

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

Date: June 6, 2019

Meeting #19

Project: Collective at Canton Crossing

Phase: Cont. Master Plan

Location: 1200 S. Haven Street

CONTEXT/BACKGROUND:

Scott Scarfone, with Kimley Horn began the presentation with a review of the existing context and the overall site plan. He highlighted the areas of the plan that were revised as per the previous UDAAP minutes and the subsequent meetings with Department of Planning staff. A review of the proposed streetscape was then presented along with the revisions to key parts of the plan:

- Southwest corner of the plan at the intersection of Boston and Conkling St. no longer contains parking but now includes multiple outdoor zones established with key connections for pedestrians to get into the building and the retail. A flexible lawn area with SWM facilities are included in the plaza space along with large, freestanding letters which will be the building identification signage.
- Village Green – the design of the green space has been significantly reduced and simplified from what was originally proposed. This space now contains a main, flexible lawn with designated SWM facilities at the north and south end of the lawn. A canopy structure occupies the south end with a low hedge buffer along the west side of the lawn.
- Retail Pad site – the drive through was relocated to the south side of the building. The sidewall of the retailer faces the village green and the main entrance to the retailer faces the parking field.
- Streetscape – the intent is to continue the streetscape that exists to the west of the site into and through the site.
- Toone and Eaton St. intersection- A diagram was presented that illustrated the proposed condition of curbs and trail connection.

DISCUSSION:

Site:

- A drawing of the ideal Eaton St/Toone St. intersection would be helpful in understanding the normalized plan and the phasing needed to get there.

- Full cross sections through streets from building edge to building edge would be most helpful in understanding the proposed conditions within the overall context.
- Design a continuous strategy/edge condition to Boston Street as it's beginning to form at the east side of the site towards the west. The Panel cautioned against pulling back at the corners and not reinforcing the urban conditions along Boston St.
- The changes at the intersection of Conkling and Boston are a big improvement to the overall plan. Continue development of the design of the transition spaces within this area by introducing appropriate planting/edges to help define them in the third dimension.
- Continue the development of the 'streets' v. the 'retail drives' typologies within the project. Further define the design of Eaton Street to be both the connection to Eaton to the north as well as the bike trail facility. Toone St., as presented, needs additional clarity and use of the key elements of the streetscape to connect it from east to west.
- Simplifications to the Village Green are generally positive but the Panel suggest continuing to study how people will activate and use the spaces and design for that. The northern portion of the space needs continued design to continue the Toone Street streetscape/consistency across the space. The pedestrian crossing area also needs additional study. Provide a more porous edge along the west side of the lawn while still providing some screening and possible mirror to the east side to balance the composition.
- Refine the arch/alignment of Eaton St and the need for the access to the small parking area.
- Further develop and define the edge condition along Haven Street so that the future hotel and multifamily buildings can be designed within that proposed condition in a similar way that the edge condition along Boston St. is being defined.

Please note that Haven St. is currently and intended to remain an important designated truck route and the design of the edge along Haven Street must consider this condition

Building:

- Multi-family building on the north – the alignment of the parking entrance and the N-S street is not ideal. Consider moving the garage entrance one bay to the east to avoid the alignment.

Next Steps:

Continue development addressing the comments above.

Attending:

Keith Sullivan, Joseph Amendolo, Gayatri Hegde, Faith Hawk – Moseley Architects
 Mark Sapperstein, Scott Slosson, Alex Mandel, Jax Sapperstein – 28 Walker
 Jon Kraft, Melanie DeFazio – Kimley-Horn

Carley Mulligan – BBJ

Jim Brown – Rails to Trails

Rick Diehl - OCRE

Mssrs. Anthony, Mses. Wagner, O'Neill, Ilieva – UDAAP Panel

Anthony Cataldo*, Renata Southard, Jeff LaNoue- Planning