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| FROM | NAME & TITLE          | ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR   | CITY of<br>BALTIMORE<br><b>MEMO</b> |  |
|      | AGENCY NAME & ADDRESS | LAND USE AND URBAN DESIGN DIVISION<br>DEPARTMENT OF PLANNING<br>417 EAST FAYETTE STREET, 8 <sup>TH</sup> FLOOR |                                     |   |
|      | SUBJECT               | SITE PLAN REVIEW COMMITTEE<br>MINUTES FOR DECEMBER 16, 2009  |                                     |   |

**TO** Captain John Carr, Fire Department  
Mr. Ken Sands, Parking Authority  
Mr. Kirkland Gabriel, DOT TEC  
Ms. Valorie LaCour, DOT Planning  
Mr. John Thumbi, DOT Traffic  
Mr. Tim Knight, Department of General Services  
Dr. Nollie P. Wood Jr., Mayor's Office  
Ms. Miriam Agrama, DHCD Plans Examining  
Mr. Geoff Veale, Zoning Administrator  
Mr. David Tanner, BMZA

DATE: December 29, 2009

In attendance were:

- Eric Tiso, Wolde Ararsa, Gary Letteron, Anthony Cataldo, Bob Quilter, and Ervin McDaniel for the Department of Planning;
- Capt John Carr for the Fire Department;
- Bill Beatty for the Department of General Services
- Mariam Agrama and John Igwe for HCD Plans Examining;
- Kirkland Gabriel, John Thumbi, Valorie LaCour and Mark Brown for the Department of Transportation;
- Ken Sands for the Parking Authority;
- Dr. Nollie Wood, Jr. for the Mayor's Commission on Disabilities; and
- Vivaldi Nguyen, James Carroll, and Craig Gaither for the Department of Public Works.

**Agenda**

1. **University of Maryland – Open Spaces**
2. **2930 Taney Road – Hatzalah (First Response Ambulance Service)**
3. **Howard and 25th Mixed Use Development**
4. **5700 Loch Raven Blvd – Huber Memorial Church – New Church Construction**

## University of Maryland – Open Spaces

**Zoning:** B-2-3

Plans Date: 6 Nov 2009

**Block/Lot:** 0638/012

**Urban Renewal:** None

**Environmental:** Forest Conservation

**Historic:** None

**Total Site Area:** Not Listed

**Gross Square Footage:** Not Listed

In addition to Committee Members and Planning staff, in attendance was:

- Mickey Miller, UMB-FM/AFC;
- Nick Dryban, STV; and
- Kate McManus, UMB;
- Susan Williams, STV.

### Project Summary:

This is a review of the open space near the UMB biopark, and concerns improvements proposed on the triangle bounded by MLK Boulevard, South Fremont Avenue, and West Baltimore Street, a section of the median in MLK Boulevard, streetscape portions of 801 West Baltimore Street along West Baltimore Street and MLK Boulevard, and adjacent pedestrian crosswalks of West Baltimore Street at MLK Boulevard, and on Fremont at MLK Boulevard, focusing on pedestrian safety and landscaping changes.

### Comments & Issues:

- Environmental/Landscaping:
  - The proposed plan shows a complete change to the triangle area, replacing large mature trees with smaller, shorter-lived varieties. The committee understands that this has already been addressed by UDARP for design purposes, but reserves the right to comment on landscaping changes with regard to impacts on the City's tree canopy goals. Providing improvements to pedestrian safety is important, but most likely can be achieved without complete removal of all of the existing trees.
- Parking/Traffic:
  - Left turns from MLK to West Baltimore will be removed and replaced by a new median break and a left turn onto South Fremont Avenue. The new median break will be able to accommodate two lanes of traffic (to plan for future demand) but will be painted for only one lane at first.
  - Consider flexible pins/stakes to guide traffic into the lane on South Fremont Avenue, and to protect cars parked on the northeast side of Fremont.
  - The committee asked if there is a way to connect the sidewalk on the west side of South Fremont Avenue to MLK when the median break is built. There appears to be a portion of an existing wall that may interfere. Provide a sidewalk that connects on both sides of Fremont. The solution may include either narrowing or skewing the proposed connection to South Fremont Avenue.
  - Right turns from West Baltimore to MLK are removed, and are replaced with a right turn from South Fremont Avenue onto MLK.
  - The existing bus stop on southbound MLK will be shifted south to mid-block, and will be protected by a pooch-out.

