

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

**Date:** September 13, 2012

**Meeting No.:** 153

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**Project:** Baltimore RedLine

**Phase:** Introduction

**Location:** General Introduction and Focus on Three Downtown Stations

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**PRESENTATION:**

The meeting was opened by Henry Kay of the Maryland Department of Transportation, who provided an overview of the entire proposed RedLine system and in turn introduced Architect Osborne Anthony of AECOM who directed the discussion to the particular challenges of the underground stations and their above grade components. The design team emphasized that, although this first meeting would focus on the three selected underground stations, that future meetings would present information on other underground stations as well as the above grade stations.

Werner Mueller, director of design at AECOM provided preliminary architectural design approaches for the three stations:

- the Howard Street/University Center Station, Lombard between Howard and Eutaw Streets;
- the Inner Harbor Station, near the intersection of Lombard and Light Streets, and;
- the Fells Point Station at Fleet and Broadway.

The discussion generally centered around the following major architectural and urban design issues:

1. The impact of two level versus three level station organization on the selected underground stations;
2. The character of stations or station venting components within existing buildings;
3. The character of stations with free standing entry elements;
4. The challenges of elevator components when treated as independent elements;
5. The character and implication of separate venting buildings on the streetscape;
6. The nature and proposed materials as unifying elements.

**COMMENTS FROM THE PANEL:**

The Panel welcomed this first presentation of the plans for the RedLine and expressed general support for the design approach indicating that it appears to be heading in a good direction. Using the station components as ‘neighborhood markers’ and using a similar/consistent palette of materials throughout the projects, was well received. The Panel suggested that further study would be appropriate in the following areas:

1. **General –Landscape/Lighting and Signing** - Continue to look for ways to assure that the introduction of the RedLine into the existing urban environment will be a positive intervention by integrating more fully the design of the total street environment including landscape, lighting, street furniture and signing.
2. **The Howard Street/University Center Station** – There was general agreement that this station could be well integrated into the existing garage along Lombard Street. The projecting canopies at the entrances are effective in marking their locations. The use of back-lit frosted and clear glass and stainless steel could be promising, although a more specific identity, perhaps achieved through the integration of graphic elements would be welcomed. There was some concern about the considerable un-activated storefronts and the lack of a more comprehensive design of the sidewalks and public domain.
3. **The Inner Harbor Station** – This is probably the most challenging of the three stations because it is composed of three, somewhat disparate elements. The “free-form” or sculptural nature of the glass entry building is compelling, although its proximity to moving traffic on Light Street raises concerns. The Panel asked the team to investigate opportunities to add some bit of separation from the street to the glass enclosure and balance that with the existing wide sidewalk and landscape opportunities. The glass sidewalk skylight paving along Light Street was well received. The location of the elevator in the Water Street triangular open space feels unfortunate. Other locations should be studied. The “vent” building fits comfortably within the street. Retail use within the building is encouraged to contribute to a lively streetscape. Streetscaping/ landscaping should be integral.
4. **The Fells Point Station** – All of the comments about promoting more of a comprehensive approach should be applied here, particularly since the station is part of plaza or public space and should more clearly read as an important place. Look for ways to integrate the two elevators rather than depend on symmetry in this location, perhaps by grouping them with bicycle racks, newsstands, landscaping elements and seating. Some concern was voiced about the effect of these all glass buildings after hours, particularly the nature and quality of its late night lighting. This is true of all stations and the design team expressed their interest in further studying the lighting of the station components as they relate to the hours of usage and the individual communities.

**PANEL ACTION:**

Introductory discussion only. No Recommendation required.

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**Attending:**

Henry Kay – Maryland Department of Transportation

Osborne Anthony, Ken Griffin, Neil Murray, Werner Mueller - AECOM

Tom Hannan, Lisa Akchin – Baltimore RedLine

Tom Mohler – RKK

Jack Lambert – Baltimore Business Journal

Steve Kilar – Baltimore Sun

Susan Williams – STV  
John Wisniewski – PBWorld

Danyell Diggs, Theo Ngongang - DOT  
Terrance Hancock – BDC

Ms Eig, Messrs. Bowden\*and Cameron - UDARP Panel

Director Tom Stosur, Anthony Cataldo, Gary Cole, Kate Edwards, Martin French, Tamara Woods, Melvin Hicks, Wolde Ararsa, Carmen Morosan–Planning Department