

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

**Date:** September 19, 2019

**Meeting #24**

**Project:** Woodberry Station

**Phase:** Continued Schematic

**Location:** 3511 Clipper Road

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**CONTEXT/BACKGROUND:**

Gordon Godat with JP2 Architects began the presentation and reviewed the previous comments from the Panel and the updated design responses. A rideshare/temporary space has been included in the site plan between the lobby and adjacent lot. The team has coordinated the existing topography with the current building proposal. With the current utilities within the ROW, the team is not proposing to reorganize the utility program within the ground floor. The team has pulled the building line back slightly to allow for additional planting along the street/sidewalk. The main entrance lobby was relocated to the corner of the building to better connect to the rideshare and the outdoor space and the historic stone has been reused in more of a massing approach at two locations along the street. The darker grey panel color is now being used to create a second level datum to relate to the scale of the buildings across the street. A deep terracotta color is introduced within the recess of the new stair well location which is now the outdoor balcony for the one-bedroom corner units. On the rail track side of the building, the ground level is now masonry to help scale the building against the rail lines. A memorial place is also proposed near the entrance to speak to the history of the site. The historic stone masses are intended to be slightly recessed from the mass above so that there can be recessed down lights to wash the stone at night.

**DISCUSSION:**

The Panel asked questions relating to the ground level inset material and the window organization within the ground level.

**Site:**

- There are some concerns with the organization of the outdoor/site open space. Reconsider the placement of the temporary drop off space as it bifurcates the building and entry from the broader community and then phase II. Investigate the opportunity to move the drop-off/temp. parking space along the street frontage of the adjacent, not yet programmed, lot that is owned by the team.

- The additional landscape along the street is welcomed. Can that be extended across the water and sprinkler room and the transformer room to further soften the base?

**Building:**

- There are still some concerns related to the material use and the composition of the facades overall. Continue to find ways to relate the building to a more urban environment. Windows with less mullions and larger glazing panels would be welcome. Investigate opportunities for the historic stone to be used more honorifically and not, necessarily, as a monolithic/solid element.
- Larger windows at the ground plane with the current additional landscape will be welcome to overall design.
- The use of color in the recess is welcome and any opportunity for that wall to be more porous would be welcome so that it doesn't appear to be the back of the building program.
- The change in color at the second level needs additional investigation and clarification to solidify that idea. Currently it does not seem fully resolved as it's presented. Investigate pulling the base of the building up to this line as a more meaningful way to meet this goal. This disconnect becomes more evident at the entrance corner where the second level color change and use change highlight the disconnect in the building design approach.
- Continue refining the design to differentiate the street elevation from the rail track elevation beyond just a material change. These changes can be subtle but need to be explored and highlighted.

**Next Steps:**

Continue the design of the project addressing the comments above.

**Attending:**

Gordon Godat – JP2 Arch.

Cathy Jennings

Mr. Anthony – UDAAP Panel

Anthony Cataldo\*, Tamara Woods, Jeff LaNoue – Planning