

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

**Date:** October 6, 2022

**Meeting #68**

**Project:** 1300 Bank Street

**Phase:** Schematic Design

**Location:** 1300 Bank Street

---

**CONTEXT/BACKGROUND:**

Chris Pfaffle with MRA architects introduced the project team followed by Doug Schmidt to provide an overview of the development and team composed of Canal, CLD Partners, and Workshop who are excited to work along Central Avenue.

The property is located along Bank Street to the south, between Eden Street to the east and Central Avenue to the west. The area is experiencing growth and new development including the new Central Avenue, Perkins Homes. The team is not only considering the current context, but the future as the area develops and changes. The proposed building will act as a gateway to Harbor East.

The property currently has three buildings on the site, the proposal calls for the demolition of the existing building to allow for a ten-story new construction building that would include two stories of parking, limited retail and lobby at ground floor, and eight floors housing 183 studio, one- and two-bedroom units. The third floor would include both indoor and outdoor amenity space.

**DISCUSSION:**

The Panel thanked the team for the presentation and asked clarifying questions.

**Clarifications:**

- *Is this current mass and model at your maximum height or do you have more room to work with?* The current proposal is 100' which is based on what's allowed with conditional use. We may need a variance for additional height.
- *What is a loading dock use like for this type of building?* Move in and out, garbage removal, minimal use.
- *Where is the flood plain?* At the southwest corner of the site at the lobby.
- *Are you maxing out your parking requirements?* We are providing approximately 94 units and working on an agreement at the Little Italy garage across the street.

- *Is there a reason that parking is not underground?* In part due to the experience across the street at Tru Hotel where swampy conditions were found. Additionally, concern about the cost.
- *Have you considered three floors of parking?* We wanted less parking in general for both the design and the urban experience.
- *What is the orientation of the courtyard?* Is it open to the south? Yes.
- *Do you know what the street tree spacing is?* 25'

## **Site**

- Need to question the overall approach, the precedents you shared convey the idea of high density. Not sure if those are appropriate for this area, which has a different existing condition. Eden Street is a smaller scale street, as are building to the south of Bank Street. How do you then shape this building to be more responsive to the surroundings?
- Seems that the only community, public elements at grade are along Central. All along Bank and Eden, the ground floor is a view into a parking structure.
- Get a landscape architect on board as soon as possible, as that can have a big impact in structural requirements for the amenity space among other concerns.
- The south facing amenity space could be a really lush space - if you commit to it at this early stage you will be able to integrate requirements such as soil depth, sill heights, etc.
- Beautification can be coupled with storm water management at the amenity space.
- The third-floor amenity space is a great opportunity for indoor/outdoor relationships, as well as relationship with the street.
- At the streetscape, the planters rimming the parking are critical. They will create much of the pedestrian experience. When you're adding these don't forget irrigation, plantings, soil depth, among other considerations to allow for these plantings to survive and thrive.
- Street tree spacing at 25' is enough to create a canopy, it is critical to connect the tree pits to allow for root health.
- At the lobby entry you stated that the green area could become a ramp, address this sooner rather than later and make sure the entrance is deliberate, and everyone enters the building in the same way. Don't lose the green edge at this location either.
- If possible, consolidate the loading dock with the parking entrance at Eden Street to reduce the number of curb cuts.

## **Building:**

- The parking is driving the entire experience of the building. This is less of an issue along Central Avenue, but at Bank Street this is problematic. It undermines the work happening at the amenity space.

- Consider a three-story podium building where the garage is buried into the center of the building, this would allow the façade to be developed in a more community friendly manner.
- The flood plain doesn't restrict you much and can really change how the massing develops. Consider clustering the massing towards Central Avenue and potentially allow the building to step down to Eden Street. If you have explored this option, show us how that worked.
- The vertical material orientation at the lobby massing is appropriate along Central to connect it to the avenue. This same approach on Eden Street doesn't work as well where you want to downplay the verticality. Subtle changes that respond to the context will enhance the design, keep the white material but express it in a different way to limit the verticality.
- Don't underestimate the importance of Eden Street, it's going to become important as Perkins develops. The corner of Eden and Bank becomes equally important. The building as proposed does not respond to any of the surrounding development.
- Move the garage entrance further north and couple it with the loading dock to provide a safer corner and invite other uses.
- This project is critical as one of the first buildings along Central following the new Zoning that considered Central as an urban commercial corridor. The design needs to lead the way for future development in creating a higher-density, vibrant, urban experience.

**Next Steps:**

Address the panels comments above and work with Planning staff prior to returning to UDAAP.

**Attending:**

Eric Bond, Chris Pfaffle - MRA

Doug Schmidt

Richard Manekin

Chris Mfume

Joseph Woolman

Kevin Hollins

Ken Meyers

Melody Simmons

Ryan Ahn

Timothy Smidt

Ed Gunts

Daniel Fuhrman

Stacy Freed

Josh Sharon

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

Tamara Woods, Ren Southard, Caitlin Audette – Planning