

**25<sup>th</sup> Street Station**  
**Community Comments Matrix**  
(updated June 28, 2010)

Item	Dated	Topic	Source	Development Team Response	Resolution	COMMENTS
3 The Community Coalition wholeheartedly supports the recommendation of the Urban Design and Architectural Review Panel to move the "Honda" building closer to the corner of 25th and Howard Street. The tower design is a poor substitute for moving the building. Additionally, please remove the coffee drive-through from the southeastern corner of the Honda building.	4/6/2010	Design	Task Force	Developer cannot demolish and reconstruct entire building, as previously discussed.  Coffee drive-through is a desirable use for many.  Developer has circulation diagram to review with community to address functionality issues of drive-through.	AGREE TO DISAGREE  WOULD LIKE OPPORTUNITY TO REVIEW CIRCULATION DIAGRAM WITH COMMUNITY IF HELPFUL  ALSO NEED TO REVIEW TRAFFIC STUDY ISSUES PERTAINING TO TURNS IN AND OUT OF HOWARD STREET BELOW 25TH	The Coalition agrees with the developer that we need to review circulation diagram.  Prior to the release of the new circulation diagram, the Coalition was told it was not possible to have entrances on Howard Street. If an entrance is possible, the Coalition asks the Development team to revisit the suggestion made in the CVCA's January 15, 2010 letter and the Coalition's March 11, 2010 letter requesting that vehicular traffic be directed to both sites from Howard Street  We are extremely disappointed that the Development team is refusing to honor the Coalition's and UDARP's request to seriously study and consider addressing the street edge at Howard and 25th Streets via new construction or an addition to the existing Honda building.
4 In clarification of the previous recommendations for windows and glass around the southern end of the eastern portion of the project; not murals.	4/6/2010	Design	Task Force	Windows cannot penetrate into this space which is back of retail shops, so would be "window-box" only which tends to become dirty and unattractive. Developer prefers a creative solution that is not necessarily a mural but is not a window. Community input into this design element will be solicited.	WILL CONVENE SEPARATE GROUP AS PART OF FINAL DESIGN APPROVAL PROCESS. DEVELOPER IS COMMITTED TO A CREATIVE SOLUTION THAT MAY BE NEITHER MURAL NOR WINDOW	Sandy Sparks will present a recommendation for the Design Review Committee responsibilities
5 Street lights should be incorporated into the landscaping plan on both sides of all streets surrounding the project.	4/6/2010	Design	Task Force	Street lights appear on current plans, meeting current community standard light	DEVELOPER IS EVALUATING ADDITIONAL COST OF ADDING UNIFORM STREET LIGHTS TO BOTH SIDES OF ALL ADJACENT STREETS	This is a Community Coalition priority.
8 In the western portion of the development (Site I), we require that the large parking lot in front of the Lowe's/Wal-Mart contain more green spaces (either rectangular or diamond-shaped) in order to break up the large area of concrete with aesthetically pleasing landscaping, including trees and/or shrubs.	6/4/2010	Design	GRIA	This is the roof of the garage structure and so what can be planted on it is severely limited because beds cannot be provided. We are providing large self-supporting planters within curbing areas	DEVELOPER WILL LOOK AT POTENTIAL ENHANCEMENTS THAT DO NOT MATERIALLY AFFECT COST OR LOSE PARKING SPACES	
9 The flow of trucks inside the development, including paths, entrances, and exits, needs to be included in the PUD. Language prohibiting any other paths for trucks also needs to be inserted.	6/4/2010	Design	GRIA	Internal truck routing for full-size delivery trucks and related restrictions will be added to PUD drawings.	RESOLVED PER RESPONSE	

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21	Clarify and strengthen the east and west pedestrian connections across Howard Street.	4/6/2010	Pedestrian Access and Safety	Task Force	Pedestrian connections to be enhanced at Howard/24th and Howard/25th intersections through new crosswalk pavement markings, ADA compliant curb ramps and pedestrian countdown signals.	RESOLVED PER RESPONSE.	We suggest that the development team identify and strengthen the on-site circulation patterns to enhance foot traffic between the two sites. The proposed crosswalks at intersections are fine, but do little to entice pedestrian movement between sites--they simply make it safe to do so.
