

Community Meeting – DSAI Project Update

February 26, 2025

Agenda

- Site Mobilization/Early Enabling Logistics & Phasing
- DSAI Construction Logistics & Phasing
- Construction Traffic Routes and Parking
- Road and Sidewalk Closures
- Residential Surveys
- Traffic Impact Study
- Environmental Impact Consultant
- Next Steps

Project Website

<https://jhfre.jhu.edu/capital-projects/projects/dsai/>



A screenshot of a web browser displaying the Johns Hopkins University Facilities & Real Estate website. The page features a dark blue header with the university logo and navigation links. Below the header is a light-colored navigation bar with dropdown menus for 'About', 'Transportation Services', 'Facilities', 'Capital Projects', 'Real Estate', and 'Sustainability'. A search bar is located on the right side of the navigation bar. The main content area has a large image of a modern building with the text 'Data Science and Artificial Intelligence Institute' overlaid. Below the image is a section titled 'Project Description' with two paragraphs of text. The first paragraph states: 'Johns Hopkins is making a transformative new investment in Baltimore's innovation economy with a forthcoming Data Science and Artificial Intelligence Institute (DSA)'. The second paragraph begins: 'The new institute will be a hub for interdisciplinary data collaborations with experts and students from across'.

WHITING-TURNER MAHOGANY, INC.

Community Questions

- Is April the official groundbreaking or beginning of construction for the JHU DSAI project?
- Please confirm that all homes on the 3300 block of Gilman Terrace, the 500 and 600 blocks of West 33rd Street, and the 3100 block of Huntingdon Avenue will be added to the optional JHU property survey list.

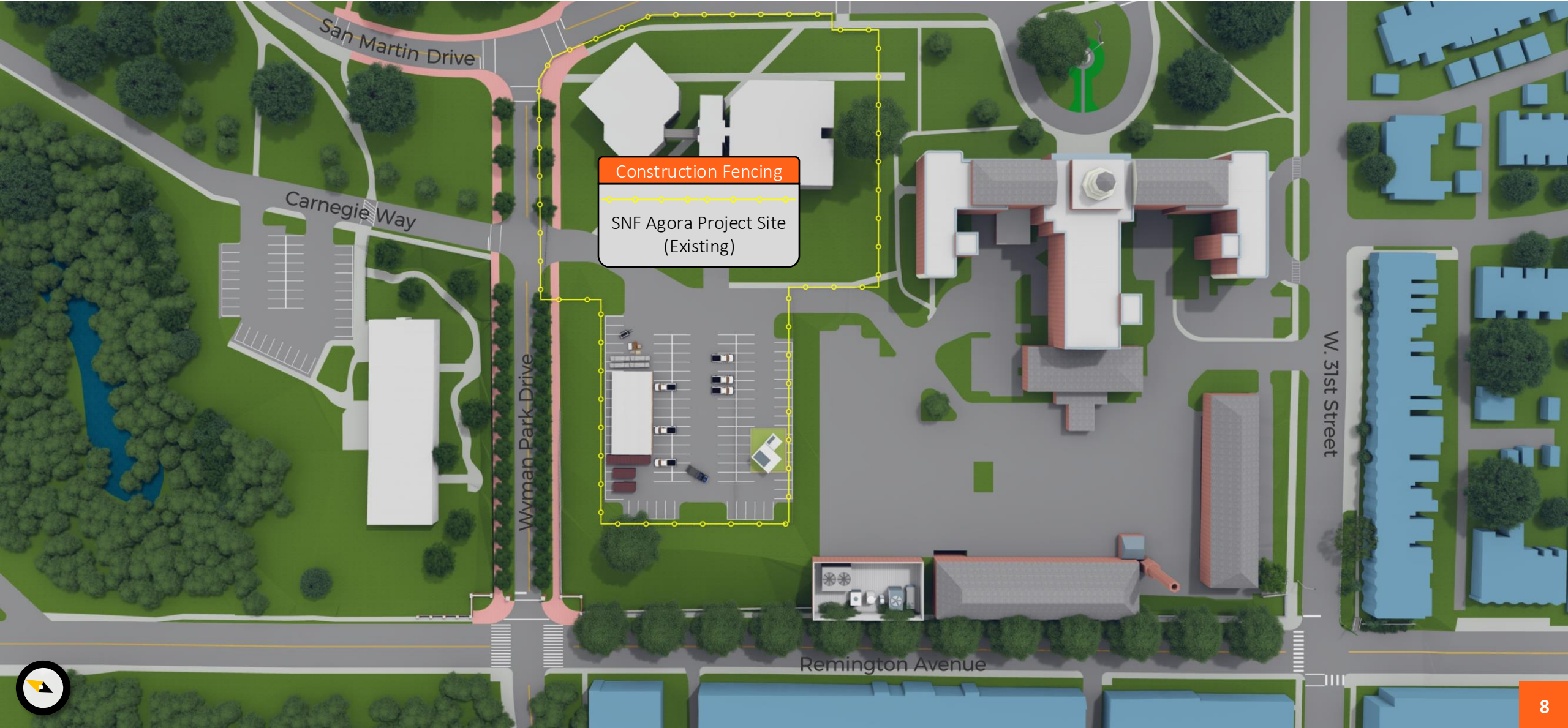
Community Questions

- We request the following: the timeframe for scheduling these surveys, which has already expired, be extended. Additionally, the hours during which the surveys take place (including both dates and times of day) be adjusted to include weekends and non-work hours when residents are at home.
- Based on our experience with years of heavy construction traffic, we believe the impact and potential damage to our residences will be more significantly affected by the transportation routes of these heavy trucks near our homes than by the actual construction work itself. Please see the maps below. Our request is that any and all traffic into and out of the site, even before construction begins, use these designated routes.

CONSTRUCTION LOGISTICS & PHASING

Existing Site

| | | | | | | | | | | | | | | | | | | |
|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Construction Fencing

SNF Agora Project Site (Existing)



Phase 1

| | | | | | | | | | | | | | | | | | | |
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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



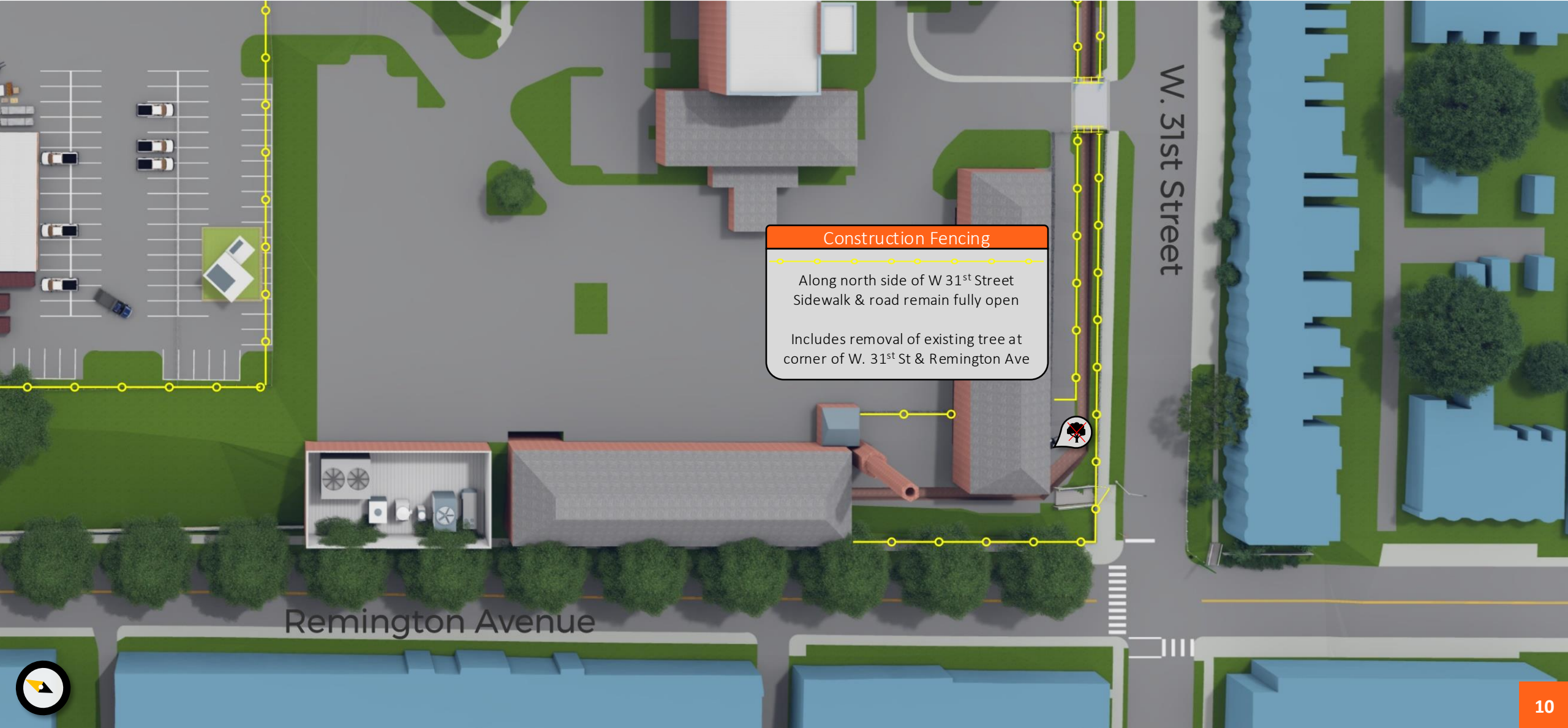
Construction Fencing

- Along north side of W 31st Street
- Sidewalk & road remain fully open
- Includes removal of existing tree at corner of W. 31st St & Remington Ave