- The west side of MLK is a designated bike route, work with Nate Evans, DOT Bicycle and Pedestrian Planner, on the pedestrian and bicycle ways. This project must be approved by the DOT. The trees and berm provide protection for cyclists and pedestrians, and are to be retained to the greatest possible.
- The committee asked if the existing western curb edge of MLK will be cut into in order to provide more space for the bus, and was informed that the existing curb line will remain.
- Consider if a design element could be implemented that would discourage cars in the new median break from making a U-turn to southbound MLK. Perhaps extend the point of the southern median portion to narrow the median break.
- Timing of signals and crosswalk times will be coordinated by BDOT. This may include extending the allowed time to cross MLK to  $\pm 28$  seconds.
- Accessibility:
  - Ensure that bus stop designs are ADA accessible, and that all crosswalks are oriented across the street (not towards the center of the intersection).
- Plan Adjustments/Missing Site Plan Elements:
  - The scale on the landscape exhibit is not correct.
  - Show the proposed area of disturbance.
  - Show crosswalk striping.
  - Please show the bus stop location and dimension on the plan. Retain planted berm as it exists and create breaks that line up with doors on typical bus types to provide access to the sidewalk behind the berm.

**Next Steps:**

- Continue with UDARP review, then submit two complete sets of paper revised plans plus one in .pdf format for follow-on SPRC review.

**NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

## **2930 Taney Road – Hatzalah (First Response Ambulance Service)**

**Zoning:** R-1

Plans Date: 8 Dec 2009

**Block/Lot:** 4358/041

**Urban Renewal:** None

**Environmental:** None

**Historic:** None

**Total Site Area:** ±13,303 sqft

**Gross Square Footage:** ±3,360 sqft

In addition to Committee Members and Planning staff, in attendance was:

- Bob Rosenfelt, CMR;
- Avraham Saver, Hatzalah of Baltimore
- Carla Ryon, CMR; and

### **Project Summary:**

This proposal will construct a new two-story building on the site, to be used by the Hatzalah organization. This group provides private volunteer ambulance and emergency medical response services to the local community. The group may also provide community training and certification services, e.g. First Aid and CPR training.

### **Comments & Issues:**

- Environmental/Landscaping:
  - This is a tree-covered site, with a Limit of Disturbance (LOD) of ±10,656 sqft. Contact Gary Letteron in the Office of Sustainability to coordinate any tree protection, mitigation and planting plans.
- Parking/Traffic:
  - When a call for service is received, one Hatzalah member will arrive on-site to pick up an ambulance, while other crew members will proceed directly to the call. Two parking spaces are provided immediately at the front of the property, adjacent to the ambulance garage doors to provide immediate staff access, as well as to prevent interfering with other functions that may occur on-site at the same time.
  - As shown, an access easement will be required from the adjoining property to provide for a drive aisle to the rear of the property. If this is not available, then it can only operate as a non-simultaneous ±9' wide two-way driveway, which would not be sufficient.
- Accessibility:
  - Show accessible paths from handicapped parking to the building, and ensure that both floors of the building are fully ADA accessible.
- Zoning Analysis/Board of Municipal and Zoning Appeals (BMZA):
  - This use is proposed to be a multi-purpose neighborhood center, which is a conditional use requiring BMZA approval.

### **Next Steps:**

- Finalize the program for the building, and ensure the above comments have been addressed.

- Coordinate any BMZA appeal, as may be required, with Martin French in Planning: 410-396-1354.
- Submit two complete sets of revised plans in paper, one set in .pdf format and reschedule for review.

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## Howard and 25<sup>th</sup> Streets – Mixed Use Development

**Zoning:** B-2-3, B-3-3, M-2-2

**Block/Lot:** Multiple, see plans.

**Urban Renewal:** None

**Environmental:** Forest Conservation

**Historic:** None

**Total Site Area:** ± 500,800 sqft

**Gross Square Footage:** ±152,100 sqft total

In addition to Committee Members and Planning staff, in attendance was:

- Susan Williams, STV;
- Anna Owen, STV;
- Donald Kann, Kann Partners; and
- Jon Laria, Ballard Spahr.

### Project Summary:

This is a redevelopment project, planned in two phases. Phase I will address the redevelopment of the Anderson auto dealership, and Phase II will address the related auto repair facilities. The redevelopment will be a Planned Unit Development, and will include a grocery store, a Lowe's, pharmacy, retail, bank, and residential uses. A small subdivision will be required to purchase a portion of the CSX property for the site development, in exchange for an access easement. A partial street closing will be required for a portion of Hampden Avenue that extends into the site.

