

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

MEETING MINUTES

Date: February 28, 2008

Meeting # 76

Project: Brewers Hill Master Plan Amendment II

Phase: Continuation

Location: Brewers Hill PUD

PRESENTATION:

Architect Rich Burns of Design Collective and architect Robert Greenberg presented the project team's response to comments made by the Panel at its January 24, 2008 meeting when the project was introduced. Mr. Burns addressed the "Hanover" parcel first, and then Mr. Greenberg addressed the "Focus" site.

Hanover Parcel

- 1) **Need for good public connections as a result of the 600' length of the proposed building:** Mr. Burns stated that the project team shared a concern over the length of the proposed building. The new proposal, including a Pedestrian Diagram, was presented. The new proposal calls for blocking the building's mass into three parts (residential blocks to the north and south flanking a centrally located parking garage with a wrap of residential units, incorporating commercial at street level along Toone Street). The parts are separated by interior courtyards, with connecting hyphens recessed from the street. The result is intended to be that of three buildings. Pocket parks would be planted in the recessed areas along the street edges.
- 2) **Need to reduce the dominance (height) of parking garage:** Mr. Burns explained that although they tried to determine other solutions to the garage's mass and height, the garage design had not changed to date. The primary reason is that the environmental issues related to the site are easier to cap with concrete than to remove by excavation. They are continuing to work on a more creative solution.

Focus Site

- 3) **Concern that the location of head-in parking and trash/service bays is too close to areas intended for pedestrian circulation:** Mr. Greenberg presented a revised circulation scheme that moved the trash and service away from its previous location near the proposed restaurant.
- 4) **Pedestrian connection and courtyard between Conkling and Dean is compromised by the location of the circular drive and entrance to parking:** Mr. Greenberg presented a new scheme that maintained the hotel access from Dean Street, reorganized circulation, and reduced the paved area in the intention of minimizing "check-in" parking.

RECOMMENDATIONS OF THE PANEL:

The Panel members were not favorable to the proposals for either site as presented. They recommended that both architects go back and consider some creative ways to solve their respective design problems.

Hanover: A new design that responds to the actual site conditions is needed. The scale of the project is incompatible with the neighborhood. Although a large building is, it should be massed and articulated so as to fit into the neighborhood more successfully. While the notches help, they are not sufficient to break down the 600' length and do not address the height issue. The Panel would like a creative solution that breaks down the massing, reduces the height and dominance of the garage, and allows for a connection between the streets. The residential wrap is a positive element of the design and should be developed further.

Focus: The trash and service bay is not successful, nor is the design of the courtyard. The location, purpose, and extent of these activities/uses need to be re-examined to ensure that there is a functional and attractive circulation pattern and experience for pedestrians, vehicles, and service activities.

PANEL ACTION:

Approval withheld

Attending:

Aaron Adler, Adam Harbin, Bart Sutton – The Hanover Company

Rick Diehl, Suaffin Seta – Rick Diehl

Bill Schaller – SBER

Susan Williams, Tony Cortea – STV

Rich Burns, Mike Goodwin, Scott McGovern, Luaning Li – Design Collective

Bob Greenberg, Aileen Horn – G&G

Wells Obrecht – Obrecht

Stanley Fine - RMG

Jay Brodie – BDC

Ms. Eig; Messrs. Ramberg, Schack, Britt and Bowden – Panel

Doug McCoach, Wolde Ararsa, Gary Cole, Thor Nelson, Bob Quilter - Planning