

SITE PLAN REVIEW COMMITTEE MEETING SUMMARY

1122 N. Kirkwood Road – Washington Boulevard at Kirkwood (SP #450)

SPRC Meeting #3

April 22, 2019

Planning Commissioners in Attendance: James Lantelme (Chair), Elizabeth Gearin, Nancy Iacomini, Kathy McSweeney, Elizabeth Morton, James Schroll, Sara Steinberger

MEETING AGENDA

- 6) Changes to Design and Comment Response
- 7) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
- 8) Community Benefits and Sustainability
 - a) Affordable Housing
 - b) Public Art
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other
- 9) Construction Issues
 - a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison
- 10) Wrap-up

PRESENTATIONS

- The applicant provided a presentation covering revisions to the building and western alley design, and the addition of tandem parking spaces to the proposed garage. This was followed by a presentation on transportation, construction management, and community benefits.

SPRC DISCUSSION

Transportation

- What are the bus frequencies. ART 62 doesn't run 7 days a week?
 - Metrobus 38B runs 7 days a week at no less than 30-minute headways.
- Who would use the tandem parking?
 - Tenants, building employees.
 - Staff explained that tandem parking spaces do not count towards required parking in the Zoning Ordinance.
- What happens to the existing median on Kirkwood?
 - The median will be cut back to allow for a new dedicated left turn lane.
- The current median acts as a pedestrian refuge. Will the median be cut back past the site?
 - The median will remain the same about halfway north on Kirkwood. There will be a new curb extension on the east side of Kirkwood to narrow the pedestrian crossing distance.
- With the reduced parking, will residents be tempted to park in the neighborhood?
 - Most of the surrounding area has RPP, and relatively far from the site. Residents of site plan buildings can't get RPP. The parking spaces on Kirkwood and Washington in front of this building will not be in the RPP zone. Currently metered spots will probably remain metered.
- Will the bike lane have some sort of separation?
 - The bike lane will not be separated, as there is not enough room in the right of way. There may be green paint and DES will consider the possibility of Flex bollards.
- Will there be any changes to parking on the east side of Kirkwood?
 - Staff says no.
- Does the Washington Boulevard cross-section change? Are the new proposed lane widths sufficient for this street?
 - The Washington Boulevard cross-section is proposed to change. Staff believes the proposed lane widths are sufficient.
- Previous plans showed a sidewalk pinch point.

- The pinch point has been eliminated and there will be a consistent 10 feet of clear sidewalk space. New traffic light equipment would have to be placed carefully to not block pedestrian flow.
- Would the RPP review eliminate RPP?
 - Staff does not know at this time. The study is ongoing.
- Have the alleys changed?
 - All at grade, including pedestrian facilities. The north-south alley has a dedicated sidewalk. Pedestrians will share the east-west alley with traffic, however redevelopment of the YMCA site may change that.
- Statement from the BVSCA of importance of the east-west alley being a vehicular connection so that new development in the block does not overburden 13th Street. The alleys can also provide public access to the planned open space mid-block.
- Right now, there is a major grade difference between this property and the cemetery.
 - The applicant will be grading up their property so that it is almost level with the cemetery. The applicant will now not be touching the cemetery, and the existing fence on the cemetery will remain.
- Does Historic Preservation staff have a concern with the grading up?
 - HP staff does not object to the applicant grading up their own property. HP is glad they will not be touching the cemetery at this time.
- It was pointed out that there is a major grade change within the cemetery.
- Has HP tried to contact the owners of the cemetery?
 - County staff has not.
- Is the applicant doing standard TDM?
 - Yes, and additional TDM measures for projects that propose less than one parking space per dwelling unit, which is an annual stipend for each tenant who does not have a parking space. Tandem spaces do not count for required parking per the Zoning Ordinance.
- The TIA assumes that the Sport & Health building is tenanted, but in actuality has been vacant for some time, so the traffic impact of the proposed new building is effectively greater than shown.
 - Standard practice for TIAs is to assume all existing buildings on site are assumed as occupied by by-right uses.
- What about bike parking?
 - Bike parking will follow county standards. There will also be a ground level bike room off Washington Boulevard.
- Would like to see documentation supporting the applicant's proposed parking ratio.
- Are the proposed loading docks large enough to accommodate this site's requirements?

- The docks can accommodate W-40 trucks. There is no retail at this location, which will cut down on the frequency of deliveries, and the type of trucks that typically service retail.
- Is applicant considering signage to guide deliveries? Concern that truck turns would damage the median in Kirkwood Road.
 - Staff will examine how truck turns might affect the curb.
- Left turns onto Kirkwood are not very good right now, there are bad sightlines.
- Will the new on-street parking spaces be metered?
 - Probably yes, some for short term and some for long-term. Fed Ex trucks could fit into two short-term spaces.
- Would there be a problem if trucks delivered from the north-south alley?
 - The traffic volume in the alley would be low enough that it probably would not create a problem.
- Is the traffic light in front of APAH's building moving?
 - The light stays in the same place for now. If Casual Adventures redevelops, it will have to move slightly.
- People heading east on Washington tend to run the red light at Kirkwood and Washington.
 - Undergrounding the utilities should help, as right now overhead power lines may block the view of the signal from a distance.
- Can we see a rough concept of the east-west road?
 - We do not know what the YMCA will propose.
- Building management can encourage deliveries to use the alleys.
- Will the paving treatment of both alleys be the same?
 - The goal for the new north-south alley is to look the same as the one on APAH. Unknown at this time about east-west.
- Who pays for the east-west alley build out?
 - The most important part is that this property continues to have public access. It is expected that the part on the Y property will be probably built out by the Y.