### Comments & Issues:

- Environmental/Landscaping:
  - A simple Forest Stand Delineation was submitted for review by Gary Letteron.
  - Stormwater management will be under the new regulations.
  - This project is planning on LEED Silver equivalency, per the Green Building Code.
  - There is a drop of ±30' from Huntingdon Avenue to West 24<sup>th</sup> Street.
- Parking/Traffic:
  - The Fire Department needs to have a minimum of 20' wide access throughout the site, grades cannot exceed 12%, and clear heights of 13'6" will be required. Please prepare a separate plan showing Fire/EMS access meeting the above criteria.
  - The first Traffic Impact Study (TIS) meeting has occurred, and is awaiting community input. Traffic counts are expected in January 2010.
  - A bicycle route is planned for West 25<sup>th</sup> Street and others. Coordinate with DOT's Planning Division to confirm its location and section. Please show the bike paths on the plans. Please show bike racks on each level, with capacity for ten bikes per level. Parking spaces can be replaced with bike racks, if the space is not available elsewhere. Consider accommodating bicycle trailers, and space for parking them.
  - The retail building on the northwest corner of West 24<sup>th</sup> Street and Maryland Avenue is expected to include a Marshall's, Staples, and Anna's Linens. Loading for this building will be provided in the rear of the building, from West 24<sup>th</sup> Street, and will be parallel loading only, not back-in loading docks.

- For dead-end aisles in parking lots (such as by the residential building), provide for a turn-around, in the event the parking spaces are all full. This can be most easily accomplished by hatching out one end parking space and signing it for a turn-around.
- A parking garage will be located in a lower level under the large retail building, accessed from a ramp in the main parking lot, and will have designated parking spaces for the adjacent residential building.
- The smaller retail buildings will receive deliveries through the front doors from smaller trucks. No truck loading areas are requested or provided.
- The main entrance for the Lowe's will be from West 24<sup>th</sup> Street. The Lowe's building will be lowered approximately six feet to get the grocery store on the upper level to match the upper grade level of Huntingdon Avenue.
- Please show less clutter on the truck turning exhibits, and include the paths to/from the street (complete path). Please show dimensions on widths of areas that the trucks move through. WB-67s expected for Lowe's, and WB-50 for the pharmacy.
- Some committee members questioned the need for a curb cut from Huntingdon Avenue to the pharmacy location. The design team explained that this is for truck access to the pharmacy for deliveries.
- Consider a parking plan so employees will have a designated area to park, which will help avoid customer parking areas.
- The curb cut to the smaller retail building to North Howard Street is interlocked with the curb cut opposite and to the south (the alley). This is made worse where the left turn is visually blocked by busses at the bus stop. For the exit to West 25<sup>th</sup> Street, there should be two exiting lanes, and one wider, 13' lane entering to accommodate trucks.
- The bank drive-through doesn't have any stacking space, consider flipping the building and running the drive-through around the building.
- Accessibility:
  - Ensure that all buildings are handicapped accessible, and that accessible paths connect all handicapped parking spaces to building entrances.
- Other Considerations:
  - The development team has met with several community organizations. One concern that has been expressed has been retaining the stone building at 330 West 24<sup>th</sup> Street. This is not feasible for the current plans, as the resulting grade mismatch would prevent this development. The proposed truck loading will be approximately ten feet lower than the grade level of West 24<sup>th</sup> Street, and Sisson Street partially becomes a bridge.
- Plan Adjustments/Missing Site Plan Elements:
  - No dumpster locations are shown.

### Next Steps:

- Submit two complete sets of revised plans for final approval and stamp.
- Proceed with subdivision process for property access, contact Ervin McDaniel in Planning at 410-396-4264.
- Proceed with PUD process.

**NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**



## **5700 Loch Raven Blvd – Huber Memorial Church – New Church Construction**

**Zoning:** R-5

Plans Date: 10 Dec 2009

**Block/Lot:** 5237/003

**Urban Renewal:** None

**Environmental:** Forest Conservation, Green Building Standards

**Historic:** None

**Total Site Area:** ±9.715 Acres

**Gross Square Footage:** Not listed

In addition to Committee Members and Planning staff, in attendance was:

- George Twigg, Site Resources, Inc.

### **Project Summary:**

This is the site of the former Ramblewood apartment complex, which has since been demolished and regraded about two years ago. The site has been acquired and selected for construction of a church for Huber Memorial Church. The site will be the entire block enclosed by Loch Raven Boulevard, East Belvedere Avenue, Leith Walk, and Ramblewood Road. The proposed church will have a seating capacity of about 1,500, with a future phase that will include an auditorium, gymnasium, community center, and reception hall. This is the third review.

### **Comments & Issues:**

- Environmental/Landscaping:
  - No changes
- Parking/Traffic:
  - The Ramblewood entrance may be possible, depending on the Traffic Impact Study (TIS); a left turn bay may be required from Loch Raven to Ramblewood.
  - Coordinate with the Fire Department, ask if the 18' width on the one-way loop is sufficient (20' is what they normally request), and if the entrance from East Belvedere Avenue should have a cut-back or painted median to accommodate Fire and EMS vehicles.
- Accessibility:
  - Show handicapped ramps on sidewalks and curbs as required, ensuring they are oriented across the intersection, not pointed to the center of the intersection.

### **Next Steps:**

- Submit two complete sets of revised plans for final approval and stamp.

### **NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
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