

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

Date: March 29, 2012

Meeting No.: 144

Project: Living Classrooms Historic Ships Ticket Booth

Phase: Discussion

Location: Inner Harbor – Pratt Street – Pier Three

PRESENTATION:

Chris Rowsom, Vice President of Living Classrooms, explained to the Panel the need to replace and relocated the Historic Ships' temporary ticket booth. Matt Rouse, architect with Ziger/Snead, presented the concept for the new ticket booth, which is to be located slightly north of the existing booth on the west edge of Pier Three. Mr. Rouse identified the following design goals for the project:

1. Reduce the visual and traffic congestion in this area of Pier Three,
2. Reduce the size of the ticket booth while improving its identity, and
3. Design the structure to be constructed off site utilizing Living Classrooms resources.

RECOMMENDATIONS OF THE PANEL:

The Panel complimented the design team on the development of a strong design concept which was responsive to context, ship imagery and ship building precedent. The Panel responded favorably to the relocation of the booth, the reduction in size from the current structure and the use of ship imagery. Although the comments were generally favorable, the Panel had the following recommendations:

Overall Site Plan:

1. The Panel showed some concern over the proximity of the booth to the edge of Pier Three creating a space just large enough for someone to view it as a path. Discussion of other items such as benches located at the same location to the edge satisfied the Panel's concerns.
2. The proximity of the proposed ship propeller to the ticket booth, the edge of the pier and it attracting children to explore and climb on it. It was recommended that the propeller not be installed at this location to allow the booth itself, to be the object in the space and to avoid the inherent risk of children playing on it so close to the water. Using the propeller in another way on site could be investigated.

3. The orientation of the ticket window to major circulation paths should be considered. Perhaps rotating the booth slightly towards the northeast would allow for visitors to read more of the graphics and see the 'ticket' sign.

Building Design:

1. The proposed height of the structure should be slightly increased to signify the importance of the element in the context of the Pier.
2. The architect may consider the way the structure meets the ground plane to define a 'waterline' and give a sense that the structure is floating.
3. The Panel recommends the architect study the location of the service door so that it does not disrupt the sculptural quality of the massing. It was suggested that it is perhaps integrated within the ticket window façade.

Project Graphics:

1. The scale, placement, font type of the super graphics on the west face should be studied and be purposely designed in order to link back to the ship graphics mentioned and provide a full composition.
2. The ticket window and information wall should be studied so that the information conveyed is clear and that the color and overall composition is calm and respectful of the strong ship hull imagery of the massing. The logo and 'ticket' letters were oddly placed when viewing the booth with people in a line. Perhaps the 'ticket' letter and/or logo are raised to be seen above a line of visitors.

PANEL ACTION:

Discussion only - no Panel action.

Attending:

Matt Rouse – Ziger/Snead Architects
Chris Rowsom – Living Classrooms/ Historic Ships

Ms. Eig; Messrs. Bowden, Burns*, Cameron – Panel

Tom Stosur, Anthony Cataldo, Melvin Hicks, Tamara Woods, Jill Lemke - Planning