

Project Narrative

Beatty Development Group (BDG) on behalf of the City of Baltimore requests approval from the Commission For Historical and Architectural Preservation (CHAP) to perform improvements to the median and sidewalks of the 0000 to 0100 blocks of 33rd Street in Charles Village as part of a larger streetscape project. The project includes street and streetscape improvements to the sidewalks and medians of 33rd Street between Charles Street and Hargrove Street. Project elements include revisions to medians, lane reconfiguration, pedestrian hardscape improvements, ADA pedestrian ramps, tree and understory landscape planting, new benches and seating, lighting improvements, roadway resurfacing, traffic signal modifications, and utility relocation to accommodate the improvements. The project will amend the existing approved City of Baltimore Developers Agreement #1391 for 3200 St. Paul Street (now known as 9 E. 33rd) to include the improvements proposed by the streetscape project. The project team has worked closely with the Charles Village community since the inception of the project a number of years ago. The Charles Village Civic Association has reviewed and endorsed the plans for the project which are attached.

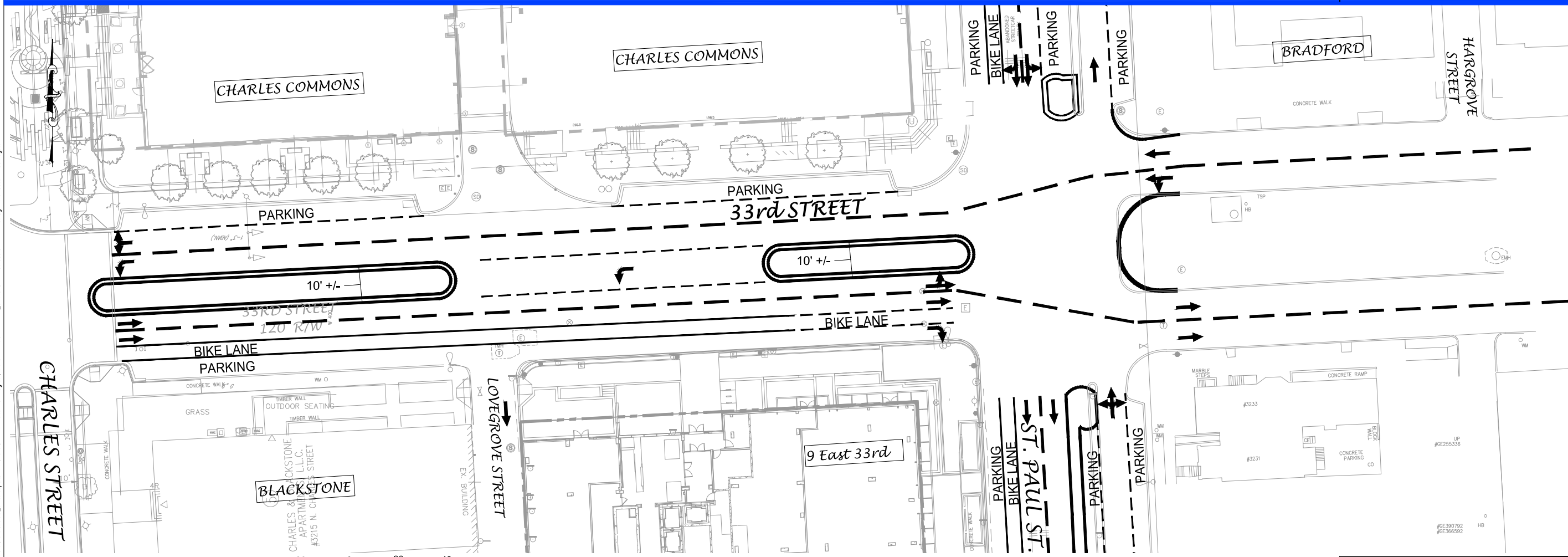
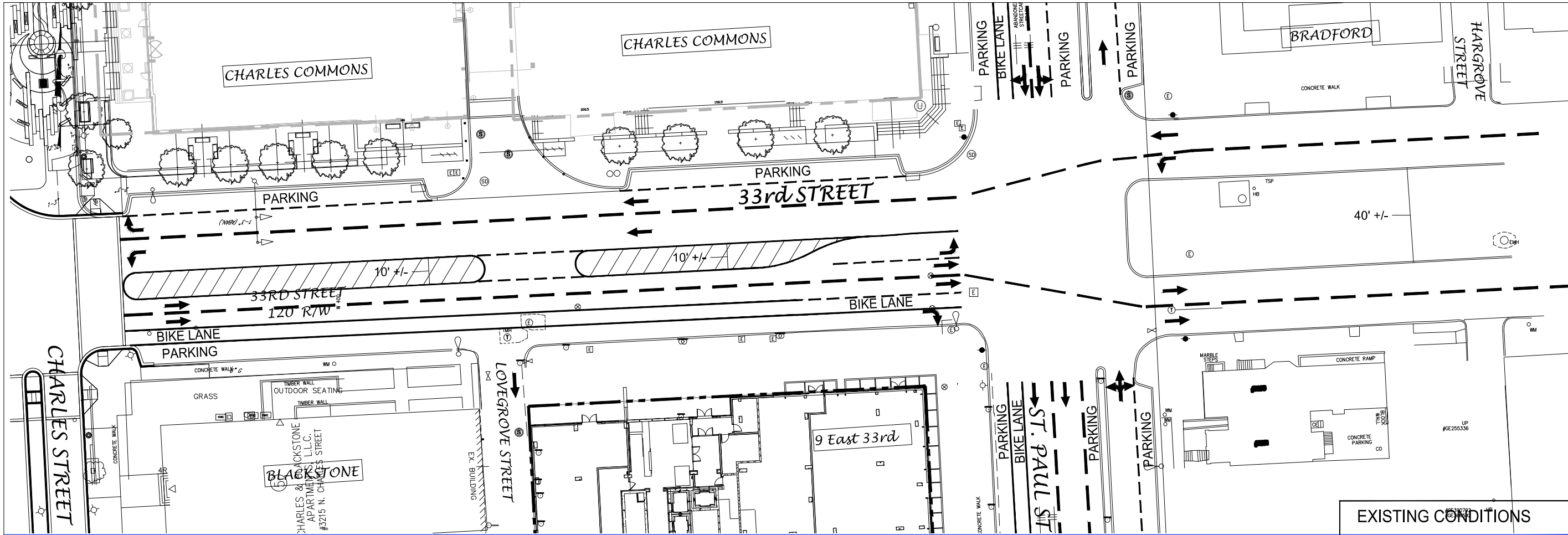
The elements of the project which affect the medians of 33rd Street and require CHAP review and approval include new raised, landscaped medians in the 0000 block of 33rd Street and minor modifications to the curb of the median of the 0100 block of 33rd Street at the intersection with St. Paul Street.

