

Baltimore Inner Harbor and Harborplace Proposal

Presently, there is an active proposal to redevelop Harborplace through the demolition of the existing structures and build a novel condominium complex alongside multiple traditional apartment complexes on the site. There has been substantial pushback on this concept, and the following proposal, while developed independently of that feedback, takes into consideration the legacy of the site and the feedback provided to the prospective developers by the community. This site development plan functions as an extension of the broader transit system proposal, and incorporates several local projects that have come to attention in the past several years, including the Baltimore Convention Center renovation needs post-COVID, and the status of the Baltimore World Trade Center, as well as interest in resurrection of the Baltimore Red Line project, and the recent dealings between the City and Camden Yards ownership.

The proposal for Harborplace specifically includes the following concepts:

1. A New 1776-foot tall World Trade Center skyscraper overlapping McKeldin Park, at the intersection of Light Street and East Pratt.
2. The temporary draining of the Inner Harbor to:
 - I. Turn the existing Harborplace Pavilions into underwater attractions connecting to the new open-park pavilions and local transportation options.
 - II. Perform Pier Repair and install flood and sea-rise protection systems
 - III. Incorporate a connection walkway between the North and South sides of the harbor, with integration to the underwater pavilions/retail attractions.
 - IV. Investigate passive cooling techniques for the new World Trade Center Building through its integration with the Harbor site.
3. Integrate a Red Line light rail or suspended MagLev service connecting the new WTC, Inner Harbor, and surrounding neighborhoods and features, promoting uses through a modern local transit hub orientation, connecting with the proposed Camden Station redevelopment as a regional and national system. This system would effectively integrate streetcar, metro, light rail, regional rail, and national rail into one general location, with Arena, Ballpark, and Convention Center within walking distance.
4. Buildout of a specialized local transit system for the general area, offering a “mini-metro” people-mover system for the inner harbor making use of proven low-speed MagLev technology as a special local attraction and “tourist-facilitation” scheme.
5. Redevelopment of some portion of the Inner Harbor residential area, building out mid-rise condominiums in a “Park Place” or “Central Park”-style layout of “park with overlooking apartments and condos”, with hotel accommodations closer to the harbor in place of the alternatively-proposed condominium high-rises.
6. Development of a “South-Side” Baltimore Streetcar system, linking the newly established “Peninsula” with features on the Eastern side of South Baltimore.
7. Incorporation of a dedicated High Speed MagLev service between DC and Baltimore, with a connection between the Inner Harbor and the MagLev terminal at Camden Station.
8. A Corporate Partnership with Softbank / WeWork for redevelopment of local office-space, converting some amount of the space into hybridized live-and-work constructions through a

specialized elevator system that facilitates appropriate separation between dynamic work and living floors.

9. Realignment of the Baltimore Hilton so as to provide special accommodation for Orioles Park visitors, as part of an intended East Coast rail scheme with sports-oriented promotional events.
10. Incorporation of novel MagLev freight solutions to the proposals for expansion and modernization of Baltimore Harbor Freight and Shipping Ports, both for old and new development.
11. An Underground Connection scheme between the Convention Center and the CFG Arena, incorporating venue-specific attractions while providing pedestrian assistance getting people from one location to another, with promotional programs linking the two venues as deemed desirable.
12. Undergrounding of the Camden Rail lines adjacent to the Convention center, producing an open-air plaza between Camden Yards/Warehouse and the Convention Center West-side access, improving potential for Warehouse redevelopment into Orioles-adjacent condominiums and visitor suites, in conjunction with Stadium improvements such as viewing areas and patio seating on the rooftops of the warehouse.
13. Incorporation of EV-Charging Parking Facility with connections to the Inner Harbor and the Transportation Hub at Camden Station

Associated Baltimore Proposals:

Metro North “West Station” redevelopment of the “road to nowhere” with associated highway capping in conjunction with Station air rights development. This site would then provide access to Penn Station to the East, and Camden Station to the Southeast through local transit, while providing for a through—way beneath Baltimore City proper.

Patterson Park Underground Maintenance Facility:

Theoretical undergrounding of an urban maintenance facility for rail needs, put directly beneath an existing park.

Reclamation and Redevelopment of Blighted Residential Blocks, facilitating migrant work efforts and promoting housing efforts for homeless populations, in conjunction with Baltimore City efforts.