Phase 1

| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Construction Fencing

Along north side of W 31st Street
Sidewalk & road remain fully open

Includes removal of existing tree at
corner of W. 31st St & Remington Ave

W. 31st Street

Remington Avenue



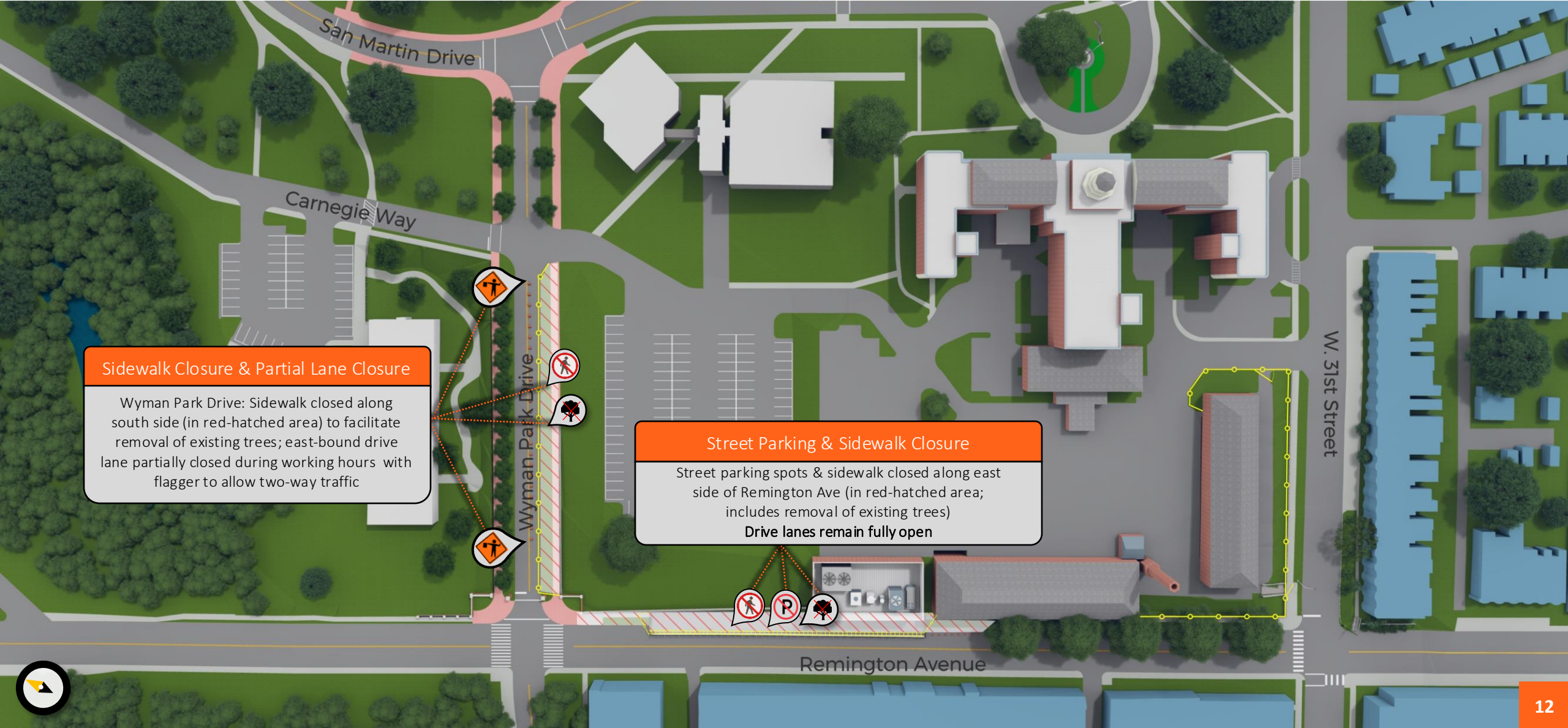
Phase 1

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Phase 2

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Sidewalk Closure & Partial Lane Closure

Wyman Park Drive: Sidewalk closed along south side (in red-hatched area) to facilitate removal of existing trees; east-bound drive lane partially closed during working hours with flagger to allow two-way traffic

Street Parking & Sidewalk Closure

Street parking spots & sidewalk closed along east side of Remington Ave (in red-hatched area; includes removal of existing trees)
 Drive lanes remain fully open

Phase 2

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Street Parking & Sidewalk Closure
 Street parking spots & sidewalk closed along east side of Remington Ave (in red-hatched area; includes removal of existing trees)
Drive lanes remain fully open

Bus Stop
 Bus stop at the corner of Wyman Park Dr & Remington Ave to be relocated; under review currently with MTA

Bus Stop
 Bus stop at the corner of W. 31st St & Remington Ave to remain open

W. 31st Street

Remington Avenue

Wyman Park Drive

Phase 2

| | | | | | | | | | | | | | | | | | | |
|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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Phase 2

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
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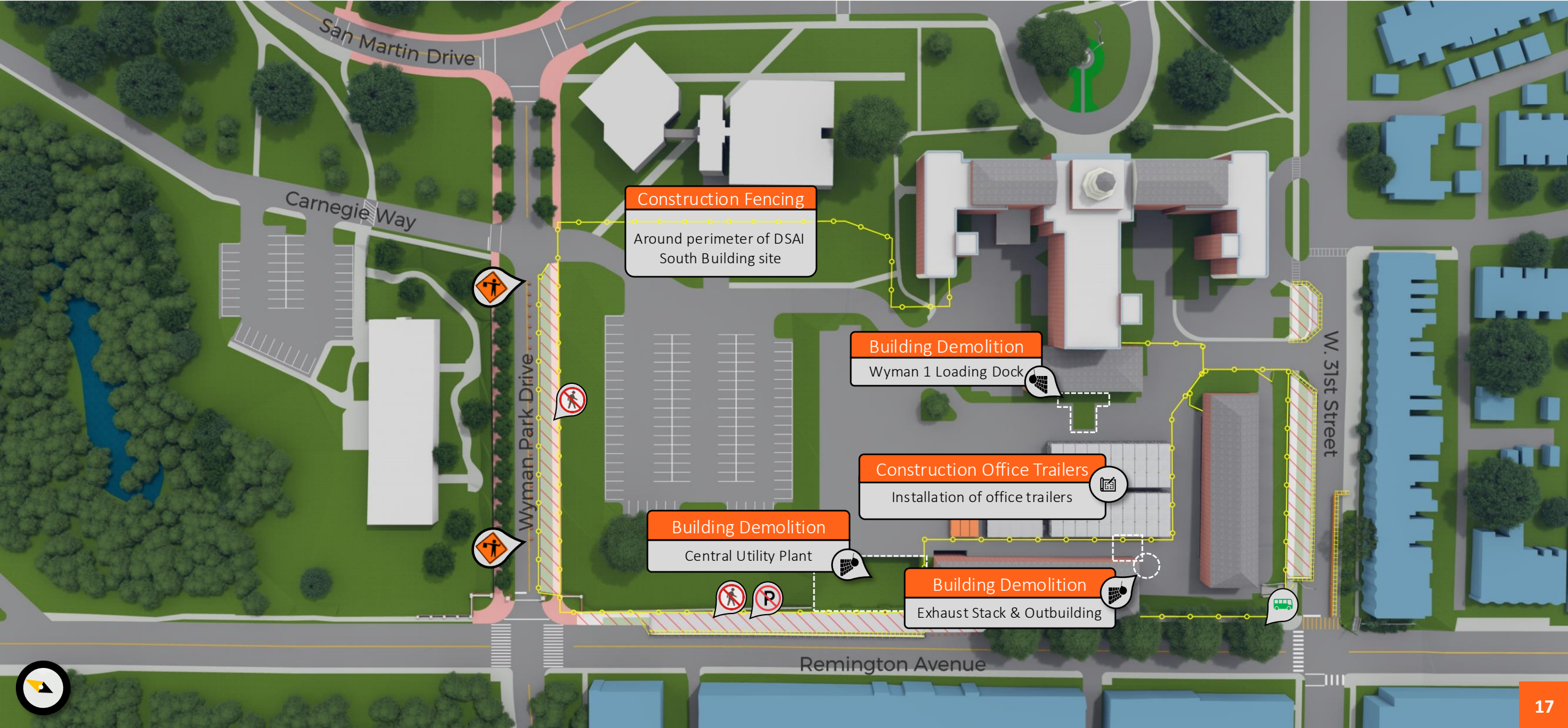
Phase 2

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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Phase 3

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Phase 3

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
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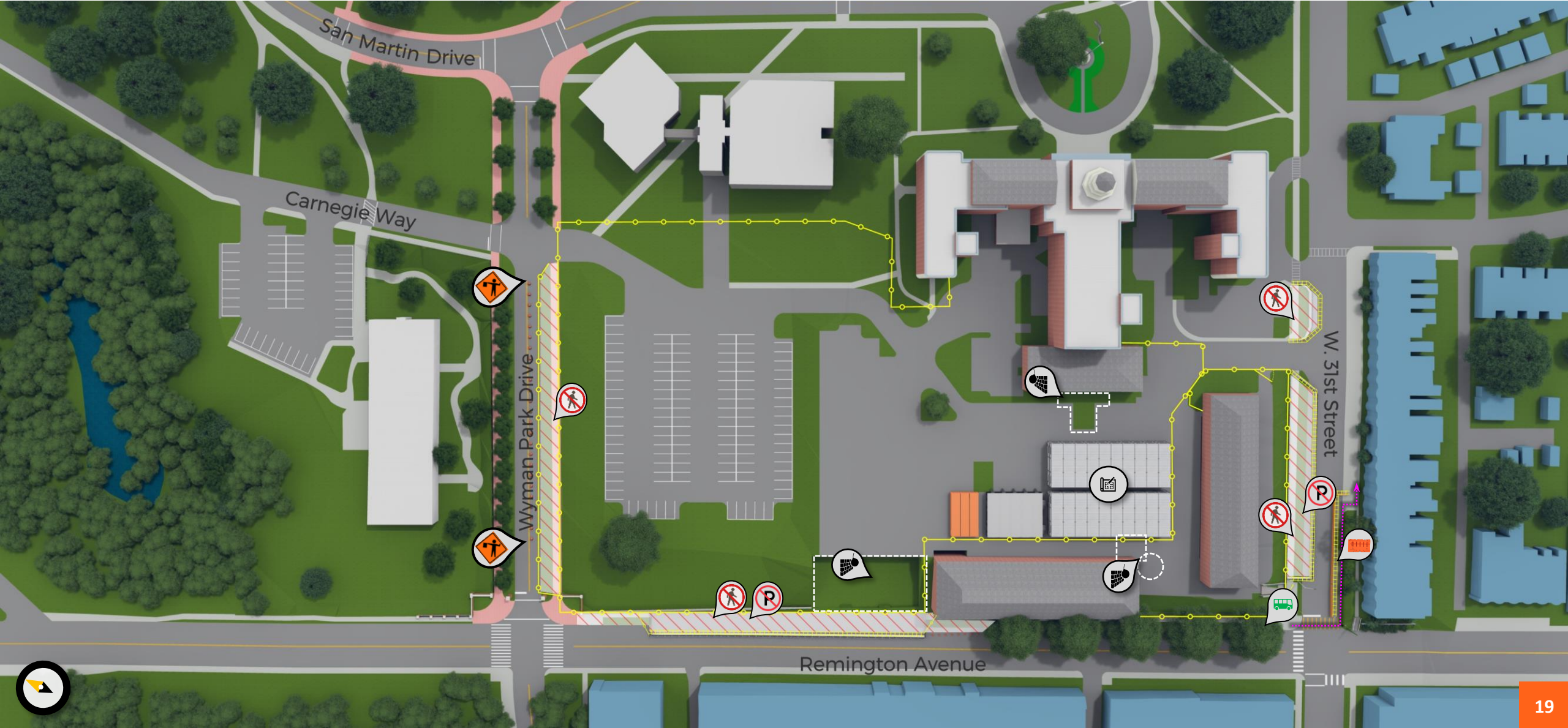
Street Parking & Sidewalk Closure

Street parking spots & sidewalk closed along north side of W 31st Street (in red-hatched areas)
Drive lanes remain fully open

Jersey barriers set up along south side of W 31st Street to get pedestrians to sidewalk, following pink route

