

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

**Date:** June 6, 2019

**Meeting #19**

**Project:** 1800 S Hanover – Alta Federal Hill

**Phase:** Schematic

**Location:** 1800 S. Hanover

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**CONTEXT/BACKGROUND:**

David Moore with Wood Partners introduced the development team and the project for 200 units at this location.

Nick Tomaszewski with Design Collective reviewed the site and neighborhood context for the site. Currently an edge condition to the neighborhood and the highway, the team envisions the project as a connection site to the overall Port Covington Development and the existing neighborhood. The project strives to bring a pedestrian scale to Hanover Street to balance the volume of vehicular traffic that currently exists and will continue along S. Hanover Street. The overall site will be divided into 2 phases. The first phase is at 1800 S. Hanover which occupies the corner of Hanover and Barney. The current property line is almost immediately at the curb line and the project will look for key locations to set back and provide additional pedestrian space along the street. Existing site photographs were reviewed to offer context for the development as well as other existing multifamily projects within the area.

The existing residential character of the rowhomes was then examined in contrast to the industrial fabric that binds the west side of the site. The team is taking cues from the historic setbacks of some rowhomes along the street to bring opportunities to the redevelopment.

Fiver Soraruf with Design Collective reviewed of the building mass evolution. The building sets back 10 feet from the front building line and 5 feet from W. Barney to provide additional streetscape opportunities for the overall redevelopment. The mass along S. Hanover was setback midblock to provide additional relief along the street. This setback aligns with the internal amenity space intending to extend the ‘green carpet’ out into Hanover Street. The team intends to use the amenity space programming to further shape the mass and add activity to S. Hanover Street. The overall mass intends to create two distinct architectural identities connected by the lobby/amenity space. The ground level amenity extends to the corner to provide additional pedestrian/streetscape to the corner and engage in the urban context. Focus will then be turned to the corner as the main approach from the north towards to the south before additional articulation is added to the roof plane.

The northern bar is further articulated to include rhythmic recesses to begin relating to the scale of the existing rowhomes. The lighter material references some industrial aesthetic which is countered by the southern bar which is intended to be a heavier masonry building with punched openings. The intent is for each bar to share a kit of parts to tie them together. The lobby/amenity space is intended to be glazed with a screen material along the street side with additional landscape. The entrance, balcony rails, and rooftop structures are intended to reference each other in material and design. Floor plans were then reviewed for reference. The parking garage is located to the south of the side abutting the industrial surroundings with loading off the interior street. Garage access exists off both Barney and the internal street and the transformers are located beyond the last rowhome along Barney.

Ryan Cosgrove with Design Collective reviewed precedent streetscapes and then focused on the redevelopment site. Foundation plantings are used along the rail line as well as Barney Street with the addition of street trees and buffer plantings along the building line. Along S. Hanover Street, utility conflicts prevent street trees but the intent is to plant the building edge to the sidewalk. Along the internal street, trees in tree pits with a step out edge is being used along the parallel parking. Site sections were reviewed to illustrate the landscape design concepts.

#### **DISCUSSION:**

The Panel asked clarifying questions regarding the nature of the ground floor amenities (fitness center, co-working atmosphere, leasing office), the wedge mass that projects from the building along the internal street, location of entries, and traffic lane arrangements. The team was commended on the overall approach and the tie to the context. Viewing this site as not a terminus to Federal Hill, but really as a connection point to the development south, beyond I-95, is very well received.

#### **Site:**

- Continue to advance the landscape design to make the most out of its potential. Finding ways to increase vegetation along S. Hanover Street taking into consideration the utilities. Explore additional buffers for the pedestrians along the street edge as the renderings suggest.
- Explore expanding the paving carpet and expanding it to the north. The further development of this zone along S. Hanover Street will really tie to this idea of a connection point between the existing neighborhood and future development to the south; a destination in your travel between the two.
- The retail space seems very removed from the rest of the project and the streetscape reinforces the disconnect. Continue to refine the streetscape design to stitch the elements back together through the block.

### **Building:**

- The extension of the recess to the corner of Barney is very successful in massing. The entry location at the mid-block presents some confusion to the large move. Consider shifting the entrance to the corner and really celebrate the corner and the architectural moves there. The zone of recess will be most successful if it can be occupy-able and can contain the movement of people in and out of the building to be fully active. It can be both through entry placement and type of amenity within this zone.
- The level of attention and care to each side of architecture is well received. Continue refining the southern elevation; it appears too overworked at the moment. Editing this elevation will allow for it to breathe a bit more and will reserve the dynamic moments for the corners.
- The deconstruction of the rowhouse typology within the northern bar building design is very playful and successful.
- The 90 degree turn in the stoops along Barney Street are not large enough to occupy. Consider either enlarging the landing to be occupy-able or consider eliminating the steps and design them as a terrace instead.
- Study the projecting bays at the corner along S. Hanover St. and W. Barney.

### **Next Steps:**

Continue into design development addressing the comments above.

### **Attending:**

Ryan Cosgrove, Fiver Soraruf, Nicholas Tomaszewski, Michael Goodwin, Pat Lundmozc – Design Collective

David Moore, Jason Borrell – Wood Partners

Joe Woolman – JR Woolman, LLC

Jon Kraft – Kimley Horn

Adam Bednar – The Daily Record

Kevin Lynch – SouthBMore.com

Melody Simmons – BBJ

Mrsrs. Anthony, Mses. Wagner, O’Neill, Ilieva – UDAAP Panel

Anthony Cataldo\*, Ren Southard - Planning