

Critical Area Commission

STAFF REPORT

January 6, 2021

APPLICANT:	Maryland Department of Transportation Maryland Transit Administration
JURISDICTION:	Baltimore City
PROPOSAL:	Riverside Shop Heavy Maintenance Building
COMMISSION ACTION:	Vote
STAFF RECOMMENDATION:	Approval
STAFF:	Alex DeWeese
APPLICABLE LAW/ REGULATIONS:	COMAR 27.02.05 State Agency Actions Resulting in Development on State-Owned Lands

DISCUSSION

The Maryland Department of Transportation (MDOT) Maryland Transit Administration (MTA) is proposing to build a new Maryland Area Regional Commuter Train (MARC) heavy maintenance shop building at the Riverside Rail Shop in Baltimore City. The proposed work involves demolishing existing Building #6, constructing a 103-by-305 foot (31,415 square foot) building with a wheel truing machine, overhead crane and drop table, and associated improvements related to the maintenance building such as minor track realignment and underground utilities. The purpose of this project is allow MTA to maintain its locomotives and passenger cars on its property, rather than shipping cars offsite and relying on external contractors.

Due to the general size and scope of the proposed improvements, this project exceeds the parameters of 5,000 square feet of disturbance and 1,200 square feet building size of the Memorandum of Understanding (MOU) Exhibit between MDOT MTA and the Critical Area Commission. Therefore, review and approval by the Critical Area Commission is required.

Project Impacts and Mitigation

The project site is located at 1600 Ludlow Street and totals 5.53 acres, of which 4.45 acres are within the Critical Area and designated as Intensely Developed Area (IDA). The proposed total limit of disturbance is 3.9 acres. The site is almost entirely developed with buildings, parking and

train tracks. The proposed development will lead to a reduction in impervious surfaces of 0.15 acres. No trees will be removed.

Buffer Impacts

The site is located entirely outside of the 100-foot Buffer, and as such no Buffer impacts are proposed.

10% Phosphorus Reduction/Stormwater Management

The proposed project is required to meet the Critical Area Commission's 10% phosphorus reduction requirements. The pollutant reduction requirement is 0.95 pounds of phosphorus per year (lbs P/yr). A total load reduction of 1.37 lbs of P/yr is achieved through the construction of an on-site submerged gravel wetland, resulting in an excess of 0.42 lbs P/yr provided.

Tidal and Nontidal Wetlands

No impacts to tidal or nontidal wetlands are proposed as none exist within the project site.

Permits and Review by Other Agencies

Maryland Department of the Environment (MDE)

MDE approved concept stormwater management plans for the proposed development project on September 24, 2020. Final approval is pending. In addition, sediment and erosion control authorization from MDE is also pending.

Maryland Department of Natural Resources (DNR)

The Department's Wildlife and Heritage Service (WHS) indicated in a letter dated January 8, 2020 that there are no official State or Federal records for listed plant or animal species existing onsite. A letter from the DNR Environmental Review Program dated September 14, 2020 notes that while there are no stream impacts currently proposed, runoff from the limits of disturbance would impact the Chesapeake Bay, a Use II waterway. If there is eventually instream work, the project is located in Use II stream area with records of Yellow Perch, White Perch, and Herring species. Generally, there are time-of-year restrictions for disturbance within Use II waters to protect spawning fish.

U.S. Fish and Wildlife Service (USFWS)

A Trust Resources List search on the USFWS website, conducted on October 17, 2019, indicated that there is no record of endangered species, refuges, or fish hatcheries within the vicinity of the project.

Maryland Historical Trust (MHT)

Per correspondence dated September 27, 2019, the Maryland Historical Trust (MHT) has determined that this project will have no adverse effect on historic properties.

Climate Resiliency

MDOT MTA completed a climate impact and coastal resiliency analysis for this project. Based on this analysis, the entirety of the project site is located outside of vulnerable locations. The proposed building is not within the 100-year or 500-year FEMA floodplains, over 25 feet above sea level, and well outside the storm surge of Category 1 through 4 hurricanes.

