

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

Date: October 10, 2019

Meeting #25

Project: Penn Station Redevelopment Framework Plan

Phase: Discussion

Location: Penn Station, Baltimore MD

CONTEXT/BACKGROUND:

Tim Pula with Beatty Development introduced the project team and began the presentation with the overview of the process and plan goals/directives. With Amtrak's commitment of funds (\$90M), the team is hoping to begin work shortly on the State of Good Repair needs throughout the station. Amtrak is also preparing for the new high-speed rail cars being produced with a commitment of \$2.5B and construction of those rail components on the north side of the tracks will be underway soon.

The study area stretches from North Ave. to Greenmount/ Preston St., I-83 to Falls Rd/ Lanvale/ Federal/ Oliver St. The Core properties within the area are the Lanvale St. Parking lot, St. Paul St. lot, and the lot immediately west of the existing station. Trying to address the pedestrian connectivity across the existing roadway bridges north-south and connecting to the existing bike trail is all part of the framework plan.

A new north concourse with public space between 2 new private development sites (office and residential) to the north of the existing station is being proposed. The existing station will remain a component of the transit experience but the interior programming is being considered in the larger framework. Improvements to the public space in front of the station are also being considered.

Peter Stubb with Gensler continued the conversation talking about overall connectivity. Multiple main points of pedestrian entry are being considered to connect the redevelopment to the fabric of the neighborhood. The 'Civic Character' and 'Community Character', in terms of concept ideas, are being investigated within the connection diagram. How are they similar and how are they uniquely different? The infill developments to the east and west of the station are intended to help stitch together the pedestrian connection to and through the site, where there currently is none.

John Renner with Beatty Development reviewed the conceptual programming of the buildings. There is an intent to re-imagine the retail intent of the overall redevelopment. 25k gsf of retail in the new 8-9k gsf of retail in the headhouse. An early massing diagram was presented to

highlight the scale imagined for the redevelopment. Denver Union Station is seen as a model for the redevelopment of the headhouse. The new concourse is intended to be open, airy and modernized to position Amtrak for the future/continued growth in ridership.

Peter Stubb followed with how the program is intending to connect to the multi-modal connections anticipated – rail, MTA bus, and passenger car drop off/pick-up.

DISCUSSION:

The Panel thanked the team for the presentation and for this exciting project moving forward as it's needed and welcomed in Baltimore. The Panel asked questions relating to which is more important – the Transit or the Development and the organization of the public spaces on the north side.

Discussion:

- With the Transit hub and connection being primary, continue to find ways that they are expressive at the streets.
- Continue to establish the second tier goals of the project to allow the development to respond to those in a positive way while meeting the high level goals of the connection to transit. Does the impression want to be about new terminal and mass along the streets or continual plaza setback?
- The EW connections through the major site is a key/fundamental in transforming this area and project. Does that want to be through private development or a public facing entity.
- Consider the program transition to the neighborhood. Do the residential elements integrate better to the neighborhood scale? Investigate the porosity to the transit/head-house coming downtown from the north on St. Paul. Should the secondary plaza relate to the head-house at the corner of Lanvale and St. Paul to recognize the civic gesture. Bringing the new station to St. Paul St. edge should be considered.
- Consider higher density within the Maryland Ave site that can benefit from the large civic plaza to the east with direct lateral connection to the head-house.
- Study redistribution of density and public spaces for the benefit of a cohesive urban strategy like community corridor along St Paul St and a commercial corridor along Charles or high-density spine EW of the headhouse along the railroad with lower mixed-use transition towards the neighborhood north, etc.
- There is great promise with the Landscape Architect to be involved in the early stages of the large planning effort. Allowing the rail corridor to be highlighted and a meaningful component of the site is exciting and the site designs can express those in a powerful way.
- Allow that design to push into the new buildings to reinforce the community scale aspect. Continue to build the partnerships/relationships with the institutional neighbors to continue to stitch this development together.

Next Steps:

Discussion Only.

Attending:

Peter Stubb, David Dymond – Gensler

Charlie Bond, Tim Pula, John Renner – PSP/ Beatty

Brian Traylor, Natalie Shieh – Amtrak

Pete Little, Fran Burnszynski – Parking Authority

Zach Chissell, Brian Schade, Gaylord Dutton – MDOT

Christina Moore – BDC

Werner Mueller - AECOM

Mr. Anthony, Mses. Ilieva and Bradley – UDAAP Panel

Anthony Cataldo*, Laurie Feinberg, Kyle Leggs, Ren Southard – Planning