


<b>F R O M</b>	Name & Title	William M. Johnson, Director	CITY OF BALTIMORE  <b>MEMO</b>	
	Agency Name & Address	Department of Transportation 417 E. Fayette St,		
	Subject	City Council Bill #15-0506 / Planned Unit Development – Designation – 5601 Eastern Avenue		

May 17, 2014

The Honorable President and Members of the City Council  
c/o Natawna Austin, Executive Secretary  
City Hall, Room 400

The Department of Transportation (DOT) is pleased to report on City Council Bill #15-0506 / Zoning – Planned Unit Development – Designation – 5601 Eastern Avenue. This legislation proposes to adopt a planned unit development (PUD) that would re-develop a former industrial site into a new mixed use development consisting of both a low density and a high density option that would be built in phases. These changes are based on a rezoning of the site from M-3 to B-2-3, contemplated in a companion Council Bill, #15 – 0505.

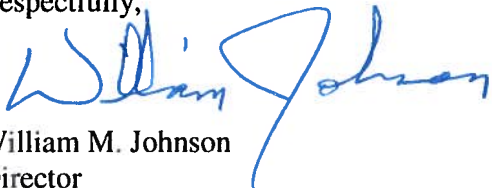
The PUD is intentionally designed for flexibility in development at the approximately 20-acre parcel. It is located in the Pulaski Industrial Area, which is adjacent to the Greektown and Bayview neighborhoods of southeast Baltimore. The site is across from the Johns Hopkins Bayview Hospital and is bounded by Bonsal Street to the east, Umbra Street to the west, and I-95 to the south. The Pemco Corporation (and others) held this site for many years as a location to manufacture both porcelain and glass. The owner is currently working with the Maryland Department of the Environment to address environmental mitigation concerns.

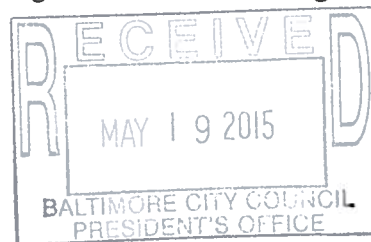
Eastern Avenue is a major thoroughfare that is closely monitored by DOT. Considering its past uses and that we believe traffic-related constraints can be managed in collaboration with other City agencies and the development team, we have no objections to this legislation – and support the ways in which this project can serve to advance and grow Baltimore, act as a catalyst to attract and retain residents, and support economic growth.

We do, however, ask to be informed as the project proceeds as to which development option (lower or higher density) may be utilized. While shared parking between residential and commercial properties in mixed use developments do help reduce the overall impact on the area, the higher density option is likely to require more meaningful traffic mitigation measures. While we support the adaptive re-use of this former industrial property, we look forward to working collaboratively to insure that any potential adverse impacts to the surrounding communities are mitigated to the fullest extent possible.

Thank you for this opportunity to comment.

Respectfully,

  
William M. Johnson  
Director



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