24	The PUD should specifically ban the sale of weaponry including ammunition and hunting knives.	4/6/2010	Uses	Task Force	Firearms and ammunition are banned in PUD bill. Need to discuss with retailers whether these additional limits would be acceptable, and also whether the zoning code will permit the distinction to be made among, e.g., kitchen, camping, hunting knives.	DEVELOPER TO DISCUSS WITH RETAILERS WHETHER CERTAIN KNIVES, PAINTBALL GUNS CAN READILY BE PROHIBITED.  ALSO, NEED TO REVIEW PUD DRAFTING ISSUES WITH EXCLUSION OF CERTAIN, BUT NOT ALL, KNIVES	
25	No hunting knives or paint-ball guns should be sold by any tenant of the proposed development.	6/4/2010	Uses	GRIA	See prior item re knives. Need to check with retailers regarding paint-ball guns.	SEE PRIOR	
29	Auto Accessory Stores (without repair)	5/3/2010	Uses	Task Force	Auto accessory stores <u>with</u> repair and installation re already prohibited in PUD, with exclusion of installation of audio and other electronic components (alarm systems, iPod adapters, etc.). So long as installation services is preserved, developer is amenable to prohibiting auto accessory stores completely.	AUTO ACCESSORY STORES WILL BE PROHIBITED ENTIRELY. WILL ADD/VERIFY THAT ELECTRONIC STORES WHICH PROVIDE INSTALLATION WILL BE PERMITTED USES	
33	Clinics (Health Care) w/exception for urgent care family medical centers open to the general public	5/3/2010	Uses	Task Force	Cannot exclude health clinics without excluding widely-desired family medical centers.	AGREE FAMILY MEDICAL CENTER USE IS A PRIORITY TO REMAIN PERMITTED  DEVELOPER PROPOSES MAKING USE CONDITIONAL WITH EXCEPTION FOR "URGENT CARE CENTERS", WHICH WOULD BE PERMITTED	
40	Pharmacy; drive-through	5/3/2010	Uses	Task Force	Now a permitted use; developer believes could be a valuable amenity and desires to retain.	AGREE TO DISAGREE	See Item 3
41	Restaurants; drive in., pick-up drives with window service	5/3/2010	Uses	Task Force	PUD now proposes limit on size of such uses (3500 enclosed sf) to avoid full-size fast-food restaurants with drive-throughs; developer believes would be a valuable amenity and desires to retain.	AGREE TO DISAGREE	
44	Tobacco shops	5/3/2010	Uses	Task Force	Now a permitted use; developer believes a high-quality tobacco shop could be an amenity and desires to retain	DEVELOPER PROPOSES THAT USE BE MADE CONDITIONAL TO BMZA INSTEAD OF PERMITTED	We agree.

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46	Section 3, Part (b), Page 3, Line 16: Prohibit this use. Due to the urban nature of this site, drive through window establishments of all types are inappropriate and should be excluded.	5/3/2010	Uses	Task Force	Developer does not agree that this is a suburban use and believes it is an asset to the project.	AGREE TO DISAGREE	
67	The greening plan should extend to include the portions of 24th Street and Howard Street around the Verizon building.	4/6/2010	Off-Site Greening	Task Force	The greening plan includes both sides of the streets contiguous to the site. A minimum of 187 trees will be planted and be guaranteed with a 2-year maintenance and warranty period	DEVELOPER WILL PREPARE AND CIRCULATE AN OVERALL ONSITE AND OFFSITE PLANTING PLAN SHOWING ALL IMPROVEMENTS  DEVELOPER WILL REVIEW OVERALL LANDSCAPE AND GREENING PLAN, BUT COST ISSUES LIKELY TO	This is a community priority. See #5."
