
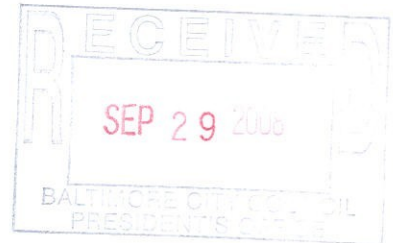


FROM	NAME & TITLE	Alfred H. Foxx, Director	CITY of BALTIMORE <b>MEMO</b>	
	AGENCY NAME & ADDRESS	Department of Transportation 417 E. Fayette Street, Room 527		
	SUBJECT	City Council Bill 08-0166		

TO

DATE: September 29, 2008

The Honorable President and Members  
of the Baltimore City Council  
c/o Karen Randle  
Room 400 City Hall



I am herein reporting on City Council Bill No. 08-.0166.

**Planned Unit Development – Designation – The State Center – Transit Oriented Development Business Planned Unit Development**

For the purpose of approving the application of the State of Maryland (the “State”) and the City of Baltimore (the “City”), owners of certain property located in and around the State Center area, including 1100 North Eutaw Street (Block 459, Lot 1), “No address” (Block 459, Lot 2), “No address” (Block 459, Lot 3), 300 West Preston Street (Block 460, Lot 1), “No address” (Block 460, Lot 2), 231 29<sup>th</sup> Division Street (Block 460, Lot 3), 301 West Preston Street (Block 478, Lot 1), 201 West Preston Street (Block 478, Lot 2), and “Armory Parking Lot North” and “Armory Parking Lot East” comprising 1.70 acres (No Block or Lot, but constituting Rights-of-Way), respectively (Collectively, the “State Center” or the “Property”), consisting of approximately 32.65 acres of land, streets and open space inclusive, more or less, to have the State Center designated a Business Planned Unit Development; and approving the Development Plan submitted by the State and City.

The Department of Transportation has been working with the State and the developer to add traffic mitigation to the State Center Planned Unit Development. Our discussions have produced amendments that provide an outline that assures that any development will incorporate specific traffic mitigation elements and include ongoing and continuous community involvement. The amendments are as follows:

Add a new Section 5 to the PUD Text and renumber remaining Sections.

SECTION 5. AND BE IT FURTHER ORDAINED, That if the State disposes of the State-Owned Property to a private entity for private use, prior to the Final Design Approval for any development of the Property within the Business Planned Unit Development, a Traffic Mitigation Agreement shall be entered into with the Department of Transportation.

- (a) At a minimum, the Traffic Mitigation Agreement shall include the following:
  - a. To identify the Traffic Mitigation strategies that may be implemented at each phase of the development State Center, including time frames by which the strategies for mitigation will commence and an apportionment of costs for those strategies to be implemented.
  - b. To identify target mode share goal for each completed phase of the development of State Center and monitor shifts in the mode split.

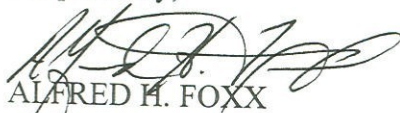
- (b) Additional goals for the Traffic Mitigation Agreement shall be as follows:
- a. Improvement to the pedestrian experience by enhancing connectivity to mass transit within the Business Planned Unit Development; providing improved connectivity to surrounding communities; improving overall streetscape aesthetics and view corridors; reducing the crossing widths and distances between intersections, and providing traffic calming measures that will support a pedestrian friendly State Center.
  - b. Improvement to intersection and roadway function; reducing the number of signal phases, and controlling, freeing or reducing turning.
  - c. To provide parking in accordance with the shared parking calculations within the Planned Unit Development by promoting the use of non-vehicular modes of transportation.
  - d. To provide a State Center Transportation Management Association/Plan in cooperation with city and state agencies to implement a Transportation Management Plan that aims to minimize vehicular trips; encourage non-vehicular trips; and enhance roadway safety and aesthetic environment for all users.
  - e. To implement a portion of the City's Bicycle Master Plan within State Center by providing on and off-street bicycle routes and bicycle racks.

(c) The Traffic Mitigation Agreement shall provide for ongoing and continuous community involvement.

(d) The Traffic Mitigation Agreement shall be approved by the Board of Estimates.

Assuming the adoption of these amendments, the Department of Transportation supports the passage of this bill.

Respectfully,

  
ALFRED H. FOXX  
DIRECTOR

AHF/WD:zs

cc: Ms. Angela C. Gibson  
Mr. Anthony P. Wallnofer, Jr.  
Mr. Bill Driscoll  
Mr. Jamie Kendrick

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