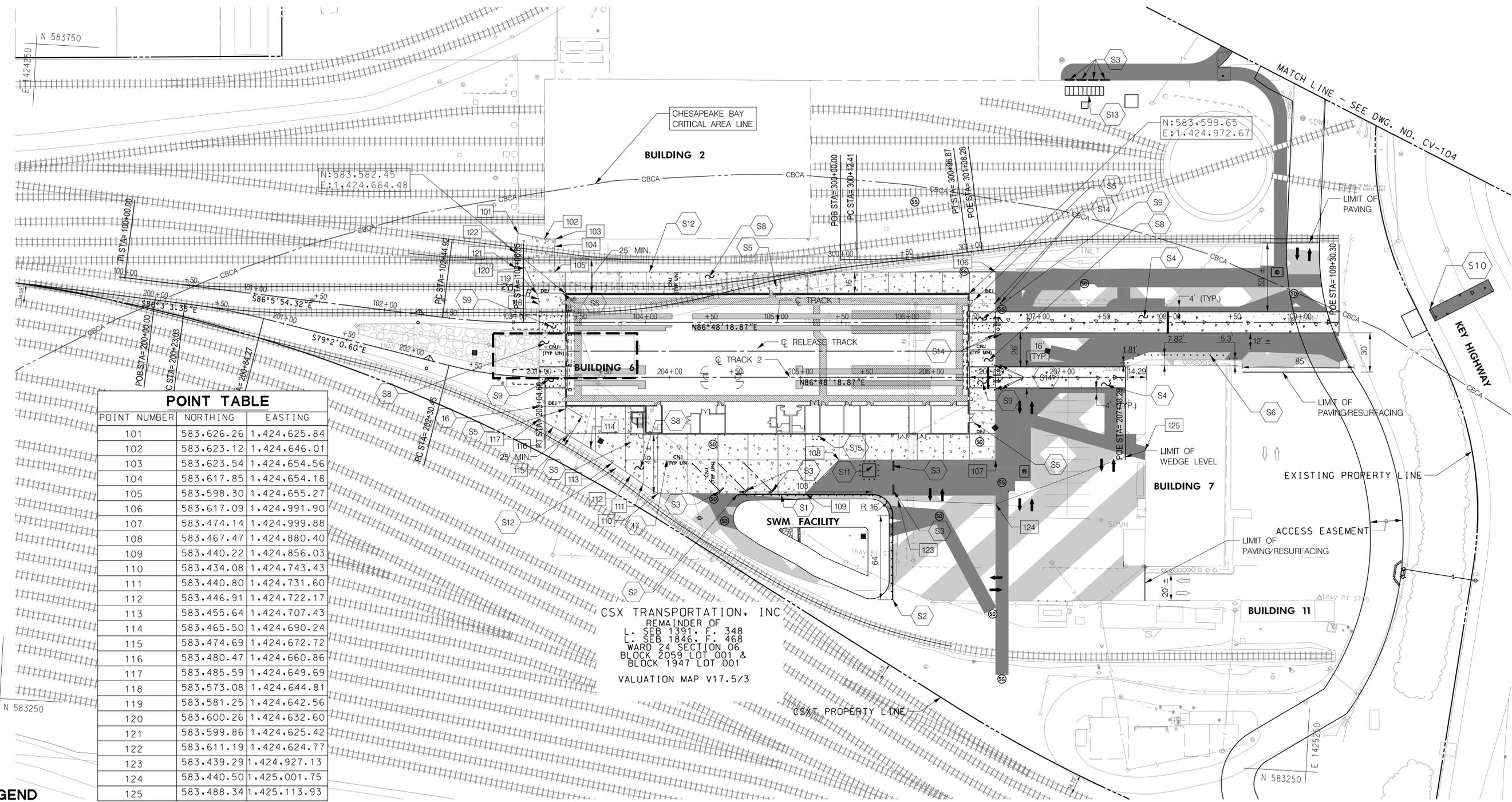
Public Notice

In accordance with the provisions of COMAR 27.03.01.03, signs were posted at the project site and notice of the project was posted in *The Baltimore Sun* newspaper on September 2, 2020. As of the writing of this staff report, no public comments have been received. Any comments received will be noted at the Commission meeting.

STAFF RECOMMENDATION

Staff recommends approval of the proposed project with the following condition:

1. Prior to the start of construction, MDOT MTA shall submit a copy of all final plans, permits, and approvals, including stormwater management plans and MDE stormwater and erosion and sediment control authorizations, to Commission staff.