69	An electronic field should be established around the perimeter of the parking lots in Site I so that errant carts to not end up littering the streets near the development site.	6/4/2010	Operations	GRIA	Developer will discuss with major retailers who are expected to have shopping carts	DEVELOPER DISCUSSING WITH RETAILERS; WILL REPORT ASAP	This is a high priority to the coalition.
72	Additionally, we require the formation of a design review committee, to be comprised of representatives from the Remington, Charles Village, and Old Goucher neighborhoods and led by a rotating elected chairperson. The task of the design review committee will be to implement design guidelines, modeled on the North Charles Village Design Review Guidelines in Ordinance 03-639.	5/3/2010	Operations	Task Force	Developer will propose language for such a committee, with advisory role for future matters which require Planning Commission approval per PUD/Final Design Approval.	DEVELOPER WILL PROPOSE STRUCTURE FOR DESIGN REVIEW COMMITTEE CONSISTENT WITH RESPONSE	See attachment from Sandy Sparks
91	We are concerned about the foundations of homes near the construction site. The construction crews must be required to photograph all nearby foundations before construction begins.	6/4/2010	Construction Period Issues	GRIA	Agreement with contractor calls for photo documentation of adjacent properties, as well as placement of measuring equipment, with electronic alerts if vibration exceeds specified levels.	RESOLVED PER RESPONSE  SPECIFICATIONS TO BE PROVIDED PRIOR IN PRE-CONSTRUCTION  DEVELOPER TO CLARIFY WHICH PROPERTIES ARE "ADJACENT"	
51	Vehicular traffic in the residential communities north of 25th Street must not be increased. Areas of concern in the current design are Huntingdon Ave. and Howard Street north of 25th Street. Additional measures should be explored to discourage traffic from entering or exiting the development through these areas.	4/6/2010	Traffic	Task Force	Defer to DOT Traffic Study	DEFER TO DOT TRAFFIC STUDY	
52	The north-most entrance onto Huntingdon Avenue must be constructed in such a way that a left turn out of the site is impossible [for trucks].  The west-most entrance onto West 24th Street shall be constructed in such a way that a right turn by 18-wheeler is impossible, and that trucks are thus forced to use the entrance on 24th Street nearest the storage building at 24th and Howard Streets.	6/4/2010	Traffic	GRIA	Cannot physically restrict trucks from making these turns and still preserve fire and other emergency access. Both referenced  Note that trucks will be unable to turn right when exiting from the west-most entrance and so will be forced to return to Howard Street for departure.	DEVELOPER AND COMMUNITY TO REVIEW CIRCULATION AND TURNING DIAGRAMS PRIOR TO 6/30 MEETING	

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1	No retail goods stored in a manner visible to the surrounding streets and neighborhoods except for items contained within the Garden Center.	4/6/2010	Design	Task Force	See later item #48 regarding limits on storage.	SEE NOTES BELOW	
2	Signage should be exclusively directional in nature.	4/6/2010	Design	Task Force	Need certain amount of non-directional signage. Signage controlled by Planning Commission final design approval. See later item #11 re: signage height request.	SIGNAGE PLAN WILL CONTROL	
6	Section 5, Part (d), Page 5, Line 15. The available method of achieving LEED 2009 WE Credit 2 "Innovative Wastewater Technologies" should be limited to Option 1: "Reduce potable water use for building sewage conveyance by 50% through the use of water-conserving fixtures (e.g., water closets, urinals) or nonpotable water (e.g., captured rainwater, recycled graywater, onsite or municipally treated wastewater). Option 2 should be prohibited.	5/3/2010	Design	Task Force	Will do.	RESOLVED PER RESPONSE	
7	The developer should register the project with the United States Green Building Council (USGBC) and attempt to certify the project at a level no less than LEED Silver. This corresponds to the requirements and spirit of Baltimore City's Green Building Law, which impacts new construction greater than 10,000 square feet, but is questionable in its enforceability at the current time.	5/3/2010	Design	Task Force	The project will meet the Baltimore City Green Building law by following the "Baltimore City equivalent" option.	RESOLVED PER RESPONSE	
