

CityScaping Sept 9th 2008 Notes

- 1) deadline for revisions to PUD: city council meeting (tentative October 1) – deadline for feedback to team= September 29
- 2) Is there money for housing? Funding is appropriated before building design.
- 3) September 25 Planning Commission public meeting (tentative date) 417 east Fayette street – Benton building. If stakeholders wish to comment/question/testify, must sign in prior to public meeting in order to present.
- 4) Concern about bicycle parking-at inner harbor east, it is difficult to lock up a bike
- 5) Have there been discussions with adjoining properties (i.e. Bolton house) about their inclusion in the PUD? (this has been an open discussion during the process, and there is coordination/collaboration/consideration of neighboring developments)
- 6) 700 block of dolphin street—traffic concern
- 7) Concern about Madison Avenue & McCulloh Homes—concern that this development will turn against McCulloh Homes, physically. There must be funding in the future to improve McCulloh Homes. Don't want current residents to be displaced.
- 8) Madison Avenue edge: concern about marketability of future development if McCulloh does not change
- 9) Bring photo ID to public meetings so that you may attend
- 10) 1500 parking spaces allocated for state, which is less than other office use
- 11) TIS: does not include Linden & MLK, or 40 & MLK
- 12) Howard-MLK-Russell-295/95 to DC. Is this route included in the TIS? (yes, that was looked at)
- 13) What is methodology? Current traffic counts, level of service, traffic sequencing...
- 14) Traffic Study: churches along Dolphin Street affect parking in neighborhood. Current plan involving Dolphin Street includes changing it to one way. Concern that current uses can't accommodate parking at present, in surrounding communities. Consider church traffic.
- 15) Peak hours were included in study. Include non-peak special conditions, such as Sunday mornings
- 16) Email Mark Brown at City of Baltimore Dept of Transportation: mark.brown@baltimorecity.gov
- 17) Concern that community was not contacted about content of TIS early enough
- 18) PUD does not formally address TIS. Problems caused by development are problem of city? Concern that the process is not comprehensive, and that the MLK problem is not going to be solved, and the more the major intersections fail, the more neighborhood cut-through traffic. The problems will exist, but unsure about whether solutions will occur.
- 19) As traffic increases on MLK, people will find alternative routes. Congestion will continue to increase. Mitigation should be sought for cut through routes.
- 20) Conserve & create safe & accessible bicycle routes
- 21) Intersections should not get wider, in consideration of pedestrians.
- 22) Stakeholder concerns are quantity and quality and timing. Want the TIS report to communicate the conditions & solutions in a language that can be easily understood & responded to.
- 23) Communicating to the layperson the traffic report: show an existing intersection condition that stakeholders can observe & experience
- 24) I-83 to I-95 route is huge impact on this area
- 25) This PUD will not cause "eternal gridlock". The TIS addresses a cumulative effect
- 26) DC commuters use MLK from 4 am to 11 pm.
- 27) Adding capacity on MLK will not fix the problem.
- 28) Traffic patterns on Eutaw: Churches, Masonic Temples & new development bring outsiders into the neighborhood. Causes double parking at many hours of the day, and many days of the week. Causes problems in circulation, ie. Emergency vehicles
- 29) Consider the variables that will exist when development is finished, such as user staying on site
- 30) State's parking requirement is smaller than private office requirement: State provides transit incentives for employees. Would like to see how that has worked in other states/know the reasons for the state making the decision to provide less parking.
- 31) Concern that providing less parking for state employees will cause employees to leave the site.
- 32) Can we see what a mitigation agreement looks like, so that we know what might happen for State Center?
- 33) Important that information is presented in a way that stakeholders can understand, interpret & respond
- 34) We haven't discussed the Armory in this meeting. What will use be? (undetermined as of now, but may become a film & sound studio or rec center or market)
- 35) McCulloh homes is on periphery, but is central to the success of State Center. Encourage team to fully engage McCulloh Homes to maximize productivity of meetings. (McCulloh has always been part of conversation & considered & responded to in the master plan, but is not included in the development plan)
- 36) Does not seem to be solution for McCulloh Homes. Seem to be avoiding the issue.
- 37) Community involvement & needs of people come first. Effects on neighborhoods & housing/traffic are first concern.

- 38) Would like to see responses to meeting notes. Include references/answers when they are posted to the website.
- 39) Concern that budget will not allow nice buildings on site.
- 40) Signature buildings on site: one is at center, and one (Armory) is at edge. Desire for proper design at Armory end (light rail access...)
- 41) Street tree edge is only green space aside from central park. Would like green pockets of space
- 42) In reference to tree conservation, there is a desire to instead create a comprehensive urban tree/streetscape, and not be too influenced by existing trees.
- 43) Were other cities used as precedent for this masterplan? (elements were used from many different cities as precedent during Visioning & PPlan)
- 44) Entrance of Armory & increase in parking: appropriate numbers are key to success of Armory site.
- 45) Community blog on website: Yes. Statecenter.org
- 46) Currently unable to use public transportation. Now use MLK to get to work. How much time will the developments in the area add to my commute? (can be addressed in Traffic Impact Study)—tools such as this should be included so that the stakeholders can understand & calculate the impact
- 47) The church at the corner of Eutaw & Dolphin is City Temple (is not Unity Temple).
- 48) 1200 block of Bolton: talk of dolphin street being eliminated between eutaw & howard? What would happen to cars, churches, apartment buildings? (MRIA had recommended this formally via letter, but some residents do not agree with this recommendation. Would create dead space, etc.)
- 49) Make sure that there is money allocated for proper landscaping
- 50) Are there plans for the MICA open space to change, adjacent to the Armory on Howard to improve circulation on the east side of the site? (no plans to build on the park at the moment)
- 51) Be sure to consider all who live in surrounding areas, at all income levels. McCulloh homes is part of this project, and will continue to be.
- 52) “dead space” according to development can become “open space” for adjacent developments
- 53) 1200 block of Bolton street: Concern that scale of this project is too large, and concern of impact on Bolton hill—cut through traffic & parking for retail. Want 60% of development size.