

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

Date: April 4, 2018

Meeting #15

Project: Refinery

Phase: Master Plan

Location: 1200 S. Haven Street

CONTEXT/BACKGROUND:

Mark Sapperstein of 28 Walker, walked through the existing +/-14 acre site adjacent to the Canton Crossing redevelopment and identified the Exxon wells that are part of the remediation. He explained that they can build around the wells but not on top of them until they are out of commission.

The goals of the plan are to connect the walkability of the multiple adjacent sites/commercial activities' that there is an opportunity to use the Rails to Trails within the development, and that removing all the above ground utility poles is part of this redevelopment.

Scott Scarfone of Kimley Horn, walked through community context with easy access from I-95 as Gateway Site into the City. It is also a transition site from the residential through retail into the industrial. He also added more context around the existing wells on the site that are to remain.

Overall scheme and planning objectives - make a true mixed-use development and more walkable redevelopment. They intend to connect and extend the grid out to Haven and Boston for both auto and pedestrian access.

He then walked through the block by block program elements and anticipated buildings. The main anchor is a grocery store with a parking lot accessed from Boston Street and a hotel at the corner of Boston and Haven Streets providing the gateway anchor into the mixed-use district. He then walked through the main greenspaces/public spaces which includes a main 'Canton' type square activated by all uses on the plans. Secondary is the outdoor seating area for the grocer and third space is the residual triangle at Boston and Conkling. Rails to Trails path is placed along Boston Street and N. Haven Street. There was a discussion around the intersection of Eaton Street between this project and the one to the north. It was identified that vehicle access between both will not occur day one (only pedestrian connection between the two) with bollards likely between the two developments. The desire is for full EW and NS vehicular connection on the new streets. Additional buildings planned are a Phase I residential concept, similar to the Wheelhouse project in development in Federal Hill where cars/parking are discouraged as well as conventional apartment + parking mixed-use buildings along Haven Street for the later phases of the project.

Keith Sullivan of Moseley Architects then walked through the architectural/massing concept explorations of the Phase I buildings as a matter of context for the scale of the development. The proposed Wheelhouse 2 multi-family building, grocer and office buildings seek to pull

precedence from the traditional Baltimore industrial buildings and infuse more contemporary influences. The office will be a mass timber building, aiming to celebrate the sustainable building technology with limited brick and more heavy timber accents.

Scott Scarfone then walked through the proposed streetscape concepts as well as the before and after imagery showing the removal of the utility lines and other streetscape improvements.

DISCUSSION:

Site:

- The Panel is excited to see development come to this portion of the City and announce the arrival point from the Highway.
- Discussion around the wells and the timing of the wells was discussed. Are they driving the development set back from Boston Street? There is an overwhelming preference to see Boston Street frontage built out to the urban edge. The wells do not seem to be inhibiting development of program space along Boston. The parking for the grocer and the potential need for access to the existing tunnel was the response for holding the edge with the large parking field. The Panel felt strongly that they can find an urban design that meets both needs here.
- The development of the urban edge of Haven Street is seen as a positive contribution to the district. The Panel highlighted spaces where the buildings push in from Haven due to the wells as opportunities to create interesting experiences along the street.
- Questions were raised regarding the large turn-around in the Phase I residential area. Are there additional ways for the ped. and vehicles to connect to the planned retail? There is still a disconnect between the individual sites and the overall connections to the adjacent developments. Although there may be a desire from the retailers to include the additional vehicular circulation space, as it is now, it is impeding the connections between people and the building and further separating the building for the urban environment. The amount of parking encircling the proposed building was questioned and not deemed the appropriate response to this area. The Phase I residential building needs direct connections to the corner and street.
- Boston Street edge lacks the promise that Haven Street has and the amount of parking in front of the built edge was questioned. This is especially true in the Phase I residential piece. It was recommended that the Phase I residential building push to the edge to mirror how the development across the street that attempts to hold the edge and give way for limited parking access along the edge.
- Consider flipping the 19' landscape dimension with the 6' along Boston to create a deeper separation of pedestrians from the traffic, similar to other developments along the corridor.
- The new square does not seem to be as successful as the developer intends. Additional study to confirm the size, scale, location, and design of the park is needed. Additional buffer from surrounding parking is also recommended.
- The intersection of Eaton and Toone needs additional study. It's a key intersection and it needs to work now and in the future. The uses along Toone street do not support the connection between the two communities. Consider the service and ground floor uses of those buildings in an attempt to better link them. Investigate the building organization along this street and the use of the curve for the rails to trails path as both a safe alternative to the Boston-Haven Street connection as well as a means to activate the internal connections between all the adjacent developments.

The Panel encouraged the project team to study further the internal connections of pedestrian routes within the development to ensure that safe and direct pedestrian access is provided to all key commercial buildings.

***It must be noted that Haven Street is and shall remain a truck route and that all development along the street fully understand the implications of this. ***

Next Steps:

Continue the Master Plan addressing the comments above.

Attending:

Gayatri Hegde, Keith Sullivan - Moseley Architects

Mark Sapperstein, Scott Slosson, Alex Mandel - 28 Walker

Scott Scarfone, Jon Kraft, Melanie DeFazio, Conway Bristoco - Kimley-Horn

Messrs. Anthony, Mses. Wagner, O'Neill, and Ilieva - UDAAP Panel

Anthony Cataldo*, Christina Hartsfield, Marshella Wallace, Ren Southard, Jeff LaNue - Planning