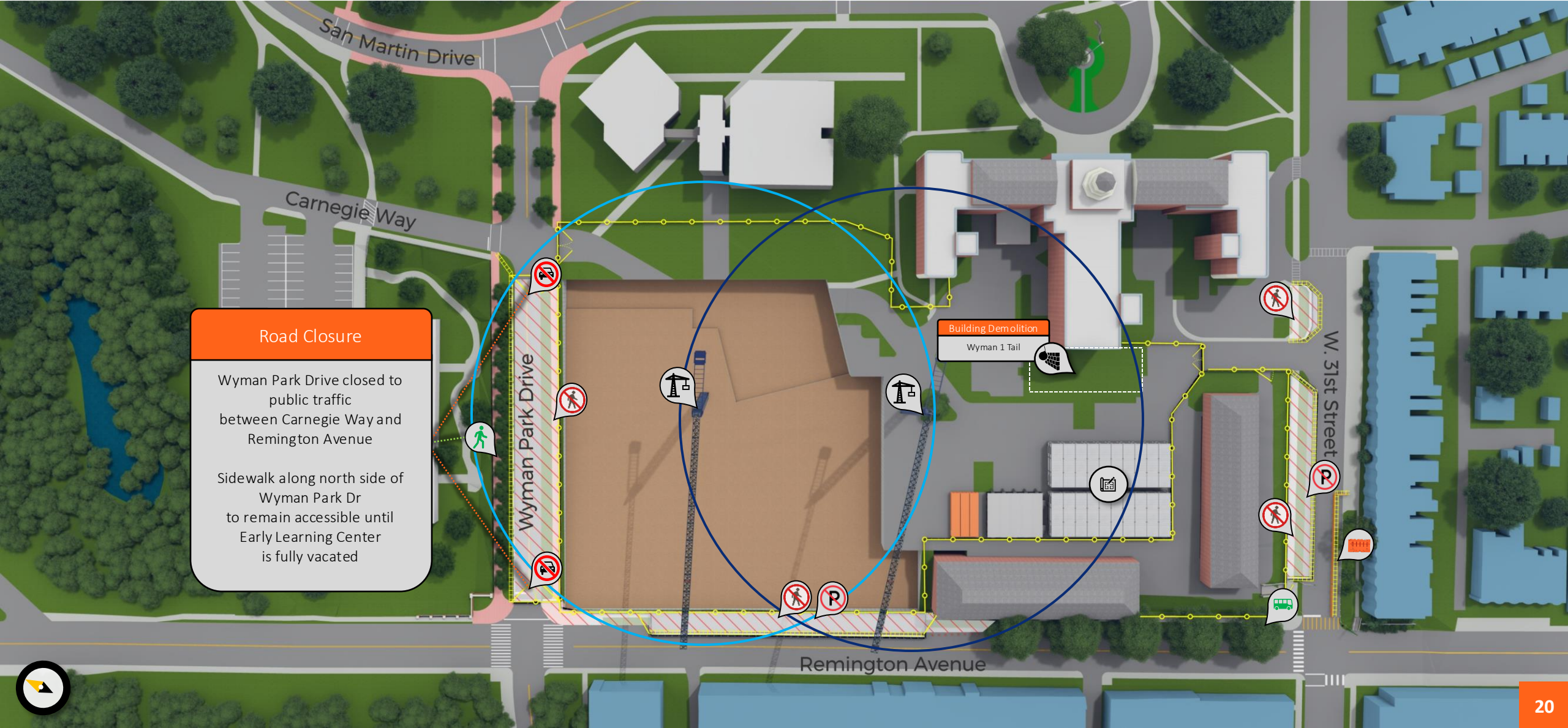
Phase 3

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
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Phase 4

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Road Closure

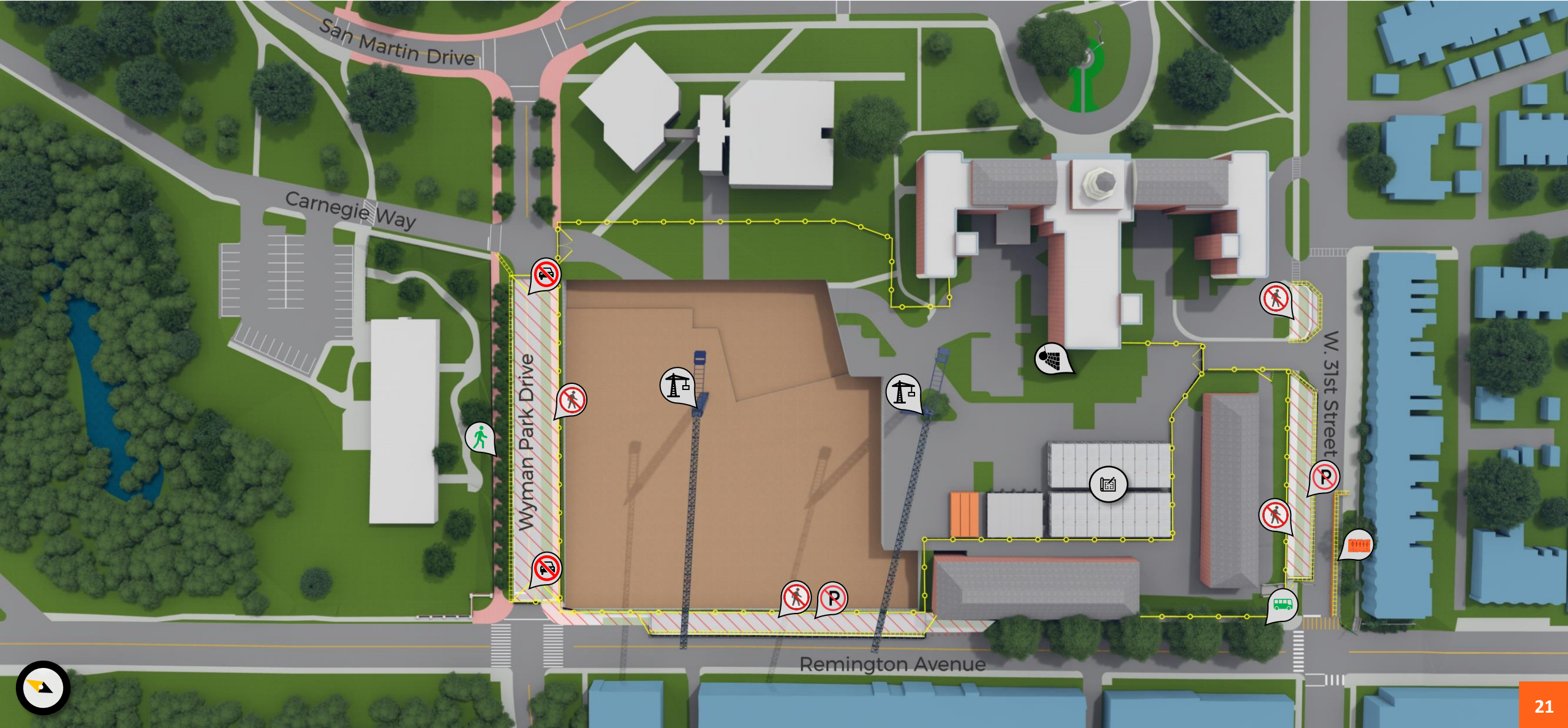
Wyman Park Drive closed to public traffic between Carnegie Way and Remington Avenue

Sidewalk along north side of Wyman Park Dr to remain accessible until Early Learning Center is fully vacated

Building Demolition
Wyman 1 Tail

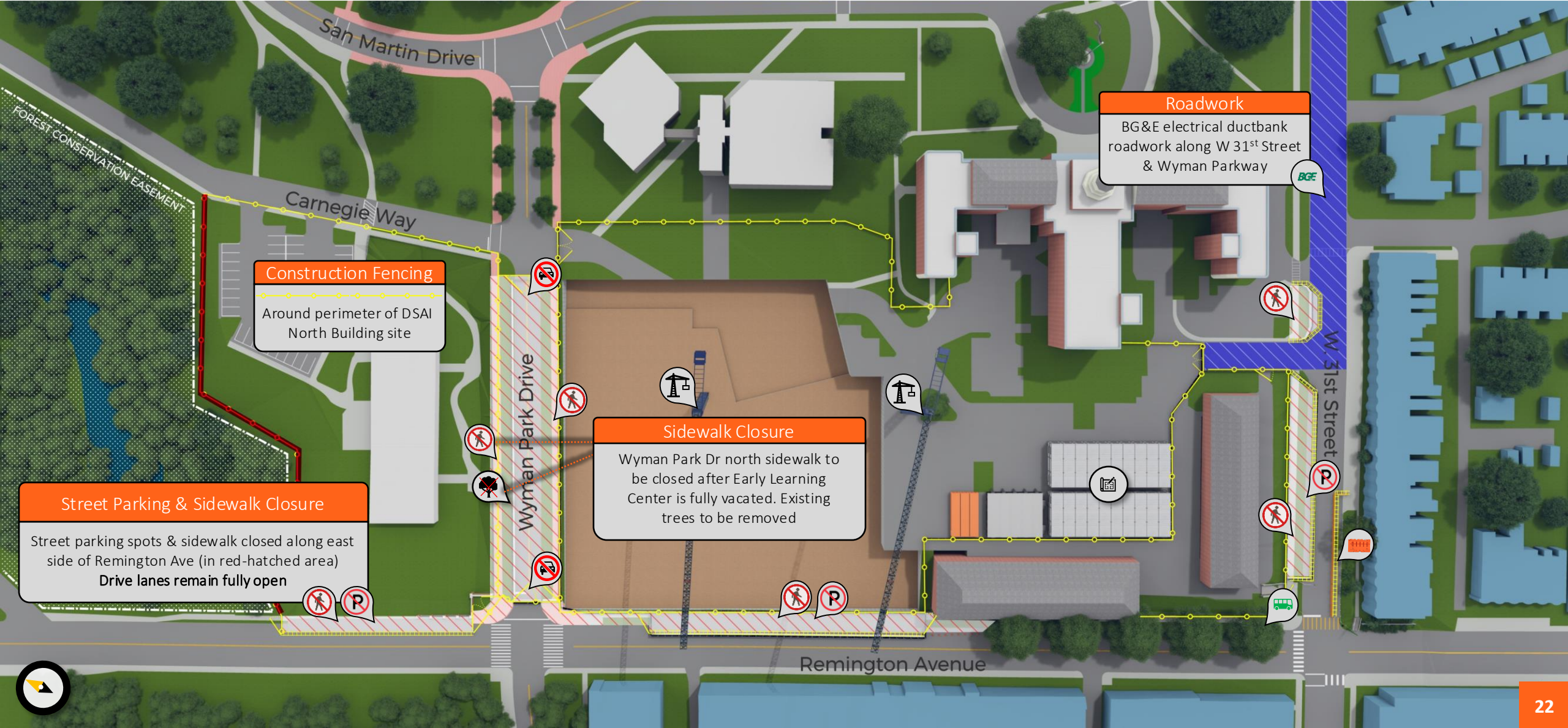
Phase 4

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
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| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Phase 5

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
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| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Construction Fencing
Around perimeter of DSAI North Building site

