

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

**Date:** October 13, 2011

**Meeting No.:** 137

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**Project:** Canton Crossing Retail PUD

**Phase:** Continued Master Plan

**Location:** Boston and Conkling Streets

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**PRESENTATION:**

Mike Rollison, of Brown Craig Turner, reviewed the changes made from the previous presentation. These included:

- Moving the grocery store and associated café to Boston Street
- Relocating the small plaza along Boston Street from Eaton to Conkling
- Moving retail to south of the grocery store to better connect with Canton Crossing (to the west), including aligning the pedestrian connection with Cardiff Street.
- Anchor tenant store footprint moved north (south edge has issues regarding a water vault)
- Eaton Street was straightened
- Loading along the southern edge was changed to pair with two of the retail boxes
- Pedestrian walkway through the northern parking lot between Conkling and Eaton was moved to align with the south end of the retail
- The west sidewalk along Conkling was widened from 12' – 20' and the north-south pedestrian walkway through the parking lot eliminated

Bob Gorman, of Mahan Rykiel Associates, presented the landscape plan for Phase 1 as well as Phase 2.

**RECOMMENDATIONS OF THE PANEL:**

The Panel complemented the design team for the positive changes made from the previous presentation, especially simplifying and strengthening the pedestrian movement (as illustrated in the diagram presented by Mahan Rykiel). However, the Panel had a few final recommendations to consider (some of the recommendations relate more to architecture and site design but should be considered as the project moves into more detailed design):

Conflict between service and pedestrian connections with Canton Crossing and the waterfront. One of the urban design goals was to create a connection to existing Canton Crossing. While the pedestrian connection and alignment with Cardiff Street has improved, the Panel is very

concerned with the service loading at this location and the disconnect that this will have to making a good pedestrian connection. While the Panel understands the challenges faced by the developer with using Baylis for service, it suggests strongly that the design team explore using the southern end of the project as a service court, especially for the anchor store. This would help to eliminate at least one of the service entrances at the project's pedestrian connection to Canton Crossing. Additionally, pushing the smaller box stores north would enable the service court to better function, rather than rely on trucks backing into it. Finally, how service is handled for the retail along the west side of Eaton needs to be developed.

Pedestrian environments and connections. Widening the sidewalk along Conkling was viewed positively; however, concern was expressed as to the design of this area and the potential conflict between cart corrals and other needs that a grocery store has at its front. This needs further development at the site design detail. Also, the intention of creating tree-lined streets and walks is encouraged in order to create a more neighborhood-scaled sub-division of spaces. However, this intention falls apart as it is carried into Phase 2, with the east-west streets having angled parking and few trees. The same character of street treatment needs to be continued in Phase 2.

Public plazas / open spaces. The Panel felt that the location of the various plazas and open spaces were in the right location, especially moving the plaza to Conkling and Boston from Eaton Street. More information is needed as to how the open space along Boston Street (between Conkling and Eaton Streets) will function and relate to the Red Line station. Finally, the plaza at the end of Cardiff Street adjacent to the remediation site needs to be reconsidered; as a public space it has limited use but instead should be a green focal point at the end of Cardiff and a buffer to the remediation site behind.

Phase 2 parking / remediation areas. Although not shown, the Panel recommends that the tree planting in the parking lots occupying part of Phase 2 be of the same quality and pattern as in Phase 1. Also, how the edges of the remediation areas need additional study so as to how they function as buffers. Finally, given the number of years that the remediation areas will remain, creative ways to how the area is treated (can native grasses and meadow plants be seeded in this area) should be considered.

Activating retail walls. It is important to make sure that the walls that front the parking areas and the pedestrian walk at Cardiff are active (entrances and windows) and not a series of blank walls. Also, moving the retail at Cardiff and Conkling east would give the establishment better visibility.

Signage / development character. While previously shown and discussed, the use of industrial elements and materials as signage and focal points needs further development. These features, along with landscape treatment, could help to create "neighborhoods" within the development and distinguish different areas. Also, as presented the development and its buildings are very flat in terms of roofs and vertical elements. Varying roof forms and vertical elements need to be considered as the project design develops.

John Murphy, of Maryland OverPack, also spoke and expressed concern about how the development's southern edge is secured, given that ethynol is stored in the area south of the

project, as well as the use of heavy machinery. His recommendation was to create a tall wall to separate secure the project's southern edge. The Panel asks that the Planning Department work with the development team to make sure that this edge is secure, in particular where parking abuts the southern edge.

**PANEL ACTION:**

Master Plan (Phase 1 and Phase 2) approved with comments.

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**Attending:**

Bryce Turner, Mike Rollison – BCT Architects

Stanley Fine – RMG

Bob Gorman – MRA

George Herzog – Maryland Overpak

Dudley Obrecht – Obrecht Properties

John Murphy – Attorney

John Enny, George Shardlow – MTA RedLine

Jay Brodie, Terrance Hancock – BDC

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

Tom Stosur, Natasha Becker, Anthony Cataldo - Planning