8	In the western portion of the development (Site I), we require that the large parking lot in front of the Lowe's/Wal-Mart contain more green spaces (either rectangular or diamond-shaped) in order to break up the large area of concrete with aesthetically pleasing landscaping, including trees and/or shrubs.	6/4/2010	Design	GRIA	This is the roof of the garage structure and so what can be planted on it is severely limited because beds cannot be provided. We are providing large self-supporting planters within curbing areas	DEVELOPER WILL LOOK AT POTENTIAL ENHANCEMENTS THAT DO NOT MATERIALLY AFFECT COST OR LOSE PARKING SPACES	
9	The flow of trucks inside the development, including paths, entrances, and exits, needs to be included in the PUD. Language prohibiting any other paths for trucks also needs to be inserted.	6/4/2010	Design	GRIA	Internal truck routing for full-size delivery trucks and related restrictions will be added to PUD drawings.	RESOLVED PER RESPONSE	
10	The stairwell/tower proposed for the southeastern corner of Site I (on 24th Street) must be removed. It is unnecessary and unsafe.	6/4/2010	Design	GRIA	This is an emergency form of egress per code requirement, but we are looking at ways to enhance/ensure pedestrian safety including installation of panic hardware and alarms when opened. Tower will not be accessible from 24 <sup>th</sup> Street level.	RESOLVED PER RESPONSE	
11	Section 5: No free-standing signage shall rise more than 25 feet.	6/4/2010	Design	GRIA	There is no free-standing (i.e., pole) signage proposed for the project. Signs are either attached to buildings or other structures, including the monument feature at the corner of Howard and 25 <sup>th</sup>	RESOLVED PER RESPONSE	
17	Every intersection with pedestrian crossing in or adjacent to the project must have timed electric signals.	4/6/2010	Pedestrian Access and Safety	Task Force	Will do.	RESOLVED PER RESPONSE	

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18	The parking garage adjacent to the Lowe's and Walmart must be outfitted with pedestrian sidewalks and pedestrian islands on the Lowe's and Walmart levels.	4/6/2010	Pedestrian Access and Safety	Task Force	Parking garage geometries provide greater area for pedestrian circulation than conventional Baltimore City garages. Dedicated pedestrian routes can not be provided due to loss of parking to accommodate.	RESOLVED PER RESPONSE	
19	The mezzanine level should be reserved and restricted for use by development employees only.	4/6/2010	Pedestrian Access and Safety	Task Force	We do not understand why this is desirable, but in any event need these parking spaces to meet retailers' requirements.	EMPLOYEES WILL BE ENCOURAGED TO PARK ON THIS LEVEL, BUT PUBLIC WILL NOT BE PRECLUDED	
20	The street parking adjacent to the northwest loading station on Sisson Street should be removed.	4/6/2010	Pedestrian Access and Safety	Task Force	No such spaces currently exist. Also, this is a DOT issue, if spaces are offsite.	N/A	
22	At the site entrance at the Huntingdon Avenue & 25th Street "bend," we require the creation of three crosswalks; one crossing the site entrance, and two from either side of the site entrance to the north side of 25th Street. Countdown crosswalk signals must be installed at both sides of each crosswalk. The crosswalks must be made of a different material than concrete or asphalt (e.g. brick or reasonable substitute). This light should also be timed to match up with the light at the intersection of 25th Street and Howard Street.	6/4/2010	Pedestrian Access and Safety	GRIA	Crosswalk to be added, though may be only one because of likely reconfiguration of sidewalks on main project entrance ramp to enhance pedestrian safety on ramp.  Crosswalks at main project entrance(s) will be made of different material or otherwise highlighted	RESOLVED PER RESPONSE. DEVELOPER AND COMMUNITY TO REVIEW REVISED MAIN ENTRANCE DRAWING AND CIRCULATION PRIOR TO 6/30 MEETING  NOTE THAT CITY APPROVALS ARE REQUIRED FOR CROSSWALKS	