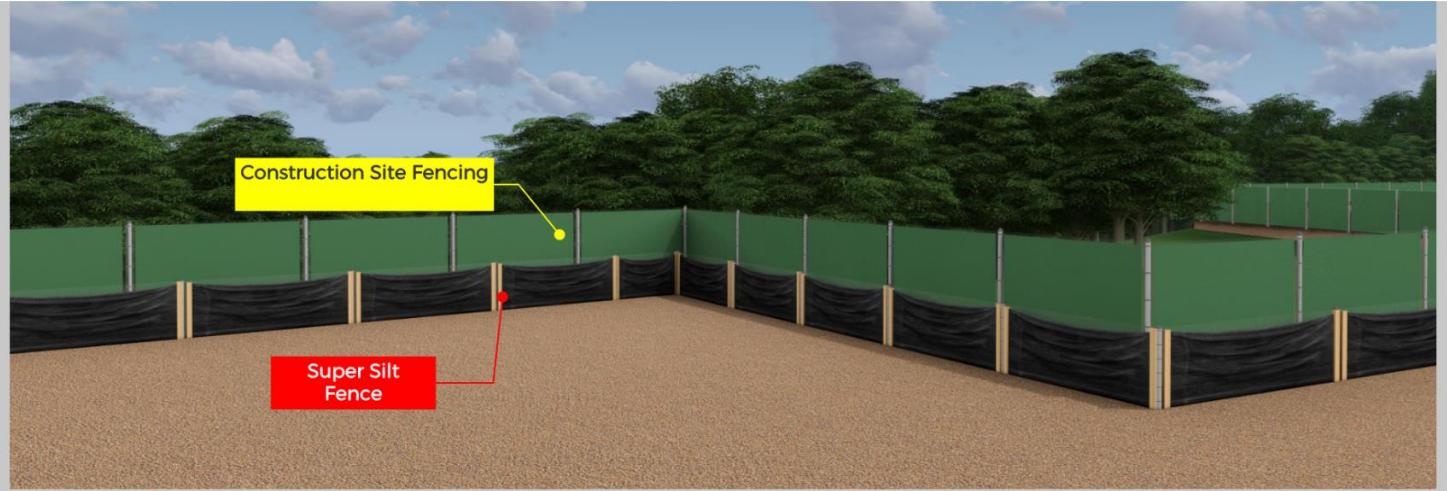
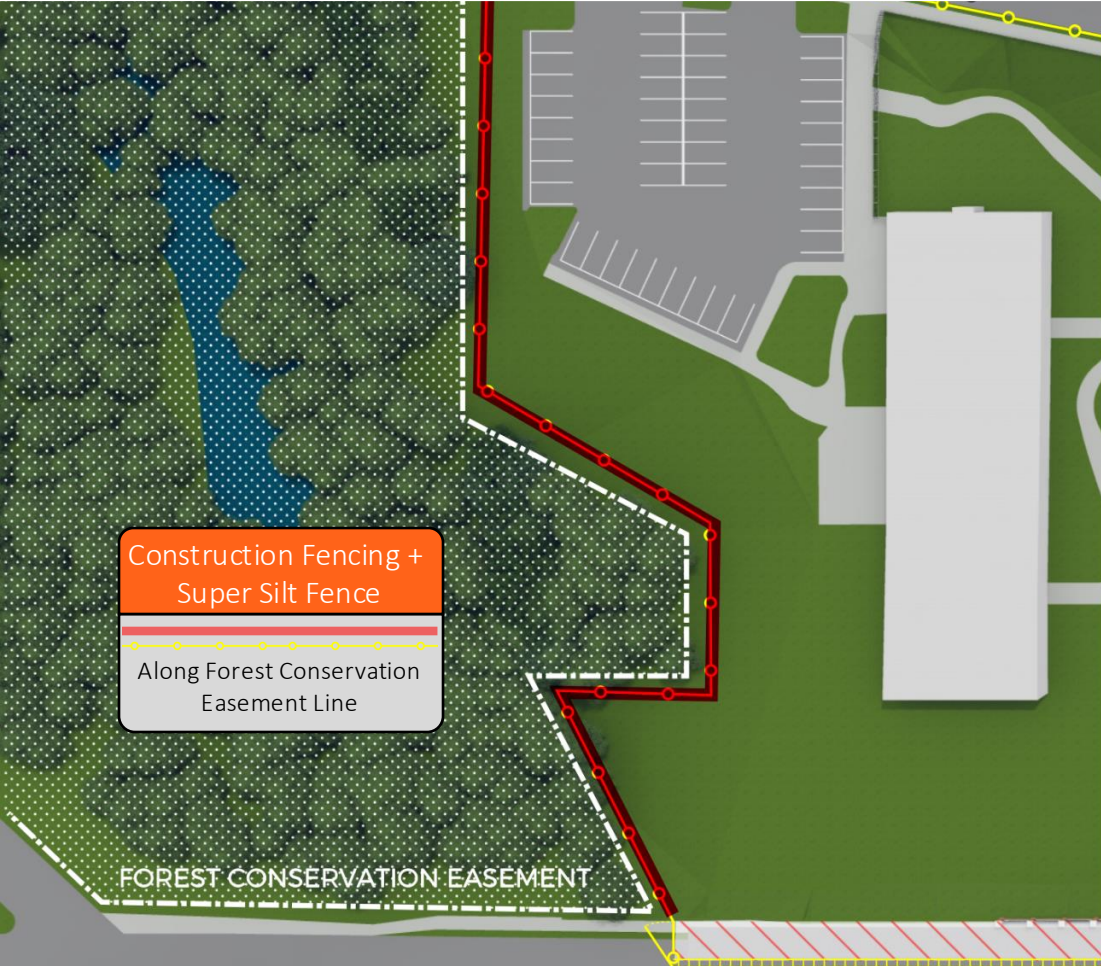
Sidewalk Closure
Wyman Park Dr north sidewalk to be closed after Early Learning Center is fully vacated. Existing trees to be removed

Roadwork
BG&E electrical ductbank roadwork along W 31st Street & Wyman Parkway

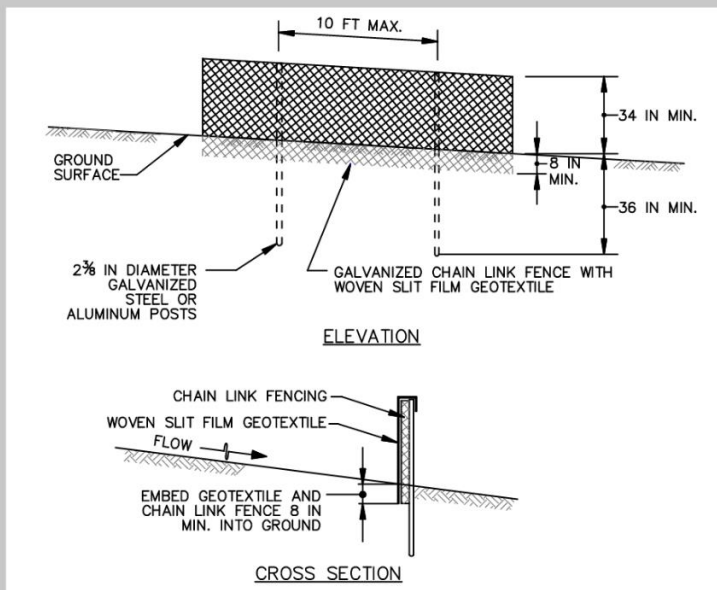
Street Parking & Sidewalk Closure
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Drive lanes remain fully open

Phase 5

| | | | | | | | | | | | | | | | | | | |
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Super Silt Fence Details

