

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

Date: June 27, 2019

Meeting #20

Project: Collective at Canton Crossing – Parcel E, Brewers Hill

Phase: Schematic

Location: 1200 S. Haven Street

CONTEXT/BACKGROUND:

Brandon Wright introduced the team and John Beinert introduced the project. The project area is in the northern triangular section between Haven Street to the east, the planned Baltimore Greenway to the west and Toone Street to the south.

- Inspiration from context: historic - cylindrical forms, early industrial; context buildings near site – both historical and contemporary. Breaks in large scale building façade to match the neighborhood scale, materials (metal truss, dark brick and red brick) to reflect immediate context.
- Soil and existing conditions prevent underground parking – first two levels will be parking to compensate; setbacks and unit modules drive the building form, with green pockets in between. First two levels are screened parking w/ amenity space.
- 500 dwelling units / 625 parking spaces – need for additional parking comes from a dual parking share with adjacent office
- Toone Street façade is +/- 600' long, west façade will be very visible from O'Donnell Street.
- 4'-5' planting well with shrub to soften along screened parking area, lower flowering trees at main entrance across from park; continuation of the street treatment along Toone Street.
- 5 story Type I over 2 story Type III
- Unit mix is 14% Studio / 63% 1-BR / 23% 2-BR – see slides for additional details

DISCUSSION:

The Panel asked clarifying questions regarding the bridge between the buildings, and parking deck (it will be a flat deck to accommodate future uses, if necessary). The panel also asked if there is access from the Baltimore Greenway / Rails to Trails path into the project (answer is currently no); how many ramps does the garage contain (2 are planned); where the pedestrian access to the garage occurs (further study is necessary).

Building:

- Consider the walking distance of 600' or more down a corridor hallway as it relates to entry locations; also activation of the street; minimize the hallway experience in favor of a more active urban experience on the ground.
- Motifs on the elevations are nice, but need editing (lots going on) – the massing needs refinement; barrel vault is a good element, but the façade is fragmented; all the separations are not needed
 - Massing diagram reads well because there are only 3 elements;
 - Restraint on the east side of the building helps it to read more clearly, but all of the elements together are competing
 - Establish a hierarchy, larger elements need to be quieter
 - Be careful to avoid borrowing everything from the precedents
- Prominent elements (vault and tower) at entry are competing (and off-axis)
 - Keystone in barrel vault is misaligned – leave it out
 - Use of projection at barrel vaults is discouraged – looks like utility pipe / culvert.
 - The expression of the arch on the exterior and the vault on the interior of the entry would deliver the desired effect more successfully.
 - Need for a stronger definition of the entry area in the massing – align the dark material of the upper levels with the full extent of the entry components and the park across the street.
- Toone Street elevation needs less sculptural intervention – cranking could work if elevations are differentiated (not all should be treated equally); should respond to adjacent site conditions

Site:

- Garage needs to be defensible because of the size – what is the experience of walking to the car? Needs to be a space that is inviting. Also, the garage entrance doesn't need to be located next to the main entrance (problem with traffic and legibility). Garage entrances are not aligned with streets to minimize conflict with pedestrians; need pedestrian access to Toone Street but all vehicular entries could occur off of Heaven to better utilize the arterial roads and minimize the traffic internal to the site.
- Scale is the challenge but the proportion is working; not enough gap in between buildings – requires editing and simplification to allow buildings to relate to each other
 - Dividing into two buildings will help (split on Haven Street)
 - Buildings do not need 3 separate façade motifs
- On the West side, the Rails to Trails / Baltimore Greenway, is very monotonous; opportunity for something iconic: art (embrace graffiti) or pattern on the garage screen
 - Consider bike parking for residents with some openings
 - Explore solutions that are better than 900' of parking screen with continuous planting

- This north end corner needs more study – the building should be designed as if there is a strong urban corner
 - prepare as if there are buildings on neighboring sites.
 - Consider this residential development as the *first new housing in a new urban district* and design accordingly
- Street sections on page 30 – need more detail in the section next time – sidewalk needs to be 7' with a 3' planting strip with the 8' along Hanover.

Next Steps:

Continue schematic design addressing the comments above.

Attending:

Brandon Wright, John Beinerrt – Greystar

Scott Scarfone, Melanie Defazio, Conway Bristow – Kimley-Horn

Willy Bermuder, John Maisto, Fabiola Sansaolni – BKV Group

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

Laurie Feinberg, Renata Southard* – Planning