

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

**Date:** October 23, 2014 **Meeting No.:** 195

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**Project:** 2001 Cold Spring Lane **Phase:** Schematic

**Location:** 2001 Cold Spring Lane

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**PRESENTATION:**

Mr. Donald Kann, Principal of Kann Partners Architects, identified the program components of the project. They include:

Phase I:

- 20,000 square feet of retail;
- 80,000 square feet of office;
- 180 residential units, and
- 60 surface parking spaces; and,
- 190 structured parking spaces

The site plan is organized around a central vehicular entry spine off of Cold Spring Lane and terminating into a grand traffic circle. The Phase I Development, reflected in the above program components; is organized to the east of the entry axis and directly west of the Jones Fallsway. The building plan is composed of a multi-story office building attached to a “T” shaped residential component. A strong pedestrian axis and grand stair is proposed, starting from Tamarind Road thru Phase II Development down to the grand traffic circle.

The image of the building is meant to evoke the industrial mill vernacular prevalent along the Jones Fallsways. All building components establish a strong masonry base and frame. The office component is topped by a flat roof, the residential component employs a pitched roof.

**COMMENTS FROM THE PANEL:**

The Panel viewed favorably the proposed employment of an industrial mill vernacular for the project and felt the contextual response was appropriate. The Panel was pleased with the proposed landscape/hardscape treatment along the entry drive. Concerns were expressed about the following:

#### Placement of Buildings and Architecture:

- Consider pulling the north wing of the residential component further away from Cold Spring Lane and bridge. The desirability of residential units this close to a busy street was questioned.
- Consider separating the office component from the residential component so that the project is more porous and perceived less as a fortress like super structure. To further enhance the industrial mill vernacular and typology it was felt the plan should be less rigid and more organic with respect to placement of buildings.
- Consider differentiating the architectural treatment of the residential “wings” so that the approximately 360 foot length of building oriented north/south along the Fallsway does not appear imposing.
- In light of reducing the length of the north residential wing, consider extending the residential wing further to the west to better engage and define the traffic circle as an important public space.

#### Circulation and Connectivity:

- Consider terminating the pedestrian light rail path at the grand traffic circle.
- Consider shifting the residential component and or create a strong visual node to terminate the grand pedestrian stair leading from upper Tamarind Road to the traffic circle below.

#### Exposed Parking Lot/Courtyard:

- The Panel was disappointed that the landscape deck over the parking field was eliminated, and urged the Developer and Architect to reconsider. The current plan has roughly 33% of all units oriented towards the exposed parking lot, and parking ramps.
- It was unclear to the Panel if ground level units were facing directly onto this parking court. The ground plane relationship of office and residential uses to the parking “court” appears problematic. Additional study of this area is recommended.

#### **RECOMMENDATION OF THE PANEL:**

Recommended continued study, addressing the above comments.

#### Attendees:

Dan Galluzzo – Aquity LLC

Donald Kann, Cass Gottlieb, Vipul Talwar, Jesse Dixon – Kann Partners

Alice Jones, Zach Baier – Floura Teeter

Carla Ryon, Bob Rosenfelt – CMR

Brett Griffith – Baybridge Properties

Dr. Meany, Messr. Bowden, Rubin, Burns\*, Haresign – UDARP Panel

Director Tom Stosur, Anthony Cataldo – Department of Planning