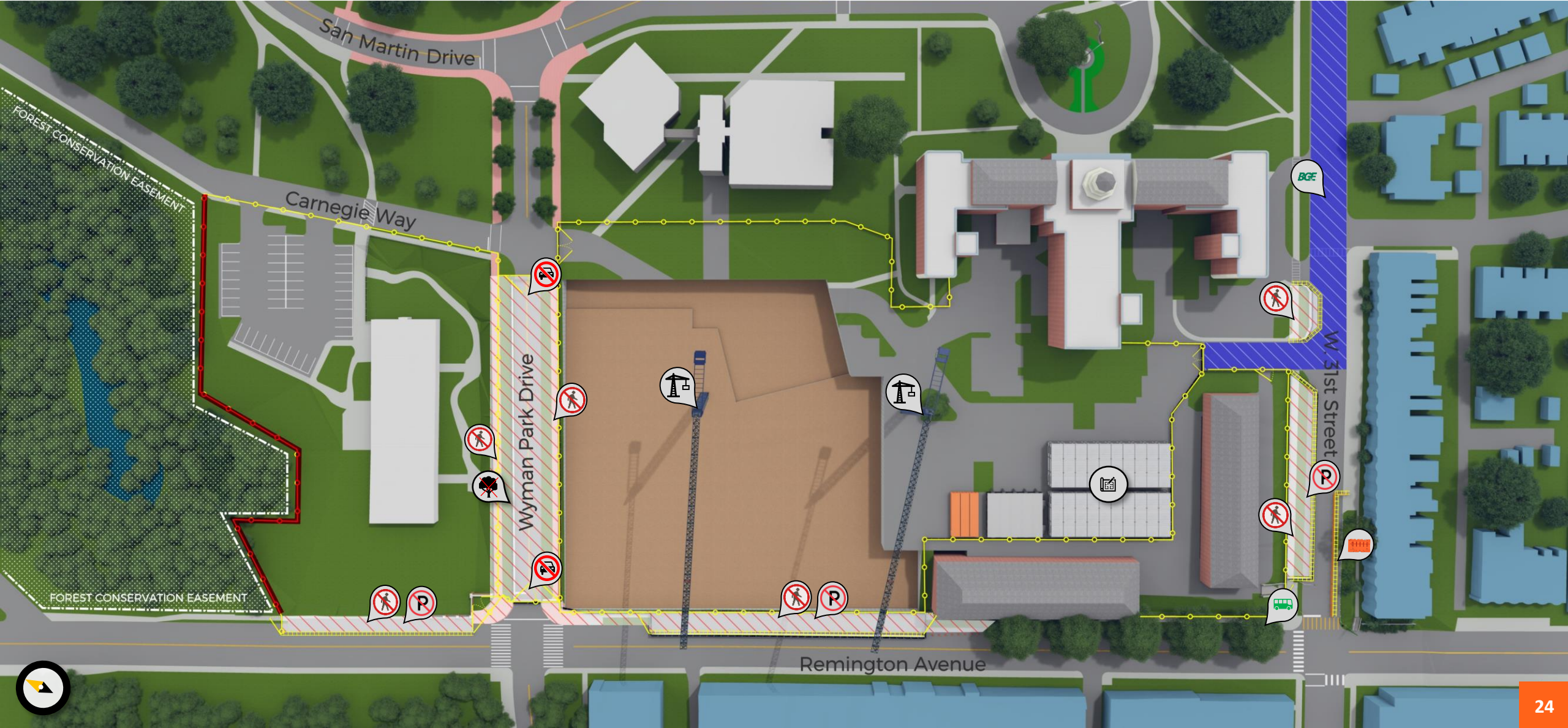


Remington Avenue



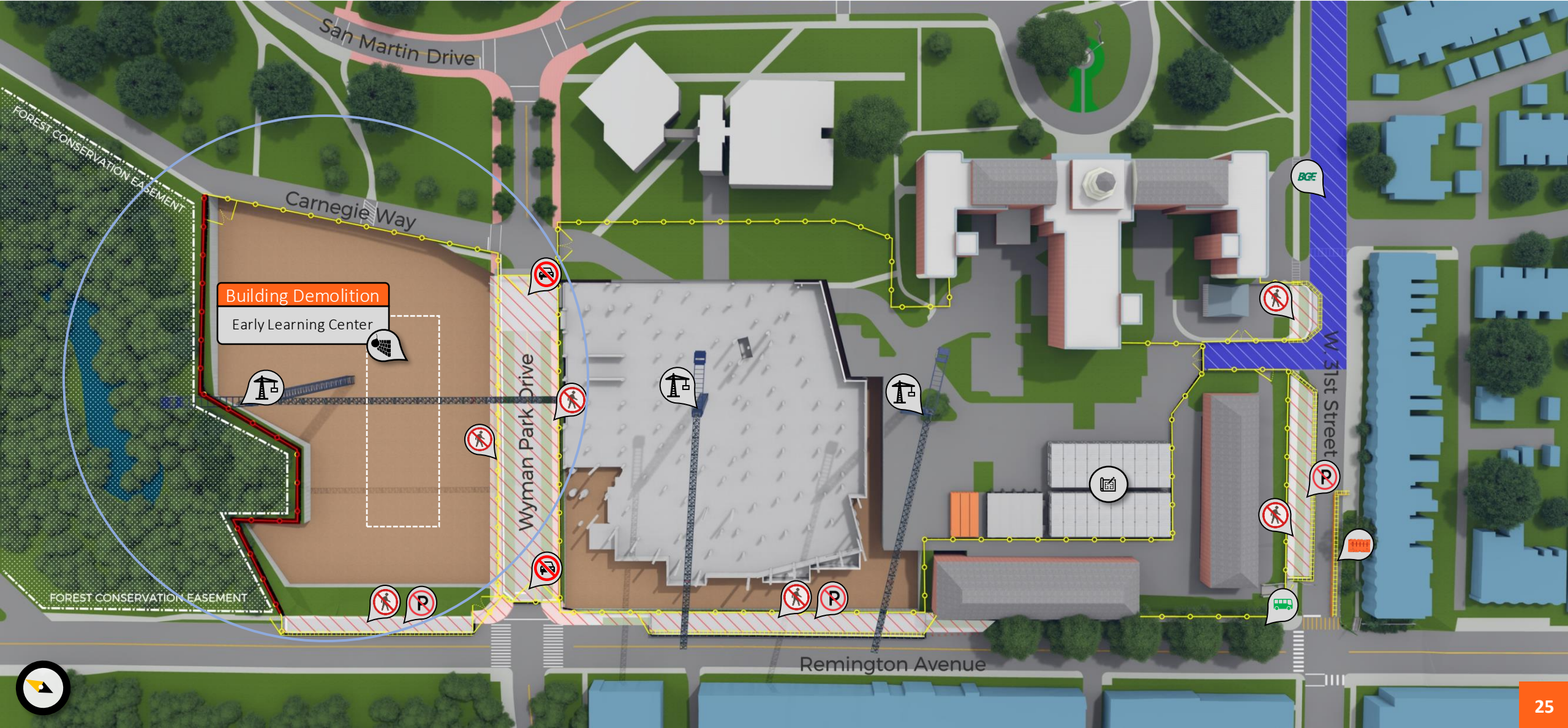
Phase 5

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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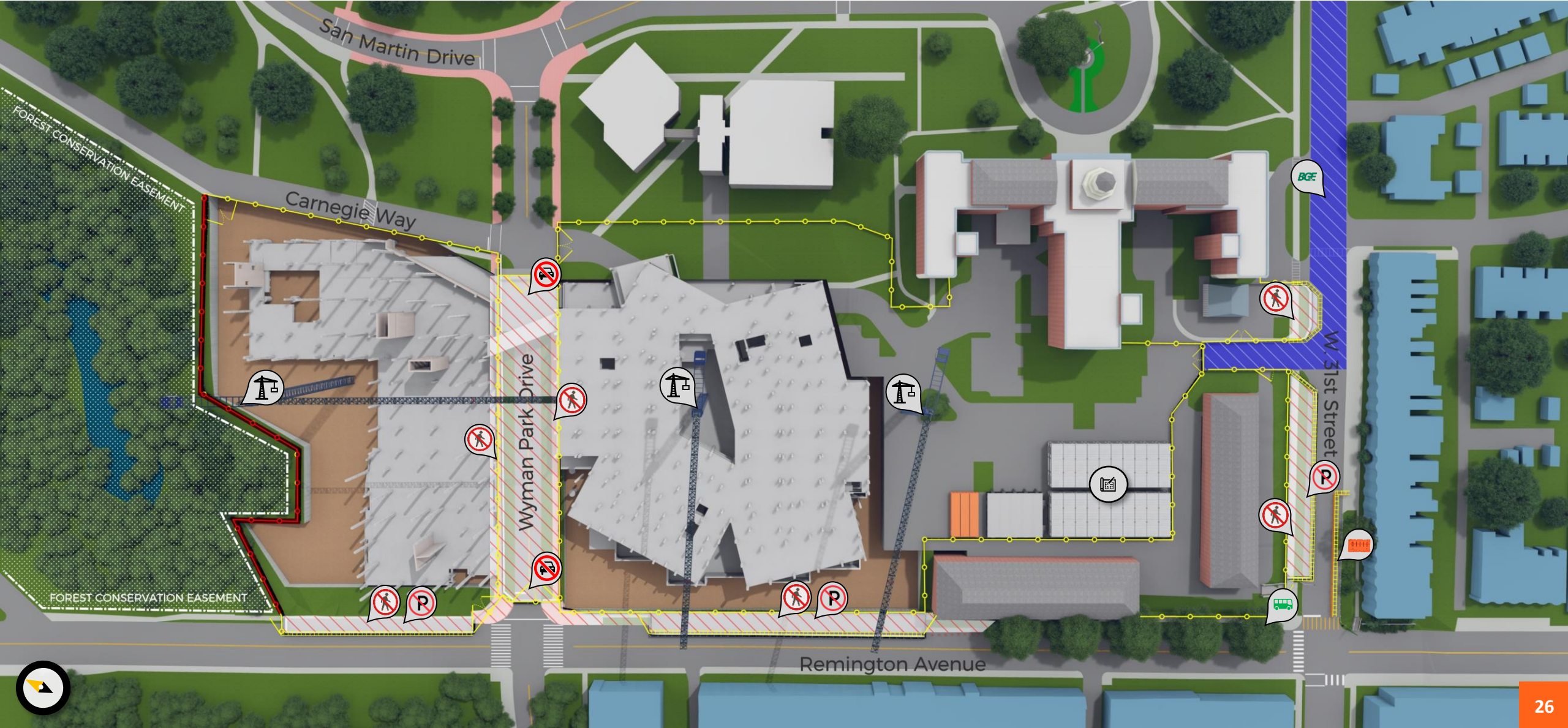
Phase 6