23	A crosswalk is needed between the southwest corner of the Charles Village Exxon and the Walmart entrance ramp where there is a proposed red light.	4/6/2010	Pedestrian Access and Safety	Task Force	See prior item.	SEE PRIOR	
26	The PUD should specifically ban certain retail uses that negatively impact communities including pawn shops, adult entertainment uses, more than two Class B restaurant alcoholic beverage license, and more than one high-quality Class A-2 Off Sale Package Goods license.	4/6/2010	Uses	Task Force	Superseded by later specific requests in 05/03/10 Task Force letter.	SEE BELOW	
27	Section 3, Part (b), Page 2, Line 31: We are amenable to accommodating a desirable "green" use like Zip Cars, but the section must be rewritten to explicitly prohibit large scale motor vehicle rentals as found at typical rental vehicle establishments (Enterprise, Budget, Hertz, Avis, et. al). Acceptable options would be to place a limit on parking area or the number of cars.	5/3/2010	Uses	Task Force	Can limit to 20 cars on-premises.	RESOLVED PER RESPONSE	
28	Section 3, Part (c): In addition to the list of specifically prohibited uses, the following uses should also be prohibited:	5/3/2010	Uses	Task Force	See below	SEE BELOW	

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30	Bail Bonding Establishments	5/3/2010	Uses	Task Force	Use does not exist in Zoning Code, but if not permitted is prohibited; developer has no objection to adding as prohibited.	AGREE TO PROHIBIT	
31	Carry-Outs	5/3/2010	Uses	Task Force	Carry-outs are important to permit as part of a tenant mix – would include pizzerias, sandwich shops, etc.	AGREE TO REMAIN PERMITTED	
32	Check-Cashing Establishments	5/3/2010	Uses	Task Force	PUD already prohibits these are a principal use, but they must be preserved as an accessory use.	AGREE TO REMAIN PERMITTED AS ACCESSORY USES	
34	Clubs and lodges (private)	5/3/2010	Uses	Task Force	Now a conditional use by BMZA; developer is amenable to prohibiting.	AGREE TO PROHIBIT	
35	Community Corrections Centers	5/3/2010	Uses	Task Force	Now a conditional use by City Council; developer is amenable to prohibiting.	AGREE TO PROHIBIT	
36	Convalescent, nursing and rest homes	5/3/2010	Uses	Task Force	Now a conditional use by City Council; developer is amenable to prohibiting.	AGREE TO PROHIBIT	
37	Convents, monasteries, and seminaries	5/3/2010	Uses	Task Force	Now a permitted use; developer is amenable to prohibiting (but is not responsible for any divine consequences).	AGREE TO PROHIBIT	
38	Drive-through Dry Cleaning	5/3/2010	Uses	Task Force	Now a permitted use; developer is amenable to prohibiting drive-through but not non-drive-through.	AGREE TO PROHIBIT	
39	Laundrettes/Laundromats	5/3/2010	Uses	Task Force	Now a permitted use; developer believes could be a valuable amenity and desires to retain.	AGREE TO PROHIBIT	
42	Second-hand stores	5/3/2010	Uses	Task Force	Now a conditional use by City Council; developer is amenable to prohibiting certain of these uses but wants to preserve good examples – e.g., recycling of sports equipment. (NOTE: Need to add these to PUD as explicitly permitted uses).	AGREEMENT THAT SOME SECOND-HAND USES HIGHLY DESIRABLE (I.E., SPORTING EQUIPMENT) AND SHOULD BE PERMITTED  DEVELOPER PROPOSES MAKING USE CONDITIONAL, WITH EXCEPTION FOR “SECOND-HAND SALE OF SPORTING EQUIPMENT AND ACCESSORIES”, WHICH WOULD BE PERMITTED	
43	Taxidermists	5/3/2010	Uses	Task Force	Now a permitted use; developer is amenable to prohibiting	AGREE TO PROHIBIT	
45	Undertaking establishments	5/3/2010	Uses	Task Force	Now a permitted use; developer is amenable to prohibiting	AGREE TO PROHIBIT	
47	Section 3, Part (d), Page 5, Line 2: Change the terminology from “Green Uses” to “Green Technologies” in order to eliminate confusion between the listed items and zoning “uses”.	5/3/2010	Uses	Task Force	Agreed	RESOLVED PER RESPONSE	

