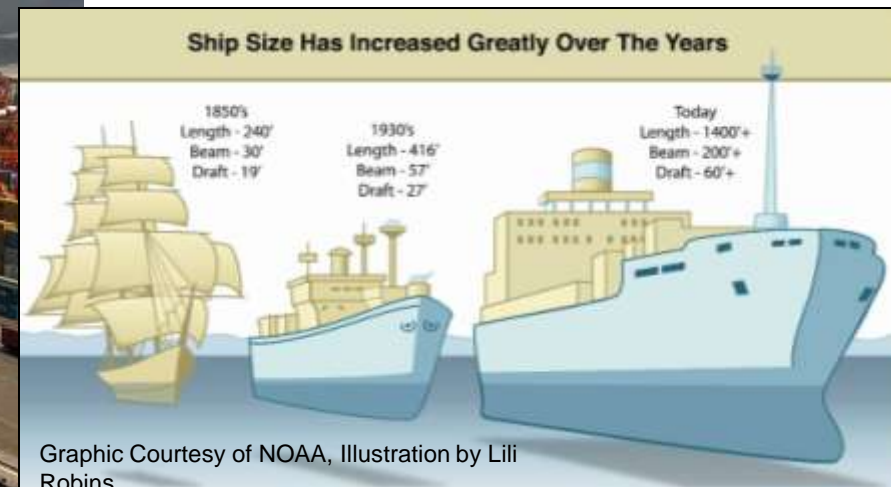
1. Steam Propulsion - early 1800s
2. Steel shipbuilding - late 1800s
(Ships can be built much larger.)





In the past 2,000 years, there have been only three paradigm shifts in ship design and cargo movement.

1. Steam Propulsion - early 1800s
2. Steel shipbuilding - late 1800s
3. Containerized cargo – 1956
(Much larger terminals needed.)



Graphic Courtesy of NOAA, Illustration by Lili Robins



Railroads led the way for terminal development. However, they lost the incentive after WWII when trucking became viable option for transportation.





Evolution continues: Many cargo terminals and maritime industries have migrated out of the Inner Harbor.

Baltimore 1934



Baltimore 1964



The success of Baltimore City's Inner Harbor....