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



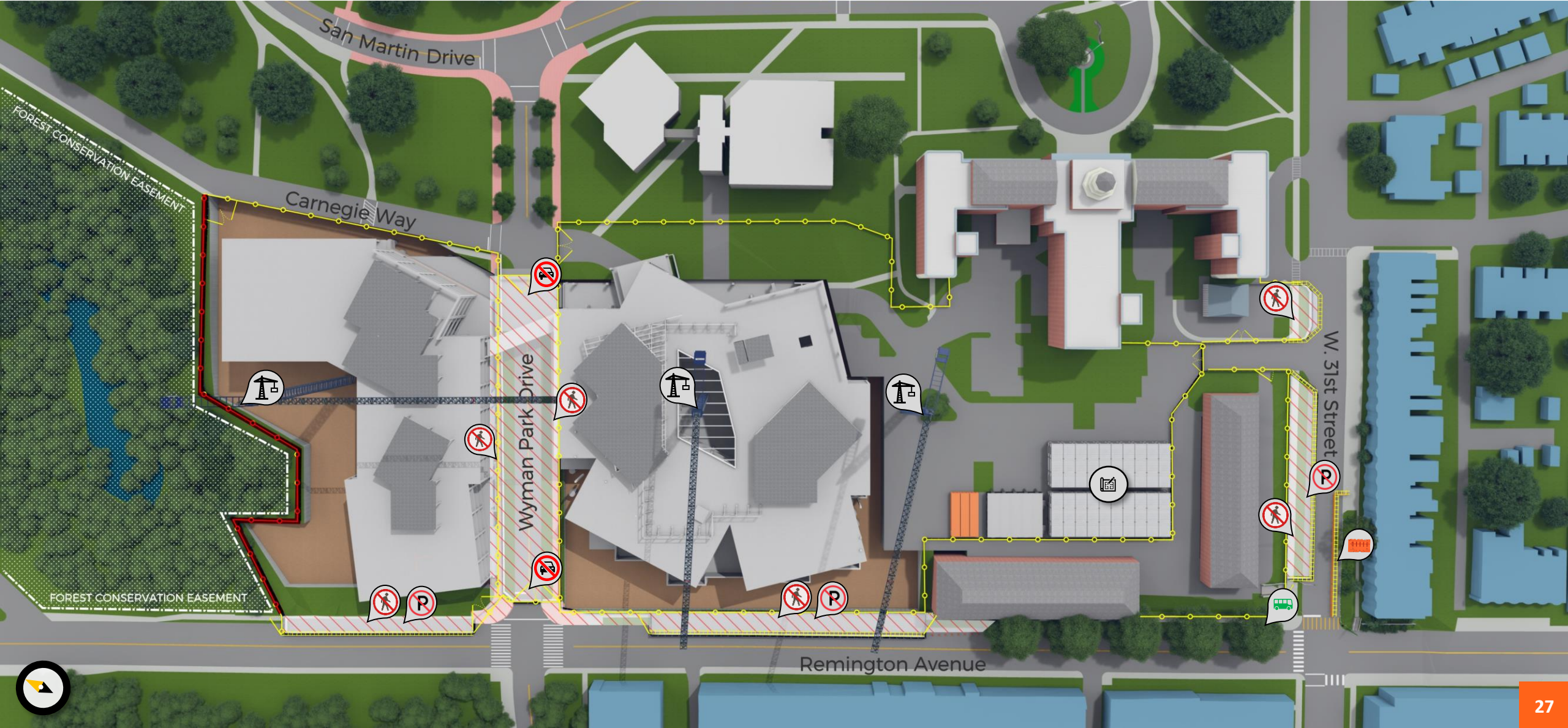
Phase 7

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



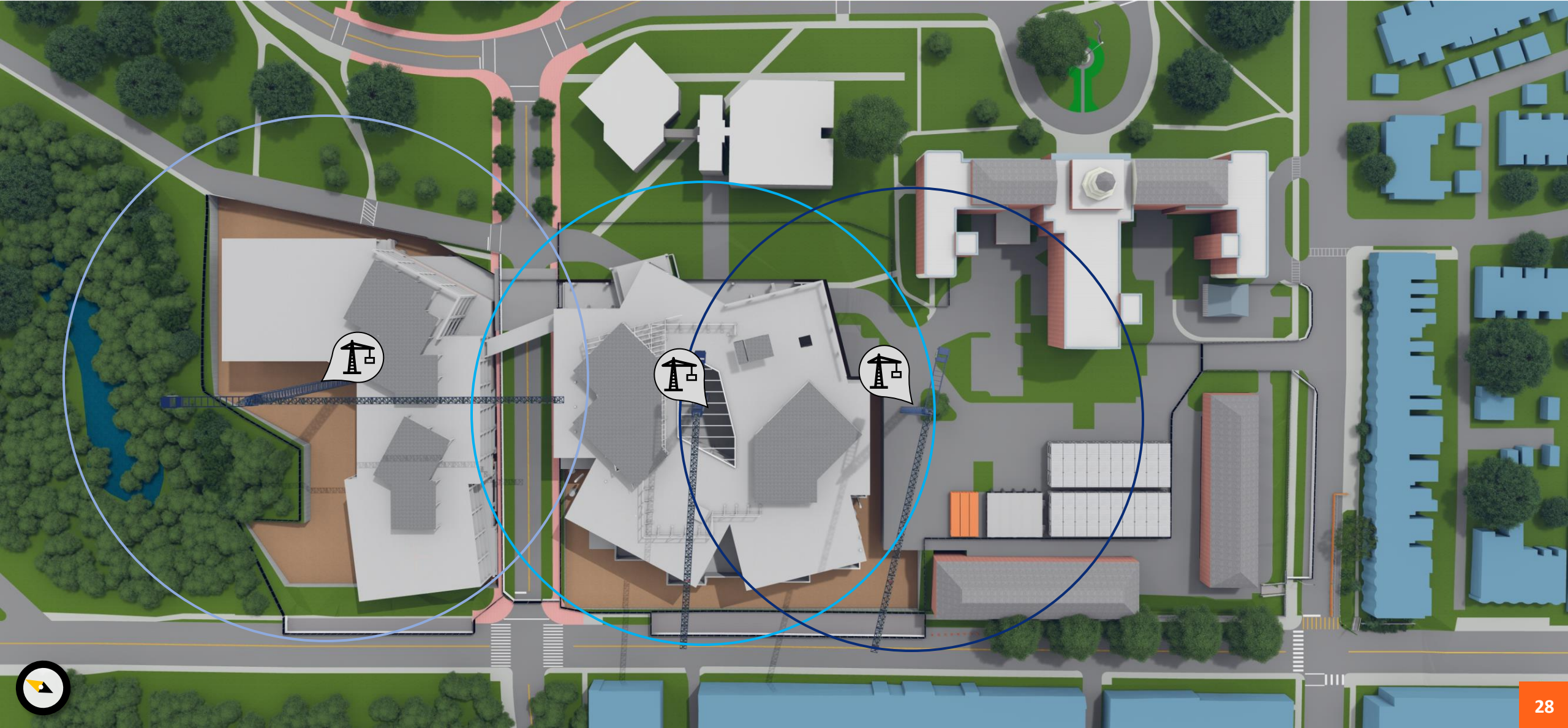
Phase 8

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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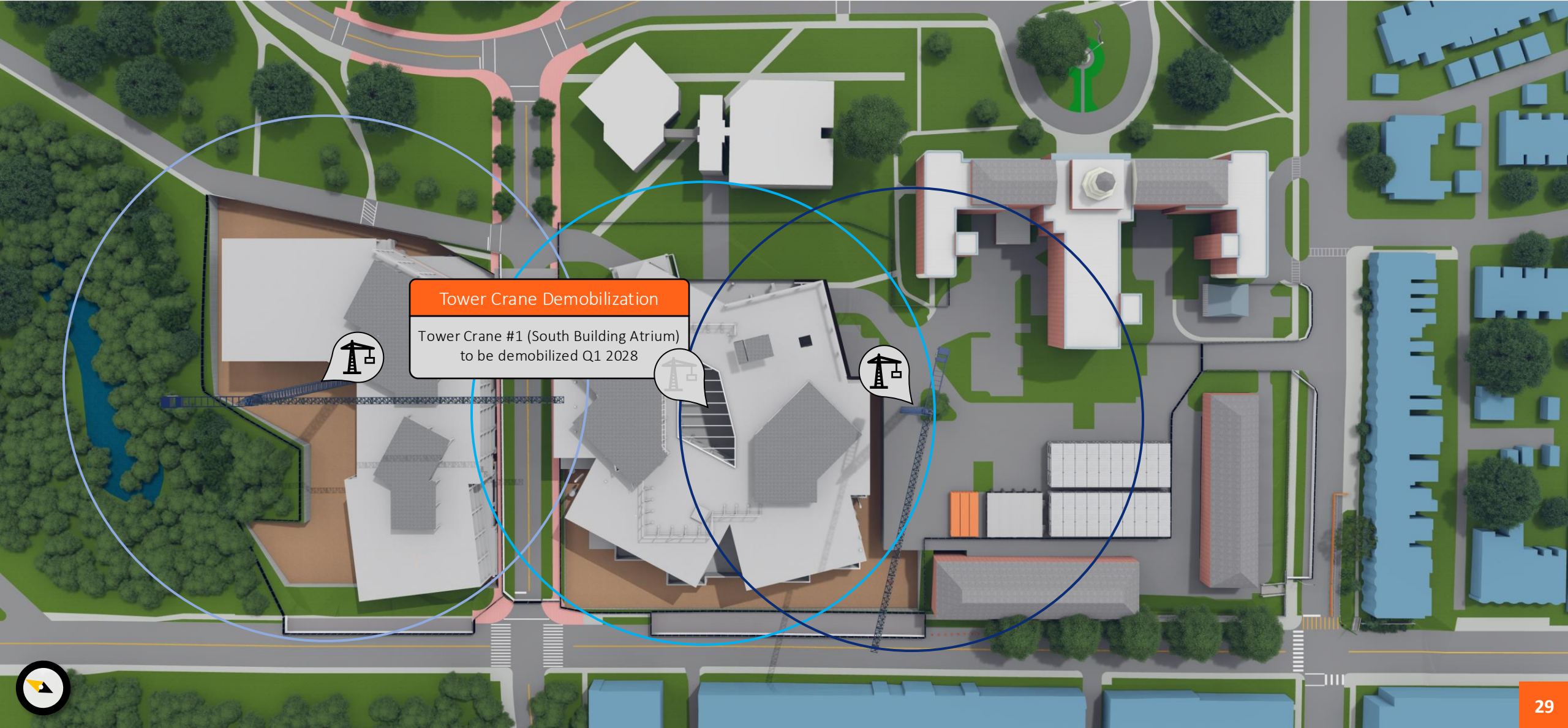
Phase 9

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Phase 9

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| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Tower Crane Demobilization
 Tower Crane #1 (South Building Atrium)
 to be demobilized Q1 2028

Phase 9

| | | | | | | | | | | | | | | | | | | |
|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |



Phase 9

| | | | | | | | | | | | | | | | | | | |
|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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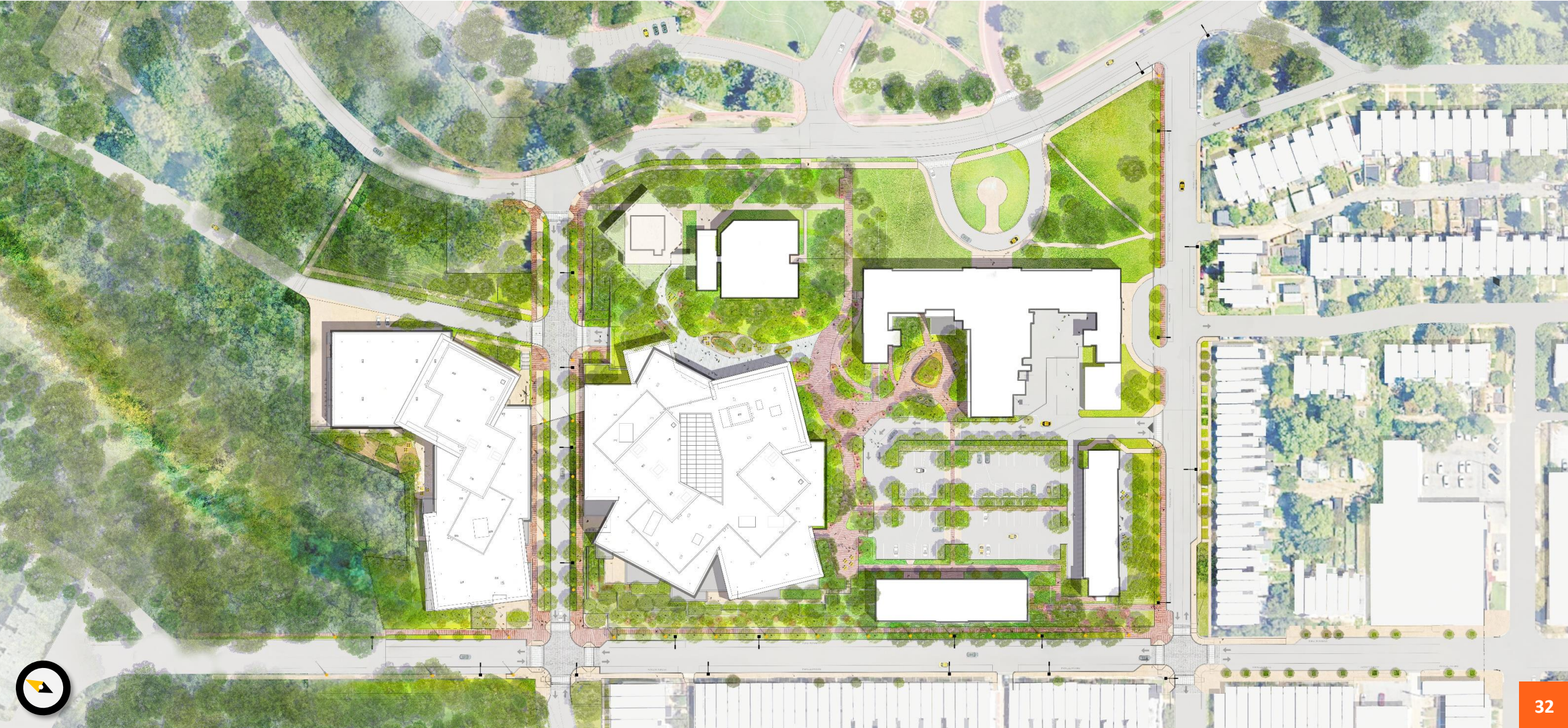


Tower Crane Demobilization
Tower Crane #3 (North Building)
to be demobilized Q3 2028