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48	Section 3, Part (b), Page 3, Line 25. Outside display and sales areas should be limited to the following: the area shall be located in front of the principle facade of the building, shall be confined in length to the length of the principle facade, shall not extend more than 12' beyond the perimeter wall, and shall preserve a minimum 5' sidewalk. Outside storage areas shall be limited to the West site between the back wall of the lower level big box tenant and the CSX right of way. All other storage areas must be located inside the buildings.	5/3/2010	Uses	Task Force	Outside display/sales can be limited to adjacent to building facades, with 5' minimum sidewalk preserved.  Outside storage can be limited to area between back of lower-level tenant and CSX, excluding garden area on lower level.	RESOLVED PER RESPONSE	
49	Section 3, Part (b), Page 3, Line 32: Live Entertainment must be a Conditional Use to allow the public additional measures of control and review. Should the live entertainment options be the "desirable neighborhood uses" as proposed, there should be no hesitation with providing the community an opportunity to monitor live entertainment options.	5/3/2010	Uses	Task Force	Developer is willing to agree.	RESOLVED PER RESPONSE	
50	A high quality liquor store with a maximum of 20% of the display area utilized for hard liquor display and the remainder being used for display of wine and beer or storage would be acceptable. Alcohol may be sold for off-premise consumption with the following restrictions: No sales of single cans and miniatures; No sales of chemically fortified wines; No sales of malt beverages greater than 22% alcohol by volume; and no Sunday sales other than that permitted under authority of the Baltimore.	6/4/2010	Uses	GRIA	Developer is amenable to this suggestion.	RESOLVED PER RESPONSE	
64	All bus stops along Howard Street and Maryland Avenue at 23rd, 24th, 25th, and 26th Streets (twelve stops in total -- 8 on Howard, and 4 on Maryland) must be outfitted with covered shelters. A feasibility study must be conducted for adding an east/west bus route near the site.	6/4/2010	Transportation (Buses)	GRIA	Developer is meeting with MDOT/MTA to discuss bus related issues. MTA constructs and pays for its own bus shelters. We will also discuss feasibility study.	RESOLVED PER RESPONSE, ONGOING DIALOG WITH MTA TO ADDRESS BUS/TRANSIT ISSUES	
65	A taxi stand should be included into the site plans to allow for safe transportation for those who don't own cars.				We can make provisions for such a stand in front of the existing GM Building on 25 <sup>th</sup> Street.	RESOLVED PER RESPONSE	

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		6/4/2010	Transportation (Taxis)	GRIA		NOTE THAT USE OF PUBLIC WAY IS SUBJECT TO CITY APPROVAL	
66	Every street adjacent to the project should have planting strips along the curb between pedestrian walkway and the street.	4/6/2010	Off-Site Greening	Task Force	Continuous planting strips are provided along the north and south sides of 24th Street west of the Verizon Building and northeast side of Sisson Street. Elsewhere the street trees will be planted in generous tree pits (6'x10') where space allows. Continuous planting strips are not provided adjacent to on-street parking areas due to accessibility and maintenance concerns.	PLANTING STRIP ISSUE RESOLVED PER RESPONSE.  DEVELOPER WILL PREPARE AND CIRCULATE AN OVERALL ONSITE AND OFFSITE PLANTING PLAN SHOWING ALL IMPROVEMENTS	
68	Consider extending the treescape improvements east to St. Paul Streets for two blocks. Also street scaping on 25th past Maryland.	4/6/2010	Off-Site Greening	Task Force	See prior items.	SEE PRIOR	
70	The hours of operation for any tenant within the development shall be limited to the hours between 6:00 AM and 12:00 AM (midnight) and should be explicitly stated in the PUD.	5/3/2010	Operations	Task Force	Developer has agreed to such restrictions for store hours open to the public. Need to discuss exceptions such as agreed-upon 24-hour medical service.	STORES MAY BE OPEN TO PUBLIC 6 AM TO MIDNIGHT, AS AGREED, EXCEPT FOR SPECIFIED USES  ONLY SPECIFIED USE IDENTIFIED TO DATE IS MEDICAL URGENT CARE CENTERS	