Currently in the 0000 block of 33rd Street, the center median consists of only asphalt which is striped out, leaving a break at the intersection of Lovegrove Street. The proposed project would add raised, landscaped center medians to the 0000 block of 33rd Street. A break in the center raised median is proposed to allow for a left turn lane onto southbound Lovegrove Street. The proposed raised, landscape median will contain trees, lower level landscaping, and light poles with banner arms.

Minor modifications to the curb of the median of the 0100 block of 33rd Street at the intersection with St. Paul Street are being requested to improve driver, bicyclist, and pedestrian safety. The intersection of 33rd Street and St. Paul Street was analyzed and included in two recent City of Baltimore Traffic Studies and given a failing intersection rating of E based on its current condition. An intersection with a rating of E provides a failing Level of Service (LOS) from a traffic standpoint. Furthermore, the intersection has a large degree of skew in the east-west direction meaning that vehicles traveling east and west on 33rd Street must move laterally within the intersection to stay in the appropriate lane. This large degree of skew in the intersection is confusing and dangerous for vehicles, cyclists, and pedestrians. Given the volume of vehicles, cyclists, and pedestrians which utilize this intersection, safety is a large concern. We have modeled the intersection to analyze traffic flow in the existing condition and also tested various modifications including the addition of a left turn lane in the median of 33rd Street. While adding a left turn lane to the median reduces intersection skew, it does not provide an improvement in intersection level of service and would require significant utility relocation within the median resulting in significant impacts to the existing mature trees. As such, we are proposing less invasive improvements at the intersection to improve safety and increase the level of service. The curbs at the westernmost end of the median are proposed to be tapered slightly to reduce the severity of the skew which currently exists in the intersection. Combined with modifications to the lane configuration, the adjusted curb lines will help align drivers as they approach and exit the intersection to better manage the intersection skew.

In addition to the curb taper, hardscape improvements are planned to the west end of the 0100 block median of 33rd Street. The existing brick crosswalk across the median as well as the turf

and landscaping in the median is in need of repair and is an opportunity for place making and improvement. As part of the project, a new brick walkway, landscaping, seating and gathering area, planter boxes, and a fountain or other similarly scaled element is proposed. The materials to be utilized in the medians, sidewalks, and hardscape areas match the existing brick and concrete present in Charles Village and shown in the attached submission package.