POINT TABLE		
POINT NUMBER	NORTHING	EASTING
101	583,626.26	1,424,625.84
102	583,623.12	1,424,646.01
103	583,623.54	1,424,654.56
104	583,617.85	1,424,654.18
105	583,598.30	1,424,655.27
106	583,617.09	1,424,991.90
107	583,474.14	1,424,999.88
108	583,467.47	1,424,880.40
109	583,440.22	1,424,856.03
110	583,434.08	1,424,743.43
111	583,440.80	1,424,731.60
112	583,446.91	1,424,722.17
113	583,455.64	1,424,707.43
114	583,465.50	1,424,690.24
115	583,474.69	1,424,672.72
116	583,480.47	1,424,660.86
117	583,485.59	1,424,649.69
118	583,573.08	1,424,644.81
119	583,581.25	1,424,642.56
120	583,600.26	1,424,632.60
121	583,599.86	1,424,625.42
122	583,611.19	1,424,624.77
123	583,439.29	1,424,927.13
124	583,440.50	1,425,001.75
125	583,488.34	1,425,113.93

LEGEND

- MILLING AND RESURFACING
- WEDGE LEVEL
- FULL DEPTH PAVEMENT / UTILITY PATCHING
- FULL DEPTH CONCRETE
- CONCRETE APRON
- THICKENED CONCRETE APRON
- BUILDING WALKWAY. REFER TO AR-102 AND AR-103 FOR DETAILS.
- STONE WALKING PATH. REFER TO CV-503 FOR DETAIL.

SHEET KEYNOTES

- SINGLE-FACE TRAFFIC BARRIER W-BEAM (6' POST). CONTRACTOR TO VERIFY LOCATION OF PROPOSED UTILITIES PRIOR TO INSTALLING POST TO ENSURE NO CONFLICTS EXIST. SEE DWG. CV-502
- TYPE K END TREATMENT. SEE DWG. CV-502
- PRECAST CONCRETE WHEEL STOP WITH FLEXIBLE DELINEATOR POST. SEE DWG. CV-501.
- 24" CONCRETE APRON WITH EPOXY COATED REBAR. SEE EMBEDDED TRACK AT ASPHALT PAVEMENT AREA DETAIL ON SHEET TW-301.
- SURFACE MOUNTED BOLLARD AROUND PROPOSED BUILDING. SEE DWG. CV-501. SEE ARCHITECTURAL DRAWINGS FOR LOCATIONS.

- IN GROUND BOLLARD (SPACED AT 5' O/C) AT BUILDING 7. SEE DWG. CV-501.
- 12" CONCRETE APRON WITH EPOXY COATED REBAR. SEE SLAB-ON-GRADE DETAIL ON SHEET CV-501. NO VAPOR RETARDER REQUIRED FOR EXTERIOR CONCRETE.
- 24" THICKENED CONCRETE APRON W/ EPOXY COATED REINF. SEE DETAIL ON SHEET ST-314.
- STANDARD TYPE 'A' COMBINATION CURB AND GUTTER. SEE DWG. CV-502
- TRANSFORMER PAD AND BOLLARDS. SEE DWG. CV-503
- PAVEMENT BALLAST TRANSITION. SEE DWG. CV-503
- SWITCHGEAR PAD AND BOLLARDS.

- IN GROUND BOLLARD AT DERAIL INDICATOR. SEE DWG. CV-501.
- GAS METER AND BOLLARDS. SEE DWG. CV-503.
- DOWELED EXPANSION JOINT (DEJ). SEE DWG. CV-503.
- CONTRACTION JOINT (CNJ). SEE DWG. ST-501. FOR SLAB JOINT NOTES SEE ST-501.

NOTES:

- FOR GENERAL NOTES, SEE DWG. GN-001.
- FOR CIVIL ABBREVIATIONS AND CIVIL SYMBOLS, SEE DWG. GN-002.
- FOR MISCELLANEOUS DETAILS, SEE DWG. CV-501, CV-502, AND CV-503.
- FOR LOCATION OF PROPOSED UTILITIES, SEE DWG. UT-101.
- FOR STORMWATER MANAGEMENT DETAILS, SEE DWG. DR-501 AND DR-502.
- FOR TYPICAL CONCRETE DETAILS, SEE STRUCTURAL DRAWINGS.
- FOR SIGNING AND PAVEMENT MARKINGS, SEE DWG. TD-101.
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE ADMINISTRATION 40 CALENDAR DAYS IN ADVANCED OF ANY EXCAVATION TO ALLOW AMPLIFIED TIME FOR NOTIFICATION IN ACCORDANCE WITH THE ENVIRONMENTAL COVENANT.

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

NO.	DESCRIPTION	BY	DATE

REVISIONS

APPR	TBS
CHECK	TBS
DRAWN	NEL
DESIGN	WGZ

MARC RIVERSIDE HEAVY MAINTENANCE FACILITY

SITE PLAN

DATE: OCTOBER 26, 2020 SCALE: 1" = 40'

CONTRACT NO. MRC-20-002-CN

DRAWING NO. CV-103

SHEET NO. 10 OF 310