71	All landscaping and maintenance of green spaces on the site must be done by businesses defined as local above.	6/4/2010	Operations	GRIA	Developer is willing to contract with local business for this purpose, so long as cost-competitive.	RESOLVED PER RESPONSE	
78	A plan to mitigate the problem of increased above-ground rat activity during construction of the proposed development needs to be established and presented to the nearby neighborhood associations.	6/4/2010	Construction Period Issues	GRIA	City requires a rodent-control plan as part of demolition and construction plan review an approval.	RESOLVED PER RESPONSE  PRE-CONSTRUCTION MEETINGS TO CLARIFY/SPECIFY PROCEDURES FOR IMPLEMENTATION	

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79	All construction truck traffic must follow the same path as the delivery trucks. Off-street parking must be provided for construction workers.	6/4/2010	Construction Period Issues	GRIA	Construction trucks cannot follow same path as delivery trucks because construction site will not have same configuration, but City requires Traffic Management Plan during construction for this purpose. Construction workers will park on-site and not on local streets.	RESOLVED PER RESPONSE	
92	Residential parking with permits on the lower deck of the parking garage adjacent to Lowe's.	4/6/2010	Non-Land Use	Task Force	Parking is committed to retail tenants and would necessarily be reduced by such commitments. Not clear who would have this privilege	RESOLVED PER RESPONSE	
97	The communities would like to enter into a partnership with WV Urban Developments and CSX to maintain the areas surrounding the train area and access points funded by the developer and executed by the community coalition.	4/6/2010	Off-Site Greening	Task Force	Developer is willing gauge retailer interest in such a partnership. Note that CSX will likely not allow access on its property.	DEVELOPER WILL DISCUSS WITH RETAILERS AS LEASES ARE NEGOTIATED	
98	The communities would like to enter into a partnership with WV Urban Developments and the retail tenants for further greening of our communities.	4/6/2010	Off-Site Greening	Task Force	Developer is willing gauge retailer interest in such a partnership.	DEVELOPER WILL DISCUSS WITH RETAILERS AS LEASES ARE NEGOTIATED	
99	A significant completion bond must be given to the city and held until the site is completed in order to ensure site stabilization; removal of attractive nuisances and site security (money to cover putting a partially graded site into stand-by, etc.); the completion of offsite improvements (infrastructure upgrades, streets); planting, landscaping/replacing dead landscaping (as a safeguard for any trees that die within the first two years); and the completion all construction in a single phase, as proposed.	6/4/2010	Non-Land Use	GRIA	A performance bond equal to the cost of all proposed public improvements will be posted by the developer to ensure improvements are constructed in accordance with City requirements and approved drawings. Street trees will be covered by a 2-year maintenance/warranty period. Construction for the entire development will proceed as a single phase but be sequenced to progress as outlined in design documents subject to DPW and DoT approval.	RESOLVED PER RESPONSE	
100	Financial incentives must be given to local businesses, whereas "local" is defined by businesses whose addresses are located within Baltimore City limits; the main office or location of the business must be in Baltimore City. PO Boxes alone do not count as operating within the city and as such will not be defined as local. Such financial incentives could include but are not limited to reduced rents and the waiving of a payment of the percentage of their sales as part of their rent agreements.	6/4/2010	Non-Land Use	GRIA	Developer is not in a position to provide such financial incentives	RESOLVED PER RESPONSE	
104	The development should meet the new Maryland stormwater regulations, which will be enforceable at the time of construction, rather the regulations in place as of the date of this letter.	5/3/2010	Stormwater Management	Task Force	The project is eligible for compliance with the 2000 MDE stormwater regulations and will comply with those regulations.	RESOLVED PER RESPONSE	