

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

Date: January 20, 2022

Meeting #57

Project: 2525 Insulator Drive

Phase: Master Plan

Location: 2525 Insulator Drive

CONTEXT/BACKGROUND:

Scott Slosson with the development team introduced the team and project in general. Ryan Cosgrove, a landscape architect with Kimley Horn, continued the presentation by providing the urban context including connections to I-95 and Hanover Street bridge and adjacency to Port Covington and the Under Armor campus. The team looked to the approved Port Covington masterplan and sought to integrate the proposal into the plan specifically along Cromwell Street with the use of a 15' sidewalk and storm water retention areas.

Main considerations for site design:

- Critical Area and Floodplain,
- Extension of street grid,
- Descending building massing from Cromwell to waterfront,
- Diversity of product types,
- Balance of vehicular and pedestrian movements,
- Treat the shoreline with open space and amenities,

Rick Hoehn with KCI continued the presentation with a closer look at the three different proposed street types and the four different rowhome dwelling types as well as a description of the green spaces in the form of corner pocket parks and mews areas.

DISCUSSION:

The Panel thanked the project team for their presentation and provided comments.

Clarifying Questions:

- *How is the bike circulation connected from Cromwell to the promenade along the waterfront? There is a path along Insulator Drive.*
- *Is there relatively flat access at the water's edge? We are working with preliminary information right now, but most of the topography happens at the water's edge. Want the waterfront to be inviting and accessible.*

- *Notice that Insulator Drive goes to the water's edge, but doesn't appear to be a way to turn around, is that accurate? As we get more information we'll better understand, not intending to create a dead-end condition.*
- *What will happen at the large open field on the Under Armor campus across Peninsula Drive? It is our understanding that it will be a large office and sports complex.*
- *It is your intention to connect to Peninsula Drive? The lower streets are not currently design to connect based on our understanding of Under Armor's needs.*
- *Will those units directly opposite the vehicular entrance at the south end of Peninsula Drive, face Peninsula or the interior of the site? All the units have been pulled back 16' to provide greater relief from the condition, feel it's important to front Peninsula Drive.*

Site:

Taking the frame work that you've created, the kit of parts the prototypes and street types and find way to reinforce those:

- The north-south streets are going to draw pedestrian traffic through the development to the waterfront. It is important to reconsider the details of street type A to allow for this type of traffic. As currently designed the sidewalks are at a minimum width, with narrow pinch points. The street needs to be designed adequately to adequately respond to the urban experience and provide a level of privacy for residents. Recommend that a 4' buffer is added along the houses at Street Type A. Revisit the entire plan and find those areas where the public and private spaces are too tight and add the buffer.
- How the different product types are layered, with multi-family along Cromwell makes sense. The one area of concern is along Peninsular Drive where there is an unknown condition directly opposite the street. Consider introducing a larger scale unit against Peninsula Drive that maintains the height and higher density that wraps the community and provides a more urban edge and stronger definition of the community relative to adjacent areas of development.
- Provide sense of continuity, currently the buildings change block to block, not like how neighborhoods are typically experienced. Use the same kit of part, but consider them from the user experience on the street, rather than in plan view.
- The use of the open corner green spaces can be problematic when they're found at every corner as the streetscape loses continuity as the buildings are so far from one another. As designed feels more suburban rather than holding the urban edge. Consider redistributing that green space.
- The plan provides great porosity for pedestrians to access the water front.
- The ~~green spaces~~ townhouses to the west are currently designed as islands in the middle of paving, the design would benefit from a distribution of the green space.

- Need to consider the role of HOA and who owns landscape elements such as hedges which can be effective for defining spaces, but need continued maintenance and clear ownership.
- Overarching challenge is that there's a lot of paving. At Street Type C, along the water's edge, the significant amount of curb cuts creates a hostile feeling. Is there another way to address the parking requirements?
- Consider concept where you intersperse the various townhomes and organize them in a manner that is more similar to historic neighborhoods. Explore locating the 16' and 20' wide townhomes in the same block.
- Revisit and mitigate the predominance of parking on Street Type C along the water edge after you've identified any redistribution of product types across the site.
- Use buffer along Insulator drive and rear of townhomes, maybe the eroded corner switches from Street A to Insulator Drive to give space to townhomes.
- Consider ways to connect the dedicated cycling path on Cromwell to the waterfront park. A dedicated path that is suddenly interrupted so that cyclists have to share the road can be hazardous, and it presents wayfinding challenges.
- Creating strong links like that, along with visible and spacious access points to the waterfront, will result in a park that is truly a public amenity rather than a little-known feature behind the townhomes

Buildings:

- At the apartment building consider placing the lobby and entry along Street A, allowing service to switch to Insulator.
- Develop a corner unit that can enhance the areas where corner parks are maintained through the use of primary materials and architectural detailing.

Post-review comment:

- The design team is encouraged to study successful urban waterfront residential communities (new or existing) and include in the next presentation as precedents of important organizational concepts and relevant architectural and landscape design features.

Next Steps:

Address panel comments and set up work session with Planning before returning to UDAAP for individual buildings.

Attending:

Scott Slosson – 28 Walker

Mark Sapperstein – Sapperstein Development

Nick Groseclose, Michael J. Breen – KHOV

John Clarkson, Leadi Cole, John Beinert – Greystar

Anthony LaRocca, Melanie Monaco – Kimley Horn
Wisa Kompayak, Rick Hoehn - KCI
Frank André, John Harris - HCM

Ed GUnts, Brenda White, Carley Milligan, Jake Bolen, Jay Sapperstein, Kevin Lynch, Matt Cote,
Melanie Monaco, Addison Plamer, Patrick Lyons, Nick Groseclose

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

Ren Southard, Tamara Woods, Caitlin Audette, Matt DeSantis, Jeff LaNoue– Planning