Community Benefits

- Will there be on-site affordable housing?
 - Yes, and the applicant will manage it. The whole building is rental. The target income is 60% of AMI.
- Do affordable units also have to pay for parking?
 - Parking is unbundled from the cost of apartment rental for all residents, and all residents must pay separately for parking.
- Does the applicant propose public art?

- The applicant will agree to the standard public art condition and will probably choose the monetary contribution.
- What about utility undergrounding?
 - The applicant has updated their plan to underground all utilities on site. They are also working with staff on the poles across the street.
- Will the traffic pole on the Bromptons side change?
 - Yes.
- Is relocating the storm sewer considered a community benefit?
 - No, it is something that is caused by their development.
- Can the cemetery be accessed as part of this project?
 - The cemetery is currently in private ownership by the descendants. But the applicant has designed the north-south alley so that the cemetery could be accessed in the future. Access to the cemetery is currently only permitted for family members on the easement from Washington Boulevard. The fence on the cemetery is cemetery property so the applicant cannot remove it.
- Can the applicant contribute to the maintenance of the cemetery?
- We need to be pro-active in getting the cemetery as the public open space.
- For the neighborhood to support the proposed building, the Applicant needs to earn the 7th story through extraordinary benefits. Suggestions include maintenance of cemetery, or a fund, or something similar. The applicant's LEED Silver scores should rely on items that would affect the carbon footprint of the building, including energy efficiency. Consider rooftop solar.
- Asked staff what can be done on getting the ball rolling on getting the permission of the descendants?
- Can there be bird friendly glass?
 - No.

Construction Issues

- Will the Washington Boulevard sidewalk be open during construction?
 - It may not be possible if both this and the APAH project are concurrent. We will try to keep Kirkwood open.
- Is there a way that construction staging can be moved to the alleys?
 - The applicant said they will try.

Wrap Up

- Nancy Iacomini liked the idea of a contribution to open space. The tree canopy is very important. Can the applicant plant trees off-site? Appreciate the widened sidewalk, don't know what to think about Kirkwood.

- Kathy McSweeney also recommended maintenance of the graveyard,
- Elizabeth Gearing suggested the applicant be proactive about enhancing the tree canopy here. Would like more information about the ownership of the cemetery and what can be done.
- Margaret Lunger said she would like to see a top level stepback. Didn't think the architectural changes to the 7th story made a difference.
- Derek Huetnick echoed some of the other comments about the stepback and said he was concerned about the width of the Washington Boulevard travel lanes.
- James () appreciated the design updates, the corner may be a missed opportunity. The applicant should increase the tree canopy and add bike bollards.
- Elizabeth Morton echoed comments about tree canopy and the cemetery, that the corner can still be improved, and that the design change on the Kirkwood façade did not reduce the perceived height.
- Sara Steinberger said she thought the design change was a good one, agrees with others on the cemetery (Also wants to know the history, who maintains it); open space isn't useful if not accessible. She would be more likely to support project if there is greater support for open space.
- James Schroll encouraged flex bollards, echoes comments on tree canopy and cemetery. Asked Parks reps if the cemetery could be included in a future park plan.
- John Ashin Stated that he didn't want to lock the applicant in to having to do something in the cemetery if they couldn't get the rights but should think about open space enhancements in the study area in general. A casual use open space is much needed, as the POPOS plan recommends. Also suggested that the corner of the building could be further improved architecturally.

Public Comment

- Nia Bagley stated that the corner will be a neighborhood entry point and is currently disappointed. The area is outside the parking study area. If they want to justify using the parking study, they should secure off-site parking. Residential Permit Parking ends at 5 p.m. Attention should be paid to the history of the cemetery.
- John Carten stated that delivery trucks would be an issue, can mitigate by directing them to the alley or short-term spaces, building management can develop a relationship with frequent visitors. Echoed other comments from the BVSCA.
- Tad Lunger said that getting control or consent for public access of the cemetery is doable, he was able to do it with the other Ball graveyard with the court appointing a trustee as a point of contact.
- Bill Ross stated that the County should try to fulfill the open space plan for this study area, and we have an opportunity now. Casual use space is a high priority in POPs.

- Other members of the public mentioned the importance of the east-west connection being a vehicular connection; and that the project is a big improvement on the current state of the site.

NEXT STEPS

- The Transportation, Housing, and Planning Commissions and County Board meetings are anticipated to be no earlier than the June 2019 cycle.