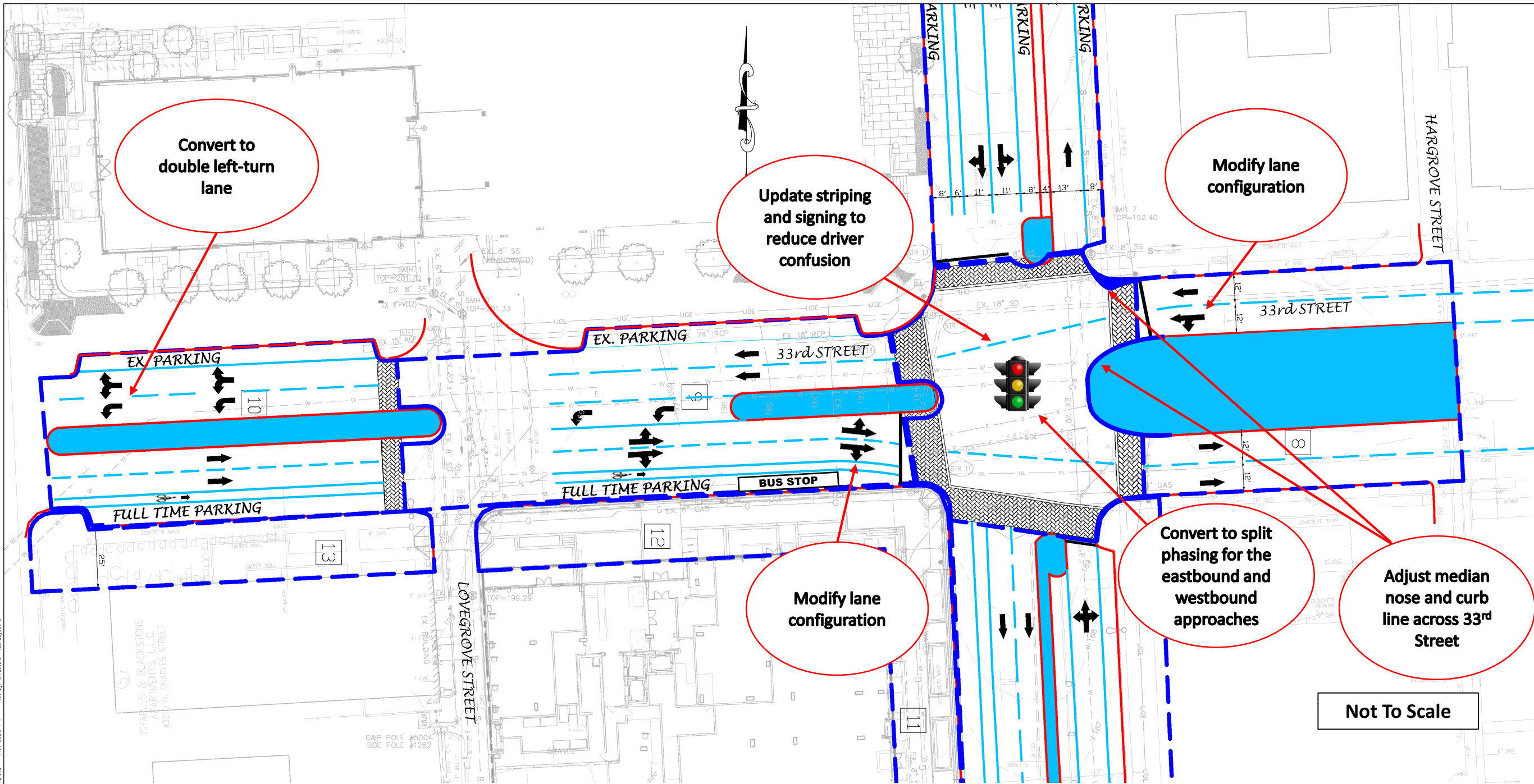
DATE	DOCUMENTS

CAD DWG FILE: RK&K
 DRAWN BY:
 CHECKED BY: JAD
 PROJECT NO.:
 DATE: MAY 2, 2016

LANE CONFIGURATION PLAN

NOT FOR CONSTRUCTION PROPOSED CONDITIONS

User: mimmason May 02, 2016 4:42am Plot Scale: 1:20 RUC_317E.DWG Plot Size: 11" x 17" User: mimmason Title: Layout 1