Pedestrian Promenade
Commercial Retail
Science Center
Aquarium
Restaurants

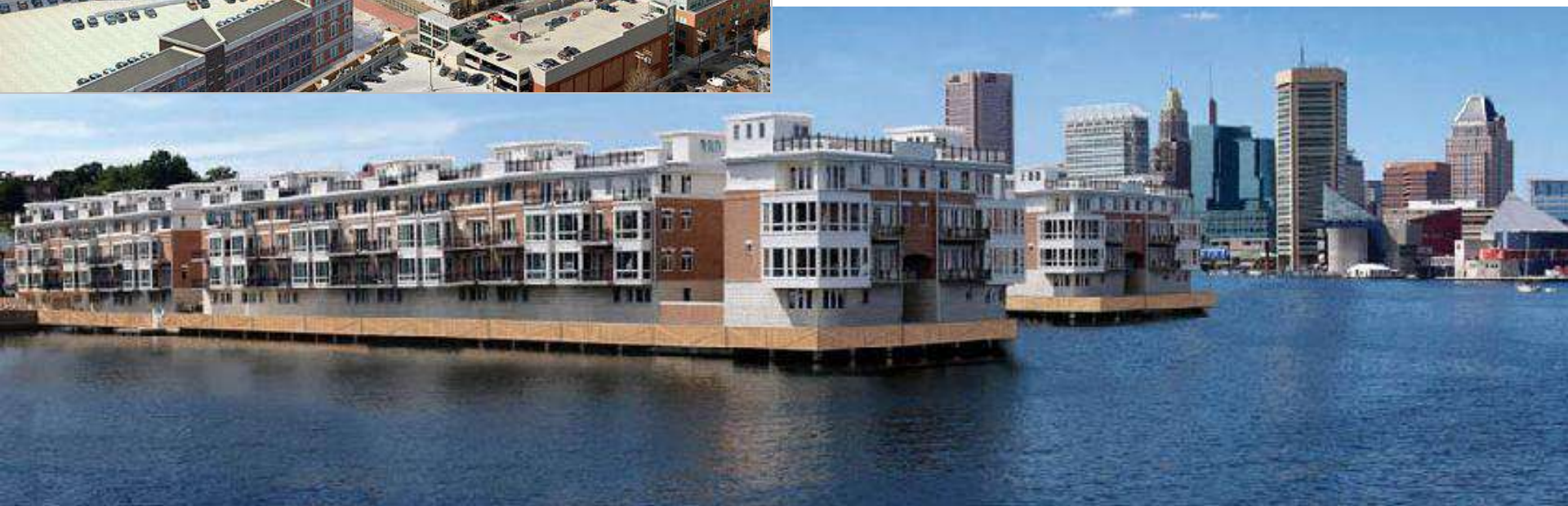


...has spurred other waterfront development, such as:



Inner Harbor East
(Commercial Mixed Use)

Key Highway (Condominiums)



Tide Point Office Complex



Westway
Molasses

Domino
Sugar



Silo Point Condominiums



Canton Crossing Office/Condo Complex



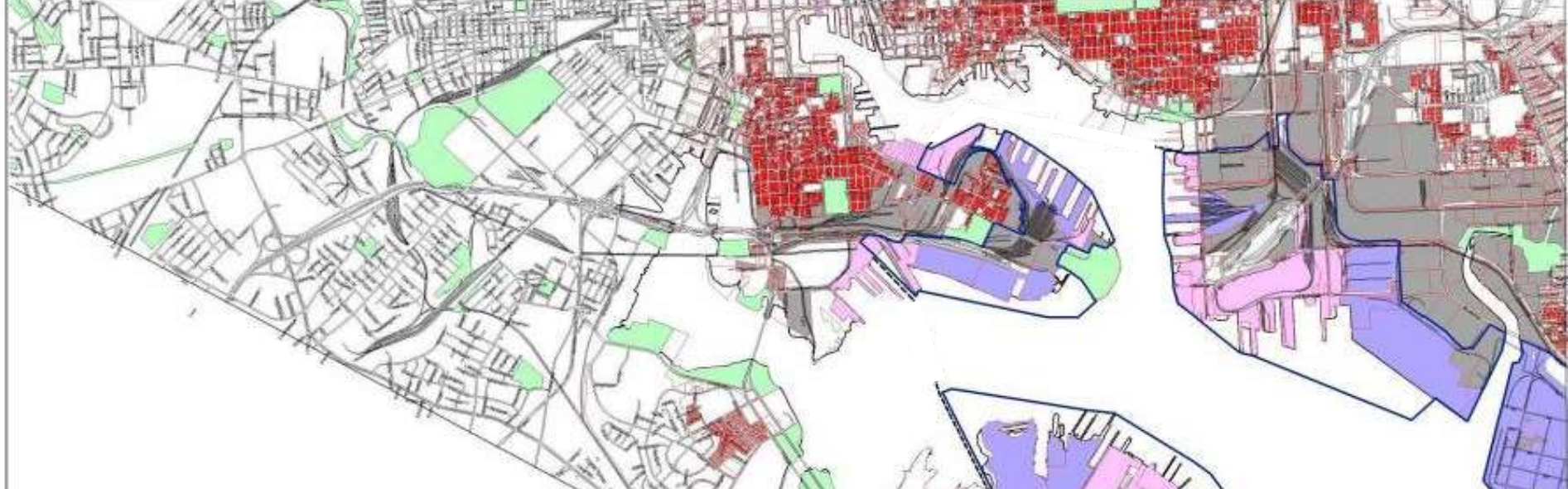


The Port of Baltimore generates considerable economic impact to the region.

- 50,700 Jobs in Maryland are dependent upon cargo and vessel activity at the Port.
 - 16,700 Direct jobs
 - 34,000 Induced and Indirect jobs
- \$3.7 billion in personal wage and salary income.
- \$1.9 billion in Business Revenues.
- \$1.3 billion in Local Purchases.
- \$392 million in State and local taxes per year.

Neighboring Ports are very competitive for our business & jobs.

