

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

**Date:** May 9, 2013

**Meeting No.:** 166

**Project:** Baltimore Red Line

**Phase:** Discussion

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**Location:** Boston Street Corridor

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**PRESENTATION:**

Osbourne Anthony of the RedLine/GEC initiated the discussion by introducing the project team. He referred to the project design as a collaboration of consultants, including Werner Mueller and Ken Griffin of AECOM, Bill Gallagher of KGP design studio, Greg Hoer of Parsons Landscape, and Steven Kolarz of RK&K Engineers.

Bill Gallagher of KGP design studio framed the discussion by introducing the four goals for the Boston Street Corridor segment of the Red Line: 1) Make it a complete street by accommodating pedestrian, cyclists, buses, autos, and light rail; 2) Connect to the waterfront by providing a clear view towards the water and making it easy to access the waterfront; 3) Make the street feel like a boulevard by defining the boundaries of the space with large trees; and 4) Highlight the stations using lighting, landscape, plazas for improved access, and consistent and identifiable design.

The project design will remove the existing trees at the center divider of Boston Street and replace them with large trees along the perimeter edges of the street. The design established three street conditions: 1) Parked cars, street trees within planters, brick pavers between planters, and pedestrian lighting along curb; 2) No parked cars, street trees within planters alternating with rain garden planters, brick pavers between planters, and pedestrian lighting along curb; and 3) No parked cars, street trees within planters, continuous rain garden planter along station block, pedestrian lighting within rain garden planters, and extended sidewalk for pedestrian waiting area and bike parking.

Werner Mueller of AECOM presented the station design. The stations will rely on a prototype design of stainless steel in a simple contemporary expression. Architectural continuity will include materials, signage consisting of a station name and community map, and a green median. There are a few variations, including Canton Crossing and Canton. The station signs will include a perforated stainless steel panel cover with an integrated light strip.

A 600' cut along the corridor creates a portal that allows for the transition from above to below ground tracks. A glass wall is placed above the portal masonry walls at locations needed to protect pedestrians. The masonry walls will be articulated with a veneer of natural stone or decorated concrete.

**COMMENTS FROM THE PANEL**

**The Panel is of the opinion that the proposal will result in making Boston Street even more beautiful than it is today.**

- 1) The main comment is to increase the number trees so as to clearly establish the corridor's boundaries. More trees are needed along the street's perimeter edge to create a continuous line of trees. Trees should be planted where a) vista points to the waterfront occur as they will not block the view of the water and b) where irregular conditions exist. A continuous line of trees is necessary to reinforce the corridor effect.
- 2) A double row of trees is needed to buffer parking lots from the corridor.
- 3) There is concern as to how the community will react to the loss of on-street parking spaces. Despite effort to improve public transportation, the parking situation is so bad that any reduction of existing spaces is likely to elicit a bad response.
- 4) The connection to the waterfront is not yet sufficient. There needs to be a better articulation of this connection. Suggestions include reinforcement with street paving materials, signage, and design.
- 5) More study should be completed related to the location of the glass safety wall and whether it should be continuous above the Portal's masonry wall.
- 6) As much green plantings and green edges along the stations should be used as possible; however the selected plantings (both lawn and shrubbery) should require only minimum maintenance.
- 7) There is a great opportunity to place a "monument" or piece of public art at the head of the portal, relating to the neighborhood and reinforcing its identity.
- 8) Value engineering is a serious risk to the success of a simple contemporary design as proposed and all efforts should be made to design a project that meets project and budget goals from the beginning.

**PANEL ACTION:**

Discussion. No action required.

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**Attending:** Osborne Anthony- RedLine  
Greg Hoer- RedLine  
Steven Kolarz- RedLine  
Werner Mueller- AECOM  
Ken Griffin- AECOM  
Michael Secrisy- AECOM  
Neil Murray- AECOM  
Steve Deller- RL PMC  
Susan Williams- RL PMC  
Michael Crowley- RL PMC  
John Enny- RL PMC  
Bill Gallagher- KGP Design Studio  
Jamie Lookabaugh- KGP Design Studio  
Nate Pretl- AB Associates

Drew Suljak- Civic Lab  
Gordon Inerson- Civic Lab  
Lance Tarbell- Civic Lab  
Josh Cooper- Daily Record  
Jessie Dixon- Kann Partners/Civic Lab  
Kathleen Lane- AIA Baltimore  
Stacy Freed- Baltimore Housing  
Kevin Litten- Baltimore Business Journal  
Danyell Diggs- DOT  
Terrance Hancock- BDC

UDARP Panel- Messrs Bowden, Mr. Burns and Mrs. Emily Eig\*  
Planning Department- Anthony Cataldo, Christina Gaymon, Wolde Arasa, Kim Clark  
(Baltimore Development Corp.), Daniel Sparaco (Mayor's Office) Mackenzie Garvin  
(Mayor's Office), Ken Hranicky