LEGEND

- PROPOSED CROSSWALK
- PROPOSED MEDIAN
- PROPOSED LANE MARKING
- CURB
- SEGMENT IDENTIFICATION
- SEGMENT LIMITS

Schematic Concept Drawing Only

Proposed Modified Design

DESIGNED: _____
 DRAWN BY: _____
 CHECKED BY: _____

NOT FOR CONSTRUCTION

AS BUILT REVISIONS		REVISIONS		
NO.	DESCRIPTION	DATE	BY	

DATE	DOCUMENTS

CAD DWG FILE: RK&K
 DRAWN BY: SM
 CHECKED BY: JAD
 PROJECT NO.:
 DATE: JANUARY 14, 2016

TRAFFIC PATTERNS

CHARLES VILLAGE STREETScape

EX. UTILITY
VAULT

EX. TREE TO REMAIN
(PENDING UTILITY INVESTIGATION)



EXISTING - ST. PAUL & 33RD STREET

BRICK
CROSSWALK

CONCRETE
CURB

BRICK PAVING/
ADA RAMP

DESIGN COLLECTIVE

CHARLES VILLAGE STREETScape



EXISTING - ST. PAUL & 33RD STREET

DESIGN COLLECTIVE

CHARLES VILLAGE STREETScape



EXISTING - ST. PAUL & 33RD STREET

DESIGN COLLECTIVE

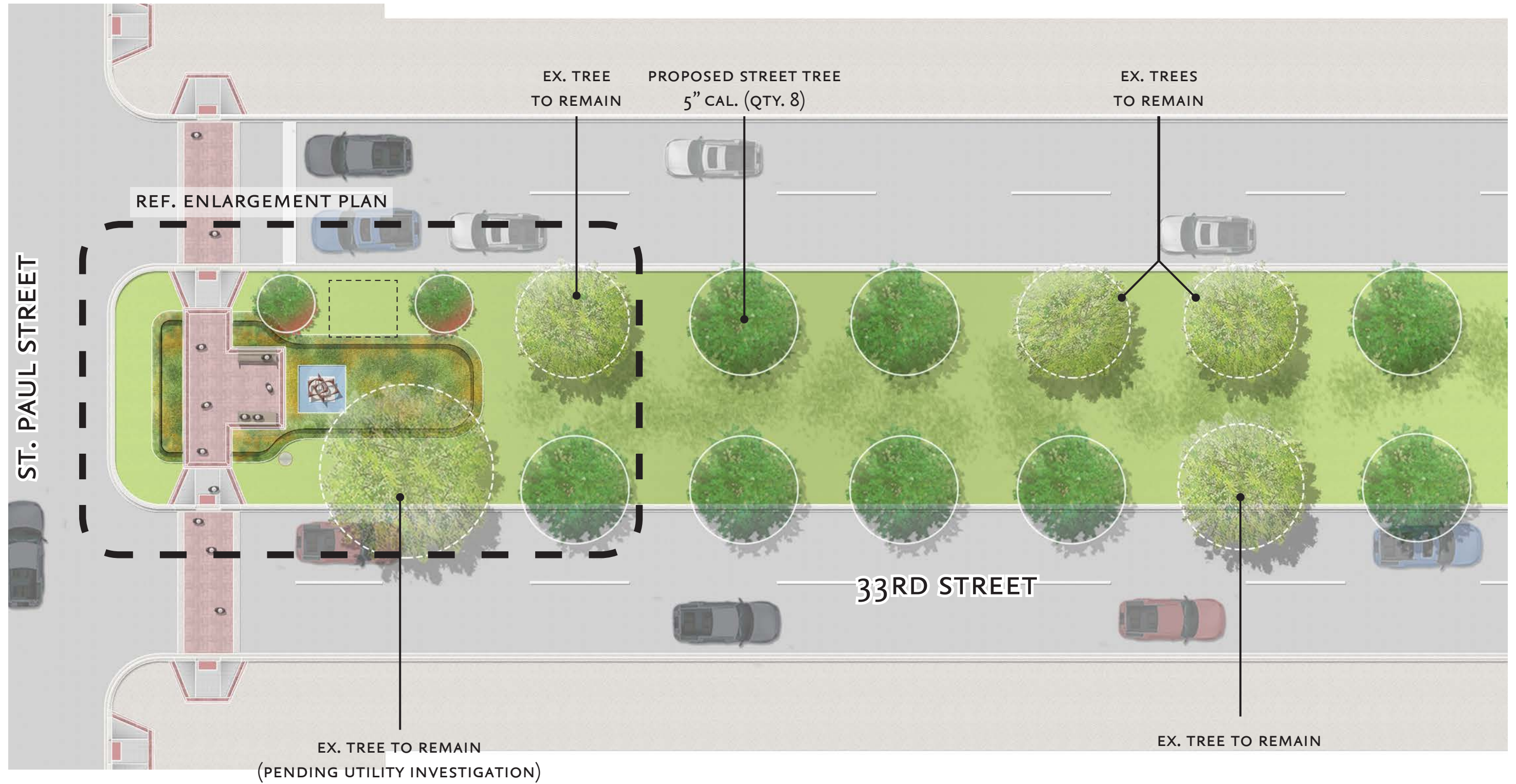
CHARLES VILLAGE STREETScape



EXISTING - 33RD STREET

DESIGN COLLECTIVE

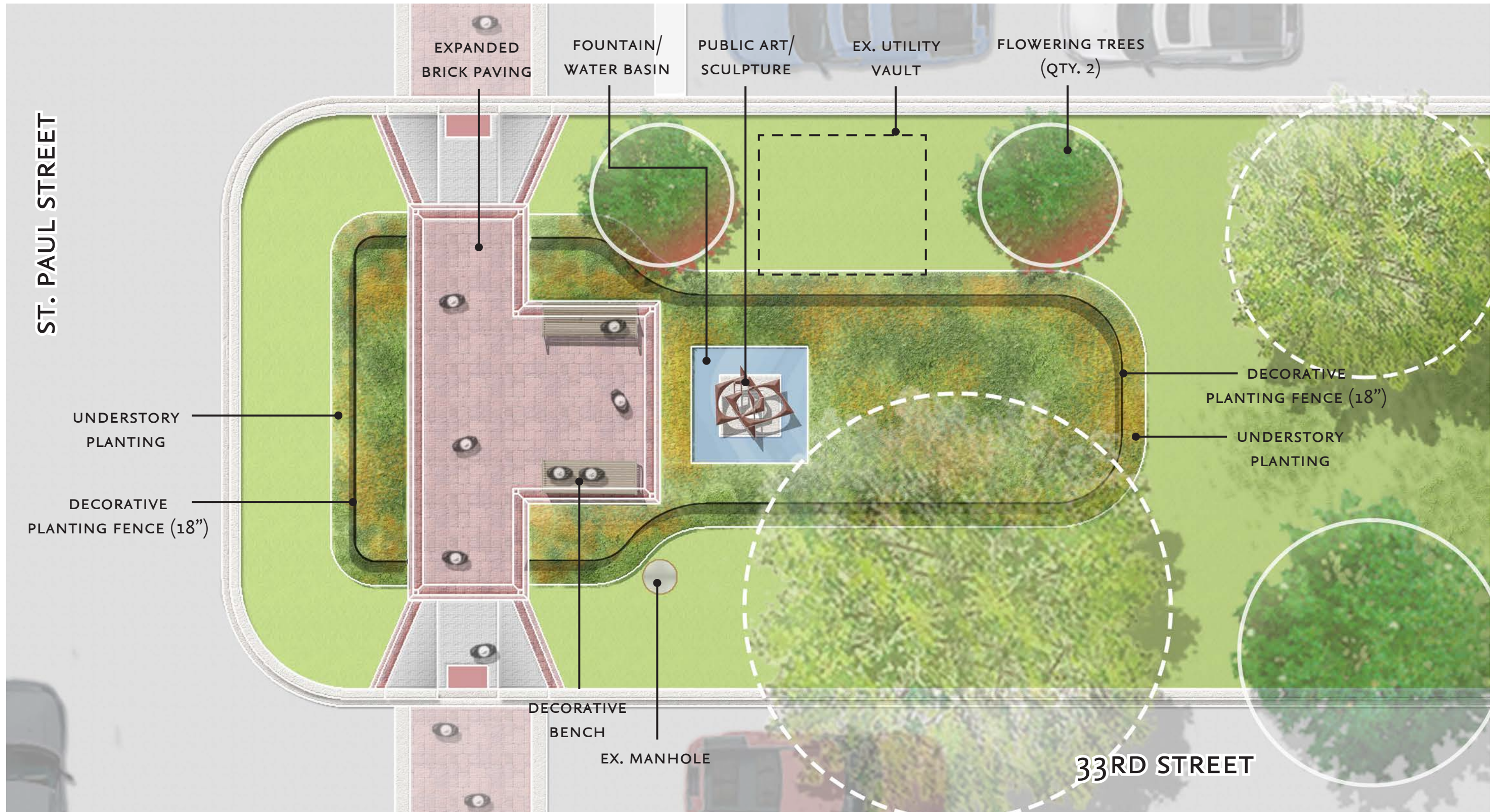
CHARLES VILLAGE STREETScape



PROPOSED DESIGN - 33RD STREET & ST. PAUL STREET

DESIGN COLLECTIVE

CHARLES VILLAGE STREETScape



PROPOSED DESIGN - ENLARGEMENT PLAN

DESIGN COLLECTIVE