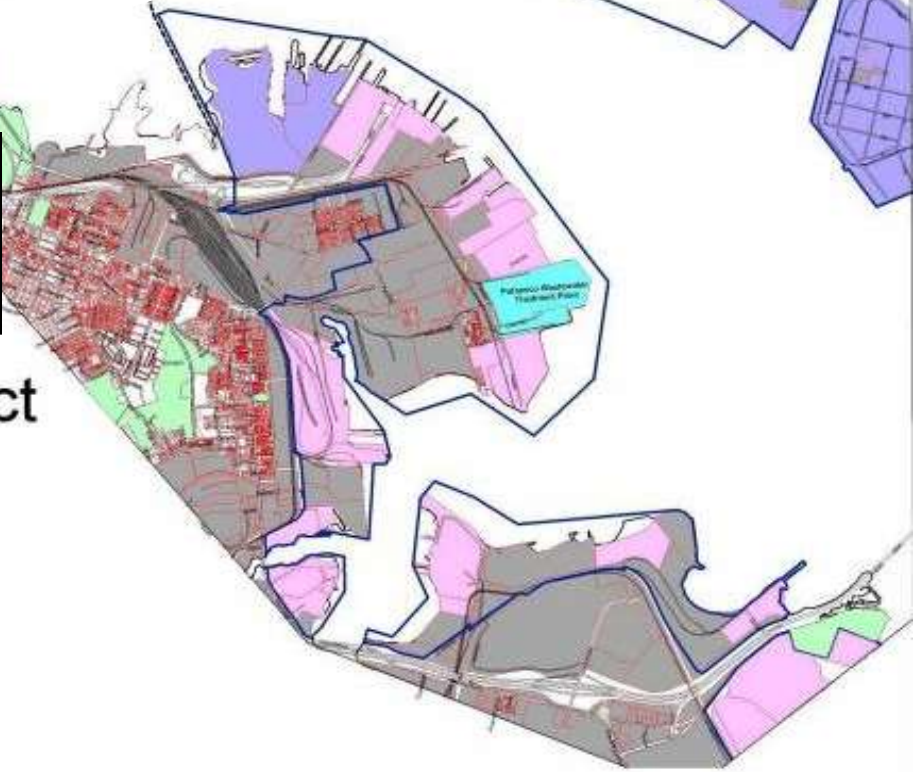
Land Use issue: Jobs vs. Taxes.



In 2004 the City took action and created MIZOD.

Maritime Industrial Overlay District

- Existing Land Use
- Maritime Industrial Area Demarcation Line
 - Maritime Industrial Overlay District Boundary
 - Property Lines
- Deep Water Access *
- Private Industrial Use
 - Maryland Port Administration
 - Public Use
 - Industrial Use / No Deep Water Access
 - Park Land
- Deep water is defined as 15 feet or deeper.
 * Source: National Oceanic and Atmospheric Administration 2000
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The City's 2004 MIZOD protected Industry from encroachment, and helped the Port, especially private marine terminals.

- Underlying Zoning is “Heavy Industrial”.
- Deep water (18’),
- RR and / or Hwy access.
- Planned Unit Developments (PUD’s) are not allowed for 10 years (until 2014).
- Taverns & live entertainment not allowed.
- Office, Hotel, Commercial uses are not permitted, unless as an accessory use.



The City's original MIZOD was extended an additional 10 years.

- In 2009 MIZOD was extended an additional 10 years - until 2024.
- However, there will be a one-time owner “opt-out” provision in 2014.
- The MIZOD will be incorporated in City's draft Rezoning Plan as “Maritime Industrial” – use must be Industrial and Maritime related.



MIZOD is vitally important to the Port's future.

1. MIZOD is critically important because it supports industry that can only operate on deepwater (cannot be relocated).
2. MIZOD sends an important message to the global marketplace that Baltimore wants port business!
3. MIZOD helps to maintain a critical mass of maritime industry within the port.
4. MIZOD does not protect freight corridors or provide a “buffer” to ensure compatible adjacent uses.



MIZOD is vitally important to the Port's future.
(continued)

5. The Federal and State governments, as well as local and global businesses have invested **\$Ms** into the Port. Future investment is at risk if the business starts to decline.
6. The City's Comprehensive Master Plans calls for sustainable sectors. The Port industry provides sustainable, long-term jobs as evidenced by its continued growth and resiliency (300+ years).
7. *"Baltimore's MIZOD is at the epicenter of the greatest land use controversy, and it is the City's single most brilliant land-use policy of our time."*
Anirban Basu, Economist, 2004

Questions?