

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

Date: December 13, 2018

Meeting #11

Project: Port Covington, Cromwell Street

Phase: Design Development

Location: Port Covington, Baltimore, MD

CONTEXT/BACKGROUND:

Adam Genn with Weller Development provided a brief general overview of the Port Covington project with emphasis on first phase of development along Cromwell Street.

Ken Ray of Toole Design Group reviewed the updates to the proposed streetscape with special emphasis on the flush street portion of the site and related transitions from surrounding blocks. Revised scheme included continuous sidewalk pavement treatment along Cromwell Street, transitional zone with concrete pavement in the parking zone and flush street pavement treatment as well as transitions to the Plaza.

DISCUSSION:

The panel welcomed continued development of the Cromwell Street proposal but expressed concern over the ambiguous nature of the streetscape, offering the following comments for further consideration:

- **Spatial Legibility** - The panel discussed the overall design intent and spatial legibility of the proposed flush street portion of Cromwell Street and expressed concern over the potential confusion the curbless street could bring for pedestrians due to the limited two-blocks length in contrast to a continuous flush street with clear and predictable spatial markers. Alternatively, the Panel suggested that the flush condition could be limited to the block of the Plaza and be treated as an extension of the public space instead of the very limited flush street. The panel also suggested that the design team studies the area three dimensionally in order to be able to take into account all spatial components that play part in defining the public realm in parallel to the specific analysis of elements and conditions in select case studies that inform the design of Cromwell Street not in general terms but rather by level of applicability. Evaluating and eliminating parking in these zones and re-evaluating the details of the parking lane markings throughout the street design should continue as the team moves forward.

- Surface Treatment - The panel suggested that the pavement of the flush portion of the street be more closely related to that of the sidewalk and the plaza and not asphalt as to invite the visual queues of a public space rather than that of vehicular streets. Other suggestions included underplaying the parking stripes at the flush street portion in order to further differentiate it from the other streets while using two- and three-dimensional markers such as a recessed drain lines, streetlamps, bollards, planters, etc. to guide the vehicular and pedestrian traffic.
- Plaza Alignment - The Panel encourage the design team to seek more opportunities for greater integration of the Plaza and the flush street space including aligning the no-parking zone, planting and other three-dimensional elements that negotiate that transition.

Next Steps:

Continue development addressing the above comments with City Agency Staff.

Attending:

Adam Genn, Yasmine Doumi, Jack Kelly, Casey Larkin - Weller Development Co.
Key Ray - Toole Design
Addison Palmer - STV
Patrick Terranova - BDC
Graham Young - DOT

Mr. Anthony, Mses. O'Neill, and Ilieva* - UDAAP Panel

Anthony Cataldo, Christina Hartsfield, Matthew DeSantis, Brent Flickinger, Jeff LaNue, Ren Southard - Planning