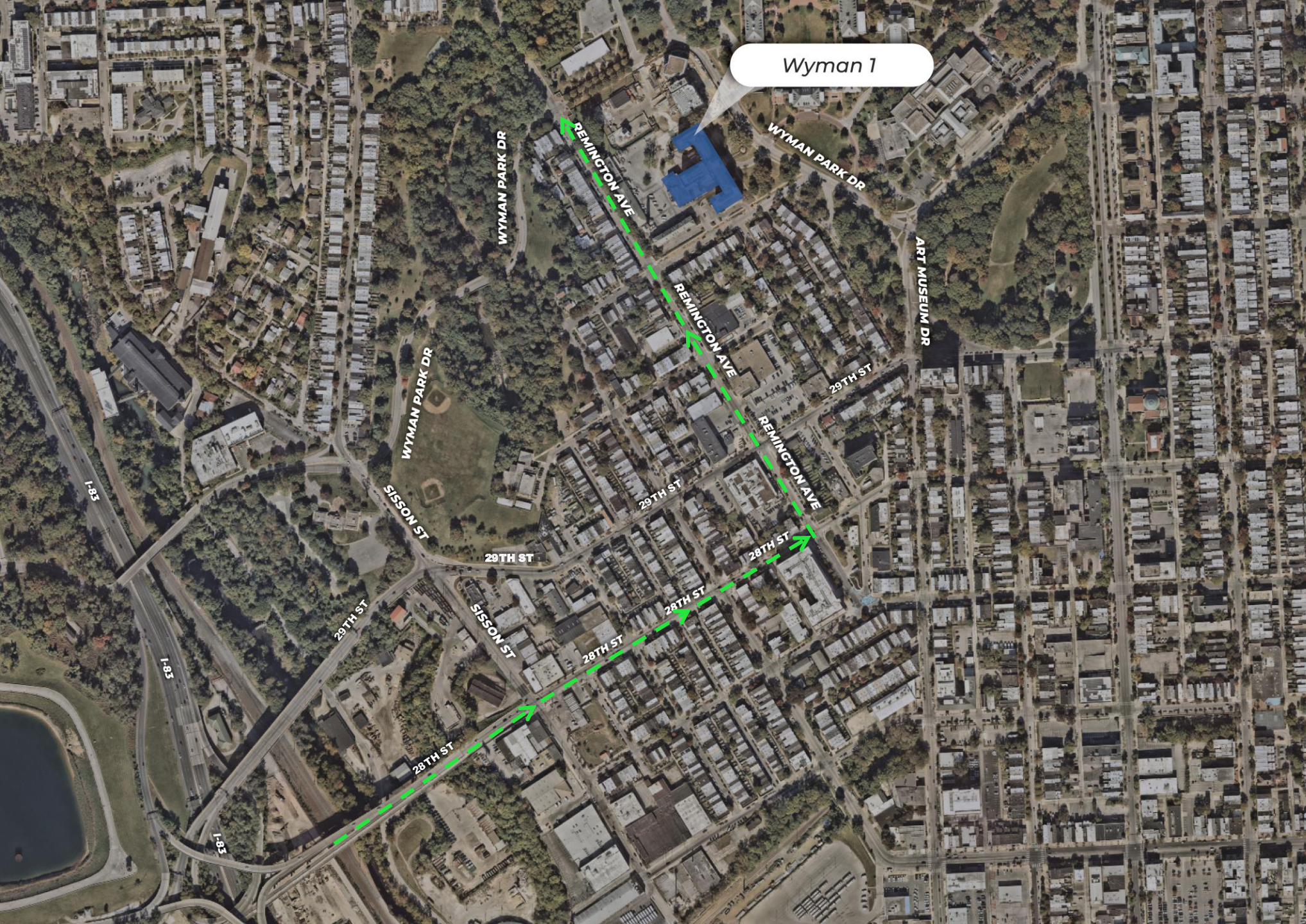


Final Site

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|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
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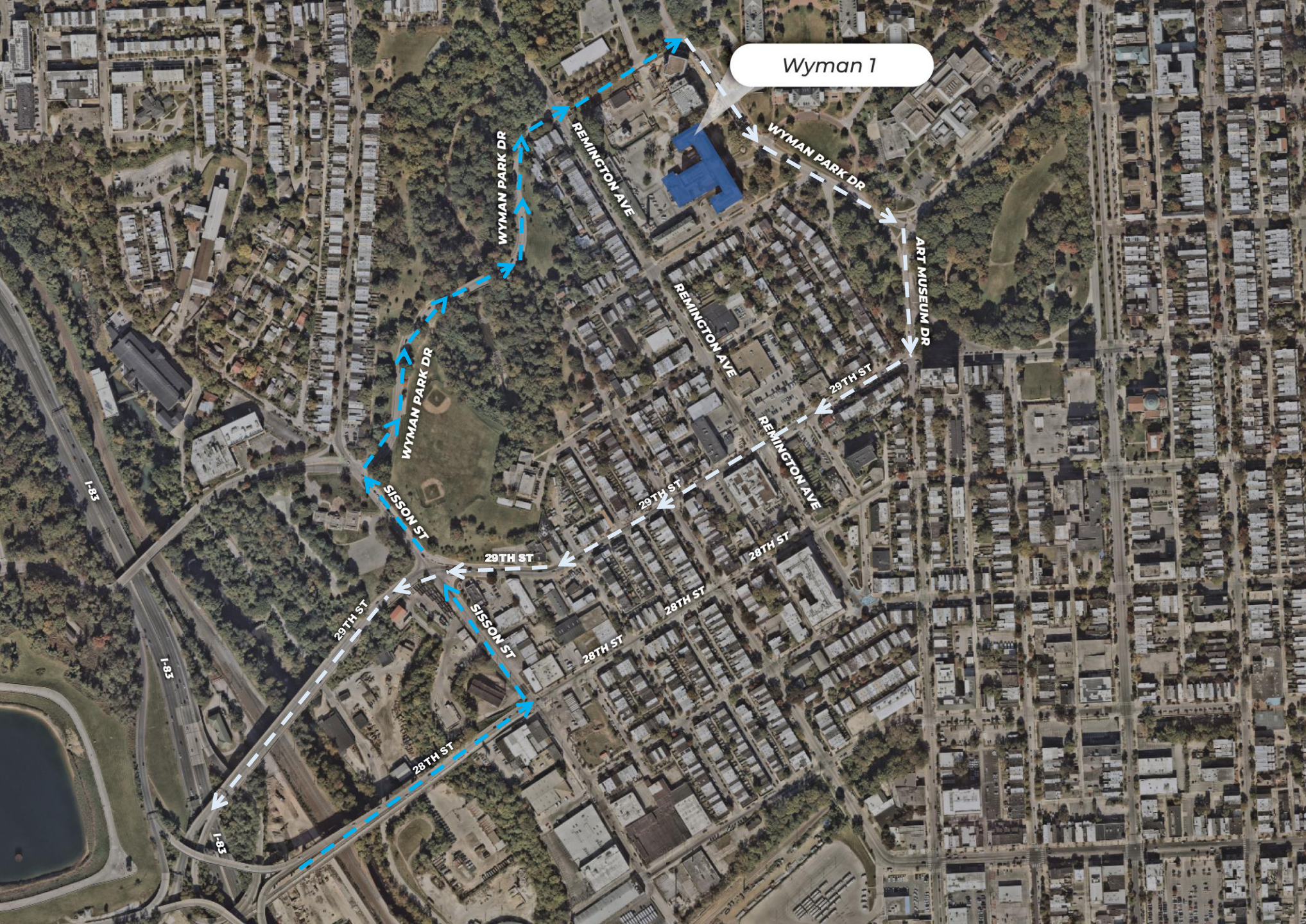


CONSTRUCTION TRAFFIC ROUTES & PARKING



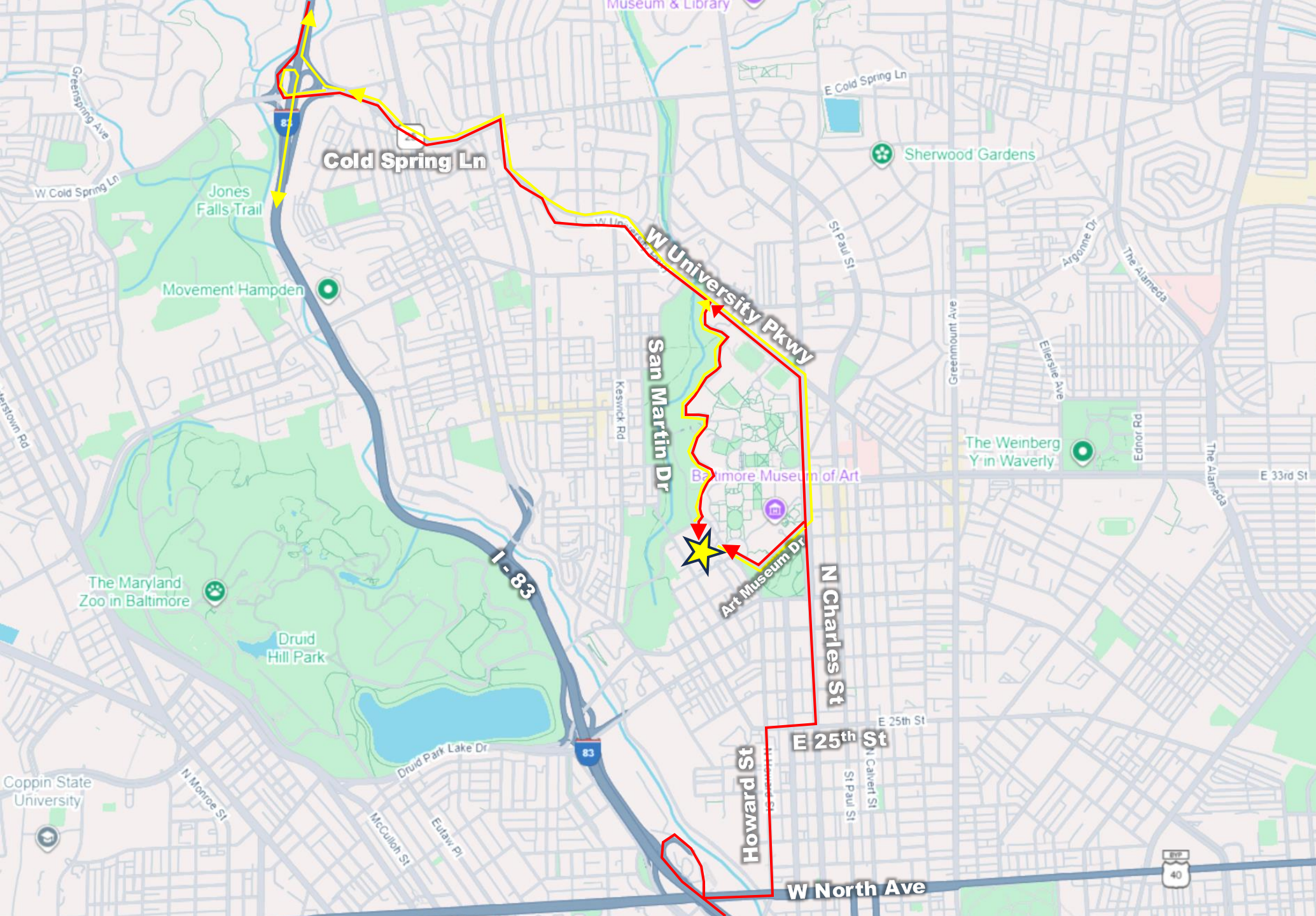
General Construction Traffic

- Contractor Supervision Vehicles
- Contractor Work Trucks
- General Construction Vehicles
 - Box Trucks
 - Dump Trucks



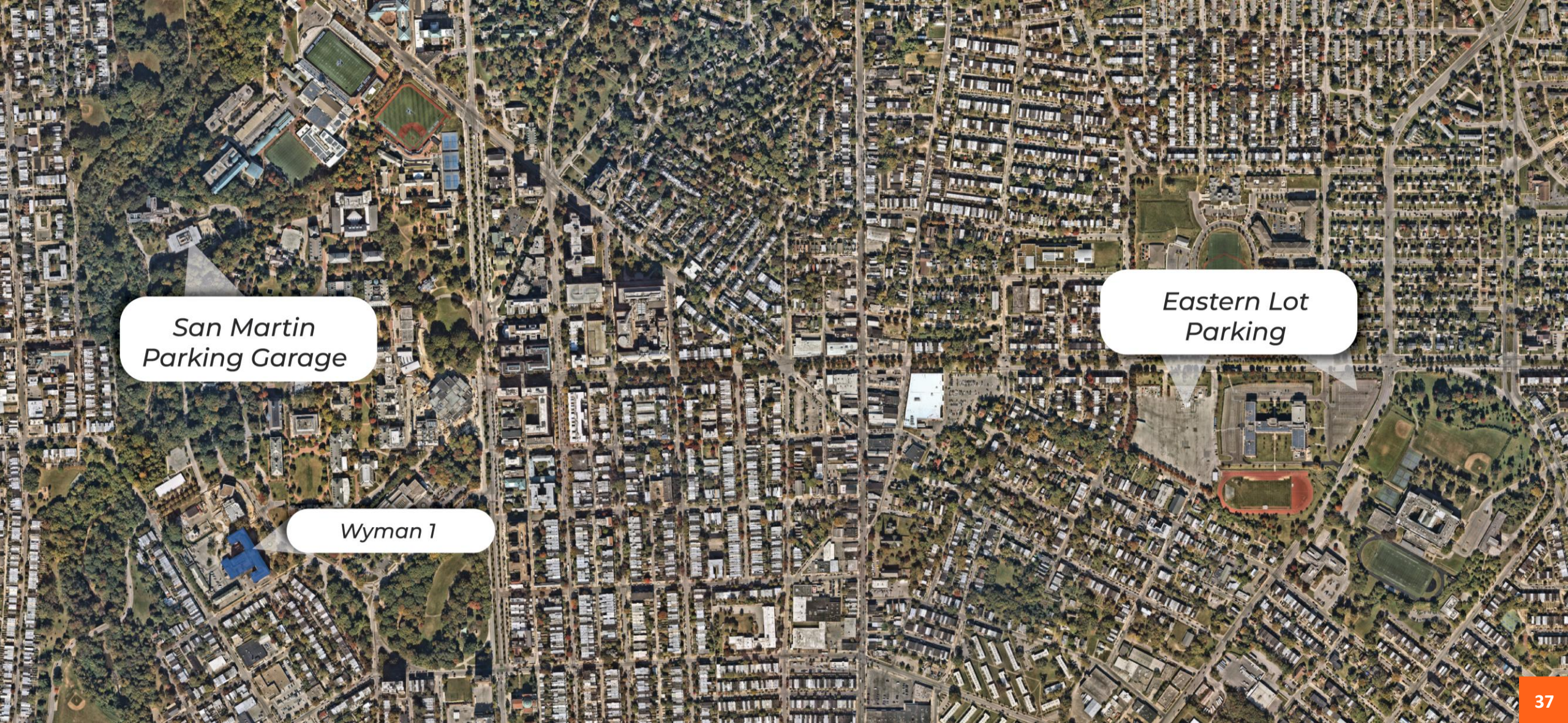
Wyman 1

Tractor Trailer Traffic



*Community
Proposed
Routes*

Construction Parking



San Martin
Parking Garage

Wyman 1

Eastern Lot
Parking

ROAD CLOSURE SUMMARY

Road Closure – Existing Conditions



- █ Sidewalk Open
- █ Sidewalk Closed
- █ Road Lane Open
- █ Road Lane Closed

Road Closure – Late Q2 2025 to Late Q3 2025



- █ Sidewalk Open
- █ Sidewalk Closed
- █ Road Lane Open
- - - Intermittent Lane Closure

Road Closure – Late Q3 2025 to Q1 2026



- █ Sidewalk Open
- █ Sidewalk Closed
- █ Road Closed

Road Closure – Q1 2026 to Q1 2029



- █ Sidewalk Open
- █ Sidewalk Closed
- █ Road Lane Open
- █ Road Lane Closed

RESIDENTIAL SURVEYS

Residential Surveys

- Seismic Surveys, LLC has been engaged to perform pre-construction surveys and vibration monitoring
- With the property owner's approval, survey the interior and exterior of residences before and after construction to monitor for any potential damage caused by construction activity
- Surveys will include exterior facades and interiors of homes (walls, windows, doors)
- Extent of Surveys
 - 301 thru 323 Wyman Park Drive
 - 3174 thru 3100 Remington Avenue
 - 3020 thru 3042 Remington Avenue
 - 3027 thru 3037 Remington Avenue
 - 243 thru 299 W 31st Street
 - 300 thru 314 W 31st Street
 - 301 thru 315 W 31st Street
 - 2948 thru 2960 Wyman Parkway



Residential Survey Extent

Additional Survey Information

- **Vibration**

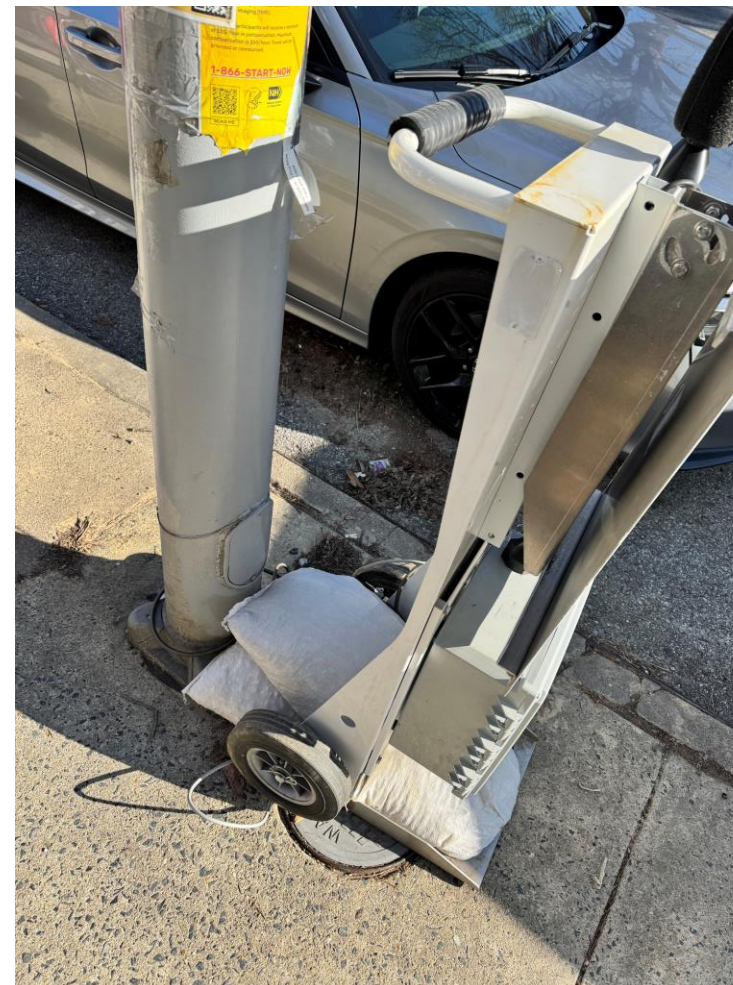
- Vibration impacts are a function of A) the intensity of the source and B) distance from the source
- Peak Particle Velocity below 0.5 mm/s is not perceivable
- Vibrations around Historic Buildings should be kept below a Peak Particle Velocity of 3 mm/s, well maintained building can tolerate up to 25 mm/s
- Truck Traffic can produce up to 0.6 mm/s at a distance of 10m (~33'), which is 6 times below the threshold for historic buildings
- Residential surveys are being offered to homes within 300' of the project site or adjacent to construction entrances
- Vibrations from typical construction activities dissipate to an unperceivable level at 300' from the source
- Truck traffic is an intermittent source (typically for a couple of seconds as the vehicle passes) and dissipates to an unperceivable level at 35' from the vehicle
- Most homes adjacent to the project are 20-25' away from road travel lanes where the trucks will be located

| Category | Particle Velocity mm/s (in/s) |
|---------------------------------------|----------------------------------|
| Industrial Buildings | 100 (4) |
| Buildings of Substantial Construction | 100 (4) |
| Residential | 50 (2) |
| Residential, New construction | 50 (2) |
| Residential, Poor Condition | 25 (1) |
| Residential, Very Poor Condition | 12.5 (0.5) |
| Buildings Visibly Damaged | 4 (0.16) |
| Historic Buildings | 3 (0.12) |
| Historic and Ancient Buildings | 2 (0.08) |

Typical vibration criteria addressing building damage

Additional Survey Information

- **Schedule**
 - Notice sent – Early February 2025
 - Property owners elect to participate in surveys – **March 7, 2025**
 - Survey of properties – February 24 thru March 28, 2025
 - Construction Manager Mobilization for DSAI – Early April 2025
- **Residential Surveys**
 - Deadline to sign up for residential survey is Friday March 7, 2025
 - Home surveys typically take 30 to 60 minutes to complete
 - No prep work is required prior to survey (i.e. moving furniture)
 - Surveys will be scheduled between the hours of 8:00 am and 4:30 pm Monday through Friday
- **Noise and Vibration Monitoring**
 - The survey team will be photographing public areas, including the street, sidewalks, and building exteriors
 - Deployment of noise and vibration monitoring equipment around the Wyman Park Parcel is complete

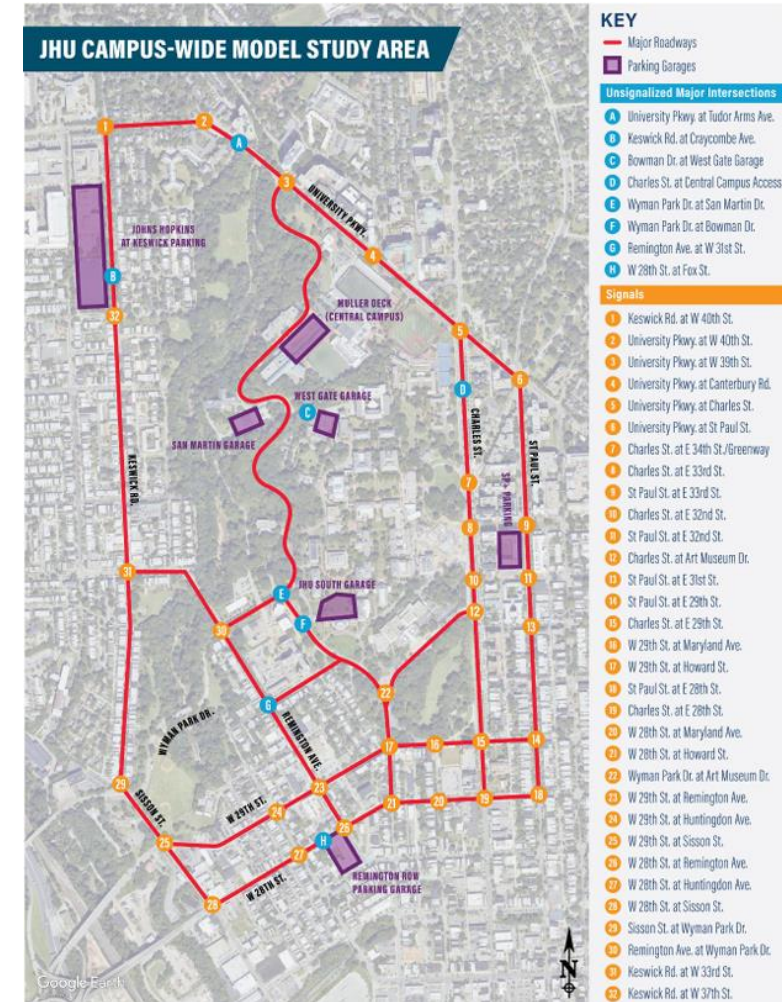


Noise and Vibration Monitors

TRAFFIC IMPACT STUDY

Traffic Study

- Traffic consultant (WRA) has been engage to develop a traffic model for the Homewood campus and surrounding areas
- The model will be used to assess existing transportation infrastructure, identify existing and future needs, and evaluate future scenarios including DSAI
- Schedule:
 - Data Collection Phase - Fall 2024 ✓
 - Draft Report of Existing Conditions – January 2025 ✓
 - Modeling of Future State Scenarios – Spring 2025
 - Final Report – Early May 2025



Extent of Traffic Study

ENVIRONMENTAL IMPACT CONSULTANTS

Environmental Impact Consultants

- **Ornithologist**

- Susan Elbin, Conservation Scientist Emerita with the NYC Bird Alliance, is providing guidance to the design team on bird-safe design for façade bird strike prevention
- Engaging with Lindsay Jacks, director of Lights Out Baltimore, for migratory bird inventories

- **Environmental Scientist**

- Steward Green, an environmental firm located in New Jersey and Maryland, has been engaged to perform an inventory of species that inhabit the surrounding area
 - Deer browse intensity on native and invasive vegetation (May 2025)
 - Dominant plant species and Understory forest composition data (May 2025)
 - Avian species audio data collection (start ASAP and thru the end 2025)
 - Avian species detected by biologists on site (March, May, and June 2025 on-site)
 - Fauna species detected by wildlife camera traps (start ASAP and thru the end of 2025)
 - Fauna species detected by biologists on site (March, May, and June 2025 on-site)
 - Aquatic species detected by biologists on site
- Steward Green will also advise on protecting Stony Run Creek from groundwater contamination generated by construction activity, including continuous water quality monitoring of Stony Run Creek and regular site inspections during construction.



Lower Stony Run Strategic Plan, June 2024

NEXT STEPS...

Next Steps

- Residential Surveys through March 28
- Next community meeting to be scheduled for late March 2025
- Third UDAAP presentation will be April 10, 2025