

BALTIMORE CITY DEPARTMENT OF PLANNING
URBAN DESIGN AND ARCHITECTURE ADVISORY PANEL
MEETING MINUTES

Date: August 8, 2019

Meeting #22

Project: 1401 Woodall St.

Phase: Schematic

Location: 1401 Woodall St.

CONTEXT/BACKGROUND:

Keith Sullivan with Moseley Architects introduced the team and reviewed the existing site conditions. Existing context images were presented to show the character of the surrounding neighborhood. The existing site has been razed and existing images show the current condition of the site. Overall circulation diagrams were reviewed along with a land use diagram of the area. The negotiate massing diagram from the Community MOU was presented for the proposed office building. The team is reserving the Key Highway frontage for the possibility of retail to activate the street. The proposed 2 level garage is intended to have 2 unique access points, one for each level with no communication between them.

The team is proposing to express a strong base to the building, expose the harbor side with a lot of glazing for views, articulate the entry points of the building and tie the multiple steps together, balance the large glazing mass with a solid volume of the building. The team proposed brick for the base, transparent curtain-wall system in the fin/connection pieces, Storefront systems used in the open volume, and fiber cement/metal panel for the solid volume. The setbacks along Woodall are proposed as opportunities for outdoor terraces for the building users. Keith then reviewed the project in plans. Rendered perspectives and elevations were then reviewed with the Panel followed by streetscape sections. The team is proposing a brick banding within the street tree zones with concrete within the balance of the field.

DISCUSSION:

The Panel asked questions relating to the proposed site plan and build to lines, the building design/connection along Stevenson adjacent to the existing rowhouse, proposed glazing condition along the alley, the open zone within the garage along the alley, trash/servicing zones for the office uses, site circulation.

Site:

- Continue to investigate the opportunity to widen the alley area by reducing the potential mechanical space within the garage. The additional setback from the neighboring homes would be beneficial in the urban context.
- The sidewalk dimension along Key Highway seems problematic and ways to widen that dimension would be beneficial to both the future retail as well as the urban design along Key Highway as a major truck route. Additional landscape will be a welcome addition to add buffer to the truck traffic.
- The Woodall Street streetscape/building design should not read as a blank wall – continue the investigation of the fenestration and site design to transition to the residential street.

Building:

- Parking access point adjacent to the existing rowhouse on Stevenson is very unfortunate and should be strongly reconsidered in favor of a more transitional use within the building/architectural articulation. Investigate alternate access points with internal ramps, alternate access from an alley into one level, etc. in order to alleviate this conflict.
- The Panel questions the use of the large frame/fin element, specifically how it impacts the Stevenson elevation and the multiple architectural motifs that exist within that elevation. Editing the overall motifs to pursue a clear diagram of a strong base with a lighter mass above would be beneficial.
- The bay breakdown along Key Highway seems rational (with the exception of the eroded corner at Woodall/Key which should be solid – the erosion of elements should be reserved for the glazing elements of the building), it breaks down along Stevenson and should be revisited. Finding a way to bring that language to the existing residential would be beneficial. Pay attention to the odd sized garage openings which currently seems problematic. Investigate the use of the brick base as the mediating element to modulate along Stevenson rather than an additional move.
- Is the second step along Woodall needed? It would be a cleaner if the glass box came down along the maximum stepback line to land on the masonry base (still within the MOU massing agreement with a larger setback at the intermediate floor). The proposed fin over emphasizes the components of the design.

Next Steps:

Continue design development of the project addressing the comments above.

Attending:

Dan Goodier, Jon Selfridge – Goodier

Keith Sullivan, David Plent, Kendal Schraeder – Moseley Architects

Mr. Anthony, Mses. O'Neill – UDAAP Panel

Anthony Cataldo*, Laurie Feinberg, Matt DeSantis, Ren Southard – Planning