

Preamble

WHEREAS, The Port of Baltimore has experienced major changes in land use during the past 25 years impacting the economies of Baltimore City, Eastern Baltimore County, and Northern Anne Arundel County; and

WHEREAS, As a result of the deindustrialization of Baltimore City, important tracts of water-dependent and water-accessible land have fallen fallow and with the abundance of greenfield suburban sites, there was little incentive to infill and redevelop urban waterfront properties once they became fallow; and

WHEREAS, The evolution of the Port of Baltimore's competitive strategy has dictated that a new port land use strategy be developed; and

WHEREAS, Governor Parris N. Glendening through his Smart Growth and Neighborhood Conservation initiatives, has reinforced State policy so as to preserve existing neighborhoods and agricultural, natural, and rural resources and to provide for investment in the revitalization of older neighborhoods and concentrated development; and

WHEREAS, In 1996, as part of the Smart Growth effort, Governor Parris N. Glendening established the Port Land Use Task Force to undertake an in-depth analysis and inventory of land, land uses, and the challenges facing effective redevelopment of these waterfront assets, including the study of environmental contamination, inconsistent zoning, variations in land use planning between jurisdictions, regulatory impediments to land reuse, capital availability, and existing economic development initiatives; and

WHEREAS, After studying the problems inhibiting port land development, the Task Force identified the need for an ongoing multijurisdictional advisory council to promote and manage port land use and development; and

WHEREAS, After passage by the General Assembly on February 25, 1997, Governor Glendening signed into law Chapters 1 and 2 of the Laws of Maryland of 1997 identical bills which begin the implementation of several of the Port Land Use Task Force recommendations and which establish two programs designed to make it easier to redevelop contaminated properties in Maryland, including property in the vicinity of the Port of Baltimore; and

WHEREAS, The General Assembly has determined that there is a need for the creation of an Advisory Council and a Port Land Use Development Zone, to be the vehicle for reconciling the important environmental, economic, and local jurisdictional issues that need to be coordinated for any successful redevelopment; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That Section(s) 6-501 and 6-502 and the subtitle "Subtitle 5. Liberal Construction; Penalties", respectively, of Article - Transportation of the Annotated Code of Maryland be renumbered to be Section(s) 6-601 and 6-602 and the subtitle "Subtitle 6. Liberal Construction; Penalties", respectively.

SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read as follows: