

BEFORE THE HOWARD COUNTY PLANNING BOARD
FOR HOWARD COUNTY, MARYLAND

IN THE MATTER OF *
HOWARD HUGHES *
CORPORATION * CASE NO. SDP-22-042
*
Petitioner *

* * * * *

OFFICIAL TRANSCRIPT OF PROCEEDINGS

HEARING HELD June 1, 2023

HOWARD COUNTY PLANNING BOARD:

Ed Coleman, Chair
Kevin McAliley, Vice-Chair
James Cecil
Barbara Mosier

BOARD COUNSEL: DAVID MOORE

COUNSEL FOR THE PETITIONER: TODD BROWN

Transcribed from digital audio recording by:

Alison Mathieson
Official Court Reporter and Transcriber

1 **June 1, 2023 - Howard County Planning Board**

2 **SDP-22-042 - Howard Hughes Corporation**

3

4 **The proceedings began on the record at 7:09 p.m.**

5 ***Meeting Adjourned at 11:08 p.m.***

6 **Chairman Coleman:** The last item on our agenda

7 tonight is SDP-22-042, Howard Hughes Corporation, and the

8 DP staff preparation will be by Jill Manion.

9

10 **DPZ STAFF PRESENTATION**

11 **Jill Manion:** Good evening. My name is Jill Manion.

12 I am planning supervisor with the Department of Planning

13 and Zoning. I am presenting the technical staff report

14 for SDP-22-042, also known as the Lakefront North

15 project.

16 The major improvements proposed with this SDP

17 include three buildings, one of which will be solely an

18 apartment building and the other two buildings will

19 include street level retail with residential on top.

20 There will be 36,204 square feet of credited Downtown

21 Community Commons. In addition, the site development plan

22 proposes a partially below grade parking podium on which

23 the buildings and the street network, along with the open

24 space Downtown Community Commons would be constructed

25 upon. There is also a couple of surface lots that are

1 associated with this project.

2 This project was properly posted and we verified the
3 posting in accordance with the regulatory requirements.
4 There was, in terms of the pre-submission requirements
5 for downtown revitalization projects, a pre-submission
6 community meeting held February 8, 2022. There was a
7 design advisory panel held on February 9, 2022.

8 I also wanted to note that there was a second design
9 advisory panel that was held on May 25, 2022 and that was
10 for the purpose of a surface parking lot just to the
11 south of Building D2 that you will see on the subsequent
12 slides. At the time there was some variation of whether
13 or not they were going to do a surface lot or a low level
14 garage. So, we wanted the AP's advice on the different
15 potential design concepts there.

16 This is the subject site. It is bounded loosely from
17 Little Patuxent Parkway going east toward the adjacent
18 site for the hotel property and Lake Kittamuqundi further
19 east. It encompasses Sterrett Place and the parking lot
20 that is accessed off Sterrett Place in this location
21 right here, and it continues down south essentially to
22 the end of the existing overall parking field that exists
23 there today. It encompasses also two properties that were
24 previously improved with office buildings, the Ridgley
25 building and the Sterrett building which have since been

1 removed. There is an Exon site that is kind of in this
2 triangle for lack of a better word between the site and
3 Little Patuxent Parkway. To the south we have Little
4 Patuxent Square, the condominium building and what is
5 known as the F2 parking garage.

6 This is the overall concept for the site development
7 plan. As we have here is Building A and there are
8 townhome units that would be facing the street level and
9 would have a total of 175 units within it, with its own
10 individual parking garage below.

11 Building B is located here and it has a total of 233
12 residential units. In addition I have broken out here the
13 difference between retail and restaurant square footage.
14 They are both calculated as retail in our phasing
15 progression, but for parking we separate out the uses
16 since restaurants require more parking than general
17 retail. So, they are proposing approximately 3,127 square
18 feet of general retail and an additional 3,425 square
19 feet of restaurant in this building here.

20 This is what is known as Building D2 and it will
21 encompass 293 units with 8,253 square feet of commercial
22 retail and an additional 4,208 square feet of retail
23 designated as restaurant.

24 I want to just quickly point out the overall road
25 network. This is what was identified on the final

1 development plan, the amended final development plan as
2 Road A. It has been named since as Singing Stone Terrace.
3 This is what was referred to as Road C which is now
4 Rustling Sky Way and this is what was referred to as Road
5 B which is Distant Star Lane. I want to point out that
6 Distant Star Lane while it extends toward Little Patuxent
7 Parkway, it doesn't not actually intersect with Little
8 Patuxent Parkway.

9 The Neighborhood Square is located between Building
10 A and Building B and there is crosswalk that leads to
11 the trail connection toward the lake to lake to lake
12 trail. Between Building B and the surface lot on lot E is
13 Wincopin Green. We have two temporary surface parking
14 lots that we anticipate will be developed in the future.

15 On this location this was an inset on the site
16 development plan, it shows the extent of Sterrett Place
17 to Little Patuxent Parkway. You can see the Warfield
18 Promenade which I should mention continues past the
19 townhome units of Building A and connects to the
20 Neighborhood Square. There will be a multi-use path which
21 you can sort of see on portions of this particular view
22 of the site development plan, but there is a 10 foot
23 multi-use path being constructed along Little Patuxent
24 Parkway connecting at this location and a full pedestrian
25 box of crosswalks is being provided as part of the

1 proposal.

2 I'm only going to briefly go through the building
3 elevations as they were shown on the site development
4 plan just to provide an initial orientation. I would
5 imagine you will get a more detailed analysis from the
6 Petitioner.

7 So, this is Building A, it has a maximum of thirteen
8 stories. This is the view, of course minus landscaping
9 and other natural screening that would take place, as
10 it's facing north along where there is the Singing Stone
11 coming down this way. It's important to note that while
12 it is shown as two dimensional, there is really an offset
13 from the tower and the lower level component of the
14 structure that is kind of hard to realize. Beneath the
15 tower we do have a visual element and it's envisioned
16 that there is going to be a dog park located. There is
17 some servicing area behind that but the servicing area
18 would be screened by fencing as well as the dog park use.

19 This provides a view from Rustling Sky Way along the
20 townhomes and this actually would be facing the
21 Neighborhood Square. This would be the view as you were
22 coming into Sterrett Place and turning toward Road A when
23 you are first coming into the development project. This
24 also is the location along the beginning of Singing Stone
25 Way.

1 You will notice that there are access points for
2 loading and parking in these areas where you see this
3 additional metal screening that would eventually also
4 include the landscaping that goes along with that.

5 This is the site layout of Building B. I wanted to
6 point out that within the courtyard sort of speak of the
7 building there an amenity area that would be facing
8 toward Singing Stone Terrace and the hotel property. It
9 is above level to the first level of the garage there.

10 Again, these are two dimensional views but just to
11 give a sense of what is provided on each elevation, this
12 is along Rustling Sky Way with the street side retail and
13 the residents above. This is along Singing Stone Way.
14 There will be landscaping and paneling along here. We
15 have the entrance of the loading and parking at this
16 location and the amenity there can be seen in the
17 foreground to a certain extent. I believe on this one you
18 also have somewhat of an offset from the Neighborhood
19 Square to the north there.

20 This is part of the façade that's facing both along
21 Rustling Sky Way and the Neighborhood Square and a
22 portion of Road A. Then this would be a view from the
23 south and just to point out in this respect, the stepping
24 down every two stories down towards Singing Stone
25 Terrace.

1 This the Building 2 elevation facing east toward
2 Rustling Sky Way with the street level retail.

3 This would be coming off of Sterrett Place and onto
4 Rustling Sky Way. We do have the garage entrances
5 directly at that location which in part provides an
6 ability for much of the traffic to exit the road prior to
7 proceeding through Rustling Sky Way.

8 This provides the west elevation facing toward the
9 Exon and Little Patuxent Parkway. Part of this is
10 actually submerged as well.

11 This is the façade at least until the temporary lot
12 to the south of it is redeveloped showing the apartment
13 complex and facing south there with the garage entrances
14 at that location.

15 This provides a key of the Downtown Community
16 Commons being provided. The area within this location for
17 the Warfield Promenade is being credited toward the
18 Downtown Community Commons credit. As a reminder a total
19 of .63 acres is required for the 12.7 acres of site area
20 that is part of this site development plan. So, this
21 portion of the promenade is credited towards this
22 project, while this section between the extension of
23 Sterrett Place and Little Patuxent Parkway would be
24 credited at such time as the property to the north would
25 be redeveloped.

1 The Neighborhood Square is provided here at 25,597
2 square feet, providing the connection from the promenade
3 again to the crosswalk that will lead to the trail
4 network.

5 Again, we have here Warfield Green that connects
6 Rustling Sky Way and Singing Stone Terrace and that
7 provides a total of 4,135 square feet of Downtown
8 Community Commons, providing a total credited area of .83
9 acres, exceeding the requirement by .2 acres.

10 At this time, I'm going to provide an overview of
11 parking as it was proposed, but certainly can fill in
12 details either before or after the Petitioner's
13 presentation on how we approached it. For now, I'm going
14 to go over what the requirements of the parking were.

15 We evaluated parking based on the shared parking
16 analysis under the Downtown revitalization section for
17 reducing parking demands, and that is Section 133.0.f.3.
18 It is based off of the Urban Land Institute's shared
19 parking methodology, essentially that reviews each use
20 and its peak times of use, the density of each use and
21 tries to provide an adequate amount of parking on a site
22 without over parking a site.

23 There is a - through the calculations they go
24 through an extensive review of each hour of the day for
25 each month to identify the largest quantity of parking

1 needed at any given time out of 12 months of the year. It
2 turned out to be 1,026 parking spaces required at the
3 peak design hour.

4 I should note that as part of this the analysis
5 included a parking demand study for existing development
6 in Downtown Columbia residential units, so that would be
7 what was provided in the Warfield Neighborhood as well as
8 what was provided at the Crescent neighborhood, not
9 including Marlow just because it was not constructed at
10 the time of the study.

11 To determine what the actual 24 hour demand was for
12 residential units, the extents of that study are provided
13 in full with the overall shared parking study and
14 highlights were included in - actually, I don't think we
15 had highlights in our attachments for the staff report.
16 What was determined was that parking was meeting demand
17 and they had additional capacity in those neighborhoods
18 even including for any area surface lots beyond the
19 buildings themselves and their garages. As such, they had
20 reduced, only for studio and one bedroom apartments which
21 do make up the majority of the units provided in this
22 development, they have a reduced ratio of 1.2 spaces per
23 unit. The two or more bedroom units will maintain the
24 1.65 spaces per unit. To just provide some additional
25 context, for the 1.2 spaces per unit, that's 1.1 spaces

1 per unit for the residences and then there is an
2 additional .1 space provided for each residential unit
3 for guests and visitors. For the 1.65 ratio for the two
4 plus bedroom, that would be 1.5 spaces for the resident's
5 use and an additional .5 for guests as its designated in
6 the zoning regulations.

7 In addition to the 1,026 spaces that are required
8 for the development itself, there are 199 spaces that
9 were provided on an associated development plan that are
10 part of the surface lot, and this is SDP-71-014. As those
11 spaces were constructed with an associated development in
12 order to be able to meet a portion of that demand, those
13 spaces that are removed are being added into the total
14 amount that is required for this development, bringing
15 the total required parking at 1,225 parking spaces.

16 As part of the regulations one space per dwelling
17 unit will be reserved on site for those residences. The
18 remainder can be included in the parking that is shared
19 by visitors and the commercial components of the
20 property.

21 The development proposes 1,129 parking spaces
22 constructed on site and the remainder is being provided
23 within the Wincopin garage evaluated in the Lakefront
24 District parking wide study. I do have a separate exhibit
25 that was not included in the staff report but I can show

1 you if you so desire at that point just to get a better
2 sense.

3 And this is just to show the site development plan
4 review of the parking spaces that were identified from
5 SDP 71-014 that are being included as part of that 199
6 spaces that they are providing in addition to what the
7 project site demand is requiring.

8 I included this just to provide somewhat of a
9 cleaner view of the connectivity that is being provided
10 as part of this site development plan. Again, we have the
11 Warfield Promenade here and that would provide a ten foot
12 wide pedestrian area. And again, connecting to the
13 Neighborhood Square. This also provides a better sense of
14 the overall paving between the buildings and the roads in
15 terms of what will be available - at least a minimum of
16 six feet dedicated for general sidewalk in addition to
17 amenity areas that would be provided along side the
18 building. There is also on street parking that is
19 included along Rustling Sky Way and along Singing Stone
20 Terrace.

21 As you can see there are sidewalks provided along
22 all four sides of the buildings and/or with the Downtown
23 Community Commons.

24 This is the first project in Downtown Columbia where
25 we had to visit forest conservation based on a change in

1 the forest conservation regulations recently. Much of the
2 project site area is actually exempt still from forest
3 conservation based on development rights and
4 responsibilities, and that was provided with the Amended
5 Downtown Columbia Plan to account for the additional
6 affordable housing. But there was a portion of the
7 project site area that was not included within the DRA
8 boundaries and they are highlighted here in red. They
9 essentially include Sterrett Place, a portion of the
10 existing surface lot and location of a now raised
11 building.

12 So, based on the calculations we do for forest
13 conservation, accounting for the previous pervious
14 surface which is permitted to be exempted under the
15 Forest Conservation Act, a total of a .1 acre obligation
16 was generated, which will be accounted for in a \$7,417.00
17 surety.

18 Again, I'm only providing very brief overviews for
19 the landscaping and streetscape for now just to provide a
20 general sense of what is being provided. As you can see,
21 we have street trees extending along all of the streets
22 where possible on both sides of the street. In addition,
23 there will be understory plantings that will take place
24 through various planters. But the overall effect will be
25 to soften all of the building edges along the way and to

1 provide adequate landscaping of the green space areas.

2 I included a couple of just streetscape elevations

3 to give a sense, pulled from the site development plan.

4 This is facing Building A along Rustling Sky Way with the

5 townhome units that would be along side the Warfield

6 Promenade to give a better sense of the effect of what

7 visitors and residents would walking along.

8 I also wanted to point out the streetscape condition

9 of what was Road A and now is Singing Song Terrace where

10 we have both shrubbery and understory planting along on

11 what would be essentially raised planting beds along the

12 building edge with perennials and street trees on the

13 other side of the six-foot sidewalk area.

14 There is a component here where there will be street

15 planters essentially along the eastern boundary of the

16 site boundary which extends not quite all the way to the

17 edge of the existing parking spaces along the hotel

18 property. In order to accommodate that, there are street

19 side planters that would be there to essentially soften

20 the streetscape edge at that location.

21 This just provides another streetscape section

22 giving a sense looking down, I would south, down Singing

23 Song Terrace with Building B on the right side of the

24 graphic and the planters and the parallel parking to the

25 left side of the graphic.

1 The criteria as analyzed by staff is thoroughly
2 described in the Technical Staff Report. For the essence
3 of time, I'm going to do my best to summarize as best as
4 I can each of the criteria that you are required to
5 review this plan against tonight. And just as a reminder
6 in terms of conformance to the plan, we are generally
7 looking for a plan that is going to at least meet or take
8 further and not be contrary to the following items of the
9 Downtown Plan including its policies, its timing and
10 implementation of itself, the timing of the development,
11 the development patterns being proposed, the land uses
12 being proposed and the densities and intensities being
13 proposed.

14 The Downtown Columbia Plan did envision the
15 Lakefront neighborhood as a walkable community with
16 connections to Lake Kittamuqundi. It also envisioned open
17 space corridors that provided centralized gathering
18 spaces which is provided with the Neighborhood Square in
19 the Wincopin Green, not to mention the Warfield providing
20 an actual both visual and connectivity corridor.

21 The development would occur under phase 1 of the
22 Downtown phasing progression chart. As a reminder under
23 the Amended FDP-DC-L-2A that was recently approved by the
24 Planning Board, that maximum residential cap was
25 increased from 2,296 units to 2,921 units. We currently

1 have permitted for construction or already constructed in
2 Downtown 1,671 units. That would bring 2,372 units with
3 this development. For those who are not present with us
4 as part of the Amended FDP, any remainder capacity to get
5 to that 2,921 number would be met either through the
6 allocations for the total FDP area and with other
7 affordable housing projects within Downtown.

8 The 19,013 square foot of retail that is being
9 provided with this development brings the net new total
10 square footage of retail in Downtown Columbia to 224,783
11 square feet.

12 This development does not, with the approval of the
13 SDP, trigger any CEPPA's. I should note that CEPPA's are
14 essentially tracked at the building permit stage. It's
15 hard to know based on other developments that are at
16 varying stages of their planning progression versus which
17 plan is going to come first when it comes to actual
18 building permits being issued for us to make the final
19 determination. If, when and how close we get to the next
20 trigger, which would be at the 3.2 million square feet
21 for the Downtown transportation center. So, that is the
22 next goal we see coming up for an amenity to be met and
23 we will just have to see as we have our building permits
24 coming in how close we get to that. Building permits
25 cannot be issued until it is deemed that any CEPPA's are

1 met. Through our rough calculations we see approaching
2 that number, but not necessarily going over that number.
3 Again, it all depends on what the final square footage is
4 at that time.

5 Criteria B is specifically referring to conformance
6 with the approved final development plan. We find that
7 the site development plan meets the amended FDP in terms
8 of being the primary residential neighborhood, being
9 constructed against existing hotel, office and retail
10 development to the east and south of the area. The FDP
11 proposes a total of 775 residential units. The site
12 development plan with develop 701 of them.

13 The Amended FDP permits up to 85,000 square feet of
14 net new retail and this project provides 19,013 square
15 feet of retail.

16 I just made a note here in terms of our overall
17 tracking, just a note of interest, that with the
18 demolition of two office buildings within this FDP area,
19 being the Ridgley and Sterrett buildings, there was a
20 demolition credit of 155,912 square feet of office which
21 really accounts to our overall tracking of our phasing
22 progression.

23 In terms of meeting the Downtown Community Commons
24 requirements, as I previously said they had met their 5
25 percent requirement by .2 acres to a total of .83 acres.

1 The sizes of the Downtown Community Commons shown on the
2 Site Development plan are in conformance with what is
3 shown on the amended FDP.

4 In addition to the street and block network and the
5 pedestrian, bicycle circulation also conform with what
6 was provided on the amended FDP.

7 In terms of the organization of the buildings and
8 structures, the major feature of this development is
9 having below grade or partially below grade parking
10 podium to provide a majority of the parking instead of
11 having above ground structured parking to the extent
12 possible. And with that there was the opportunity to
13 provide a more connected and enhanced block and road
14 network that provided a better organization between the
15 residential buildings themselves with the open space
16 areas that also connect to adjacent areas.

17 All the roads in the development are going to
18 continue to be private. The organization of the road
19 network distributes a majority of the vehicular traffic
20 to garages and provides multiple points where depending
21 on where they're coming into the neighborhood from can
22 get off the road network as quickly as possible,
23 increasing safety for pedestrians and bicyclists. As
24 stated the majority of the parking is below grade.

25 I don't want to belabor this point, we found that it

1 meets the Downtown Columbia Commons requirements and find
2 overall that the organization and design of them meet the
3 intent of the Downtown Columbia Plan. And just one more
4 view of that.

5 In terms of maximum building heights, per the
6 Downtown Columbia Plan there is
7 a maximum of thirteen stories, at least in a
8 section of it. The remainder is nine stories. Whether
9 it's nine stories or thirteen stories, a total of 145
10 feet maximum building height is permitted on the site.
11 Building A is largely, and I will say that in reviewing
12 the plans depending on what area you're looking at it can
13 be a little hard to decipher just based on the varying
14 grades of the property itself, but the majority of the
15 massing between Singing Stone Terrace and Rustling Sky
16 Way, it's seven stories with that thirteen story tower at
17 the northeast corner of the building. Wrote here and I
18 believe in the technical staff report that it's 134 feet,
19 but I believe that's a typo and it should say 144 feet.

20 Building B is constructed with the two-story
21 progressive step back from Road A, Singing Stone Terrace,
22 back up toward Rustling Sky Way, and that reaches a
23 maximum of nine stories with a mean height of 104 feet.
24 And building D2, as I interpreted, was eight stories and
25 a mean height of 85 feet.

1 Public Art, there were potential areas identified on
2 the site development plan that could receive public art.
3 In order to meet the one percent requirement, details on
4 exactly how they will be met will be provided during the
5 building permitting and building construction process.

6 I also wanted to note on this slide, the technical
7 staff report was correct, but I believe what was posted
8 to the website had an earlier version of the distribution
9 of different units between buildings B and D2. The staff
10 report and this updated slide provides the final
11 configuration of the very low-income units and middle-
12 income units for Building B and Building D2. The total
13 amount did not change, it was just how they were
14 distributed amongst the buildings and that was ultimately
15 determined in coordination with our Housing Department.

16 Building A provides -- I should also just step one
17 back real quick -- since a portion of this property is
18 outside of the development, the DRRA boundary, in
19 addition to providing the very low income units and
20 middle income units, MIHU requirements are also part of
21 the site development plan. I won't read through all of it
22 individually, but essentially we're getting fifteen
23 MIHU's as part of this development proposal and there
24 will be thirty-one very low income units and thirty-one
25 middle income units as part of the project.

1 In addition, there is still a CEPPA requirement that
2 would have to be met to pay into the Downtown Columbia
3 Community Housing Fund and there may be additional fees
4 as well under the DRRA Memo of Understanding based on
5 different financing requirements that they may have to
6 meet.

7 Regarding adequate public facilities, alternative
8 school allocations that were approved with the original
9 FDP have been transferred to the Amended FDP. They have
10 allocations for all 775 units. As previously stated, 701
11 are currently proposed. All have passed the school
12 capacity test, and for the remaining, forty-nine units
13 that are permitted on the FDP -- I'm sorry that's not 49,
14 bad math. Sorry about that. For now -- if clarifications
15 needed, I can provide, but the remaining units will be
16 provided with allocation year 2028.

17 In terms of roads, traffic study was approved by
18 DPW. Required mitigation as part of this project includes
19 improvements to Sterrett place and a signal at Wincopin
20 North. As part of our technical staff report there was
21 mention of a major facility agreement that is to provide
22 for future improvements and a plan to determine what is
23 the best way to construct future overall broader
24 infrastructure for downtown Columbia plan as the plan
25 progresses.

1 While major facilities agreements may still be part
2 of that overall component versus it being provided
3 individually project by project, for this project there
4 will not be a major facilities agreement at this time to
5 put in toward the future network, and we will continue to
6 evaluate that on a site development plan basis. But I do
7 want to just make it ultimately clear that the APFO
8 improvements that are provided with this site development
9 plan meet the needs to meet the APFO requirements for
10 Downtown Columbia at this time.

11 So, there is requirement for site development plans
12 to indicate the manner in which any land intended for
13 common are quasi-public use, but not in public ownership,
14 to determine how it would be held, owned and maintained
15 in perpetuity. At this time, the notes provide for
16 easements and maintenance agreements that would be
17 included and required as part of the final signature of
18 the Site Development Plan. And you can see note 65 also
19 identifying parking and other provisions to that end.

20 In terms of the requirement to meet membership to
21 the Downtown Columbia Partnership, payments to the
22 Downtown Partnership will be made according to the
23 required CEPPA that's identified with a note currently on
24 the plan, and we collect those fees with building
25 permits.

1 So that concludes my technical staff report summary.
2 Just to provide a reminder that the action that could be
3 taken on this plan by Planning Board is to approve the
4 plan, approve the plan with modifications or deny the
5 plan. And that concludes my presentation.

6 **Chairman Coleman:** Thank you. Does anybody have
7 questions for staff at this time? Go ahead,

8 **Board Member McAliley:** Ms. Manion, earlier I could
9 have swore you mentioned something about a hotel. Is
10 there a hotel in this?

11 **Jill Manion:** No, there's no hotel on this property,
12 I was mentioning the adjoining hotel property, if that's
13 what you've heard.

14 **Board Member McAliley:** Thank you. Also, you just
15 mentioned something about fees would be collected with
16 the permits. So, there is someone that's tracking that at
17 county level?

18 **Jill Manion:** Yes, we take a look with the building
19 permits. While they are through the application process,
20 there's some fees that are paid prior to the issuance of
21 a building permit, and then there are others that are
22 required to be paid with the use and occupancy. And so we
23 track those fees at that point.

24 **Board Member McAliley:** Thank you. That's it.

25 **Chairman Coleman:** Thank you. Anybody else? Then

1 we'll move on to the Petitioner's presentation please.

2

3

PETITIONER'S CASE-IN-CHIEF

4

TESTIMONY OF GABE JUNG

5 **Gabe Jung:** Good evening. My name is Gabe Jung,
6 Senior Vice President of Development for the Howard
7 Hughes Corporation.

8 So, with me tonight are representatives of an
9 excellent team of design professionals and engineers who
10 have been working on Lakefront North, the subject of the
11 Site Development Plan before you tonight. As community
12 developer, the Howard Hughes Corporation has been working
13 on fulfilling the vision of the Downtown Columbia Plan
14 for over a dozen years now since its unanimous passage in
15 2010. During that period, the Merriweather District has
16 been developed from the ground up as a highly desirable
17 live, work, play urbanized neighborhood with Merriweather
18 Post Pavilion as its centerpiece. Attention now is
19 focused on the Lakefront District. In the eastern portion
20 of Downtown, the Lakefront neighborhood is linear in
21 configuration, bookend by Lake Kittamaqundi the east and
22 Little Patuxent Parkway and a super regional retail hub,
23 the Mall in Columbia to the West. It is a beautiful area
24 tied to a network of existing trails and natural
25 amenities sprinkled throughout the region.

1 While many regard the Lakefront District as the
2 heart of Columbia, activity slowed there during the
3 pandemic with a loss of a couple of key retail tenants.
4 But today it is on the cusp of a resurgence with the
5 construction of a new medical office building next to
6 Whole Foods bringing healthcare options to downtown
7 Columbia. Offshore, a new seafood restaurant, and a new
8 entertainment venue called Encore, has opened in former
9 Clyde's space. And most recently, the County has set
10 aside planning funds for Lakefront Library to replace the
11 aging and outdated Central Library.

12 Lakefront North, now a large, underutilized, service
13 parking lots with limited accessibility and connectivity,
14 is ready to capitalize on its remarkable setting and a
15 growing need for more housing in one of the most
16 acclaimed communities in the country. Rental housing is
17 in high demand by a generation looking for a walkable,
18 bikeable community, as well as by young families and
19 empty nesters seeking nearby attractions and services.

20 The Lakefront North project before you responds to
21 those needs. It is intentionally and thoughtfully
22 designed to achieve an intimate neighborhood feel and to
23 maximize its natural setting and proximity to commercial
24 and cultural offerings.

25 Before we begin our presentation, I want to point

1 out that the new streets in Lakefront North have now been
2 named and are indicated by these names in the documents
3 being shown and by our present presenters as well. The
4 three new street names have been inspired by the work of
5 the late Lucille Clifton, who is Maryland's Poet Laureate
6 and a Columbia resident. The street names are Rustling
7 Sky Way, Singing Stone Terrace and Distant Star Lane.

8 Lakefront North will be distinguished by its access
9 and connection to existing and future pathways that will
10 encourage pedestrians and cyclists to travel without a
11 car in Downtown Columbia. It is an exciting project that
12 advances the Downtown Columbia Plan.

13 Now, I would like to introduce Brandon Biederman,
14 Senior Associate at Ports, who will further discuss
15 Neighborhood Connection, Downtown Community Commons and
16 Public Realm.

17

18 **TESTIMONY OF BRANDON BIEDERMAN**

19 **Brandon Biederman:** Thanks, Gabe. Hello, my name is
20 Brandon Biederman and tonight my colleagues and I are
21 excited to share with you more details about the unique
22 development and how the public space and architecture
23 combined to create a truly unique place for Lakefront and
24 for Columbia. The NDG or the Neighborhood Design
25 Guidelines were amended in the FDP and we will reference

1 this document in the Downtown Columbia Plan throughout
2 the presentation. This development conforms to the
3 downtown Plan through a range of public uses and strong
4 pedestrian and bicycle connections, and it also meets and
5 often exceeds the criteria outlined in the Neighborhood
6 Design Guidelines. The bicycle and pedestrian circulation
7 plan on the screen establishes the central street through
8 the SDP area as a primary pedestrian street which is
9 shown here in the red. In an east-west connection at the
10 north of the site connects from the Little Patuxent
11 Parkway along Sterrett, and then the Warfield Promenade
12 and then turning south to meet Wincopin Circle. It is an
13 east-west connection at the north -- I'm sorry, note that
14 the primary bicycle route shown here in green runs
15 through and continues to the east into the natural area
16 and ultimately connects to the lake-to-lake-to-lake trail
17 system. I also want to point out the primary bicycle
18 route that runs along the Little Patuxent Parkway as a
19 shared use path.

20 This plan has been rotated north here. The diagram
21 shows the existing pedestrian connections in the
22 Lakefront Neighborhood and currently the SDP area is not
23 contributing to the overall connectivity of the
24 neighborhood, which is a primary objective defined by the
25 Downtown Plan and the Neighborhood Design Guidelines.

1 In line with the bicycle and pedestrian circulation
2 plan shown earlier, this proposed development greatly
3 contributes to the overall connection of the Lakefront
4 Neighborhood.

5 That central street, the Rustling Sky Way extends
6 Wincopin Circle north as the primary pedestrian street
7 defined in the Downtown Plan. The Warfield Promenade is
8 the east and west connector that will link future
9 development in the Mall, down Sterrett Place, through the
10 Neighborhood Square and connect through the natural area
11 to the lake-to-lake trail system, ultimately connecting
12 the community to the lake. A new shared use path is
13 proposed on CA land to accomplish the bike and pedestrian
14 connection along the Little Patuxent Parkway.

15 The development also establishes a new streetscape
16 along the northern, eastern and southern edges of the SDP
17 area with a mid-block pedestrian connection through
18 Wincopin Green. Those strong pedestrian and bike
19 connections shaped the overall organization of the
20 development, including the configuration of the two
21 amenity spaces and their relationship to the three
22 buildings, which was approved in the amended FDP.

23 Rustling Sky Way, the central pedestrian street is
24 activated with retail and residential lobbies in line
25 with the intent of the Neighborhood Design Guidelines.

1 The ground floor, residential amenities and residential
2 townhomes frame the amenity spaces, which my colleagues
3 will discuss in more detail. Then along Singing Stone
4 Terrace and Distant Star Lane, we have located a range of
5 public amenities for pedestrians and bicyclists at key
6 points to the adjacent land uses.

7 Per the Downtown Plan's bicycle and pedestrian
8 circulation plan that we shared earlier, the development
9 achieves an east-west primary bike connection through two
10 routes. The Warfield Promenade serves a pedestrian route
11 that for bikers would be walk only, which is shown in the
12 in the dash line here. And for on bike connection, there
13 is a shared bike route on Singing Stone Terrace that
14 allows for on bike connection between Little Patuxent
15 Parkway and the boardwalk connector. This limits the
16 length that a bicyclist would need to walk their bike
17 just to that little ramped area there which is about 225
18 feet that you would need to walk down to traverse that
19 slope of the ravine. Signage will also clearly denote the
20 zone as a walk only.

21 There's also bike amenities and meet up zones that
22 are surrounding the site along Singing Stone Terrace.
23 This includes a bike fix station, water bottle fillers,
24 bike racks and some seating areas.

25 This development includes three new streets to

1 provide vehicular connections into and through the SDP
2 area. So, the central primary pedestrian street is a
3 Woonerf, which is a curbless street, which it helps to
4 elevate the pedestrian and bicyclists. There's numerous
5 traffic calming measures along the streetscape including
6 tables at either end, as well as rumble strips at the
7 mid-block crossing and just pedestrian scaled lighting,
8 etcetera, to help cars kind of understand that this is a
9 slow zone.

10 Vehicular traffic is distributed throughout the site
11 with drop-off zones located adjacent to each building
12 lobby and garage access is dispersed around the site to
13 reduce conflict. Later in the presentation, my colleagues
14 Gary and Mike will provide more details on parking and
15 traffic.

16 This site plan illustrates how the organization of
17 the public space flows between the three buildings and
18 really creates a strong connectivity and a kind of
19 amenity space for the community. In the following slides,
20 I will go through each of these spaces and the
21 streetscapes in more detail.

22 We comply with the Neighborhood Design Guidelines,
23 which also comply with the Downtown Wide Design
24 Guidelines that you're seeing on the left. I want to
25 point out that the Singing Stone Terrace and Distant Star

1 Lane are both street type 3A, while Rustling Sky is
2 street type 3B. Both of these street types have two lanes
3 of traffic, shared bicycle routes and optional parking,
4 parallel parking. The primary difference between the two
5 is 3B has an option for special paving and special
6 pedestrian lighting.

7 As I mentioned, the primary circulation or
8 pedestrian street is a Woonerf, which is allowable to be
9 closed for special events and activities, which was
10 pointed out as a recommendation in the Neighborhood
11 Design Guidelines.

12 This is a section through Rustling Sky, and as the
13 primary pedestrian street the pedestrian zones or the
14 streetscape zones were expanded beyond The Neighborhood
15 Design Guidelines to provide ample space for circulation
16 and to facilitate the retail activities adjacent to it.

17 This existing image is taken along the eastern edge
18 of the property. You're seeing the mature trees and the
19 existing building on the east side. Then the following
20 slide is taken from a very similar point of view and is a
21 section that is through Singing Stone Terrace where
22 you're seeing the two travel lanes, the parallel parking
23 on the right and then the new streetscape planting and
24 pedestrian zone on the west, left of the image. Just to
25 kind of point out here also the building B plinth is

1 approximate to the height of the neighboring building.

2 The conceptual driver for the site's formal language
3 and the planning type respects both the urban character
4 of the Lakefront and the Lakefront Core Neighborhood with
5 a more formal and refined language that you're seeing
6 some examples of across the top and through some
7 precedent images, as well as the natural area and the
8 lake which has a little bit more of an informal and
9 diverse character that you're seeing, a kind of textural
10 character that you're seeing on the bottom set of images.

11 Then this shows the canopy or the range of canopy
12 trees that are showed across the site. As Jill had showed
13 we have street trees located everywhere, but really, we
14 were looking at the range of different species types,
15 which are all native to the area and all meet the
16 obligations of the Neighborhood Design Guidelines,
17 Maryland Department of the Environment as well as Howard
18 County requirements.

19 Here is just some images showing the range of kinds
20 of color that would occur in the fall season as well as
21 leaf structure which would obviously affect the kind of
22 doppling of the of the sunlight.

23 The understory and shrub plantings across the site
24 are native plants as well to the area, and they're
25 selected to provide a full array of color, texture and

1 seasonal interest. In the SDP documents, we're actually
2 showing an interpretive signage that may be included to
3 discuss this kind of different variances of these native
4 species, which was something that was brought up by a
5 Design Advisory Panel member in our review.

6 This is a zoom in of the illustrated site plan shown
7 earlier, which north is up in this image. Highlighted in
8 the magenta is the Warfield Promenade showing the
9 connection from the Little Patuxent Parkway over to the
10 natural area.

11 At the east, the Promenade runs through that
12 Neighborhood Square. I want to note the elevation
13 difference that exists there, which to meet the ADA
14 Accessibility Guidelines that pathway weaves through the
15 Neighborhood Square and comes down to the bottom there.
16 I'd also like to point out that there is a stair along
17 building A that is a direct connection up to that
18 flexible long.

19 The pathway and gardens were actually an organizing
20 driver of the Neighborhood Square providing a range of
21 multi-use spaces including the small gathering space
22 places as well as two large open spaces. The entry Plaza
23 is one of them, it sits right on Rustling Sky Way and the
24 other is the kind of flexible lawn area that you're
25 seeing just above that.

1 I'd also like to note that although it isn't
2 reflected, sorry back one, although it isn't reflected in
3 this current drawing here we just received notice that an
4 easement was granted along the Exxon Mobile gas station,
5 so we will be adding street trees there as well as
6 completing the pedestrian connection on the South side of
7 Sterrett Place.

8 This is a view standing on the promenade facing
9 south with the willow oaks defining the corner, and to
10 the left of the view would be the Neighborhood Square. I
11 just want to point out the relationship of the entry
12 Plaza in the foreground here to the Bistro and outdoor
13 patio of the restaurant across the street, and the kind
14 of morning brew cafe that you're seeing on the left
15 there, which all really create an active place at the
16 terminus of the north kind of north-south connector.

17 This is an over overview of the Neighborhood Square
18 which shows that grade change and the promenade winding
19 through the terrace gardens. To the right you see the
20 central lawn. In the background, you see the entry Plaza
21 in that Bistro patio beyond, and then in the front
22 there's a woodland seating area that provides activation
23 and kind of views out into the ravine.

24 This is a render from coming up kind of off the
25 lake-to-lake trail connector and you're seeing how the

1 buildings are framing the space, creating a welcoming
2 space for the community.

3 The Wincopin Green sits in the middle of the site in
4 the neighborhood park with an open lawn that is a
5 gathering space for the community and then raised
6 planters define garden seating areas in the Wincopin
7 Plaza, and there's a large linear bench at the end of the
8 lawn to kind of meet, collect, watch activities in the
9 lawn, etcetera.

10 Also to note, Wincopin Green provides a connection
11 at that mid-block from and between Rustling Sky Way to
12 Singing Stone Terrace with a crosswalk going across to
13 the adjoining existing sidewalk.

14 This rendering is standing on Rustling Sky Way at
15 that mid-block crossing looking into Wincopin Green and
16 you're seeing building B in the back.

17 The aerial overview shows the lawn for the community
18 and gathering as well as that large linear bench and the
19 garden seating areas on either side of it. In the
20 foreground you're seeing the stairway connecting down,
21 and there will be a public art installation as part of
22 the public art requirement. Obviously, this is a
23 placeholder and an artist would be designing the ultimate
24 final. Then behind the area there you're seeing kind of
25 the bikes fixit station, seating area, in a sense one of

1 those bike meet-up areas and then the crosswalk to the
2 adjacent property.

3 The overall organization of the site creates a
4 seamless connection between the streets and amenity
5 spaces, providing a mix of uses and a strong pedestrian
6 and bicycle connections. All of these are really anchored
7 by the architecture, with each building contributing to
8 the character of the development. And with that, I'd like
9 to pass this over to my colleague Gary to introduce the
10 architecture.

11

12 **TESTIMONY OF GARY HANDEL**

13 **Gary Handel:** Thank you, Brandon. My name is Gary
14 Handel and I'm the Managing Partner of Handel Architects
15 and we're the architect of record for the P1 garage and
16 the architect for Building B. The following presentation
17 shows the overall site design of the P1 Garage and the
18 three residential buildings designed by Handel, KP MB and
19 HCM.

20 Overall, our goal is to create a community that
21 people are proud to call home. A destination that
22 visitors want to explore with spaces that enrich the
23 neighborhood.

24 There has been continued coordination between all
25 three architects and their consultant teams, the

1 landscape architect and the developer, to create a
2 comprehensive design with three buildings that are
3 harmonious, complementary, yet also distinctive and that
4 respond to the surrounding context.

5 All three buildings within the Site Development Plan
6 are designed to comply with the Lakefront Neighborhood
7 Design Guidelines, which are part of the FDP amendment
8 approved in April. This includes conformance with the
9 approved FDP building heights, as mentioned by staff. All
10 three buildings are designed to target Lead Gold
11 Certification and in addition, we will be pursuing Lead
12 Gold in neighborhood development. A total of 77
13 affordable units will be delivered as part of the
14 development and they'll be distributed throughout the
15 buildings in accordance with the Downtown Plan and the
16 DRRA. This includes a mix of very low-income, middle-
17 income and moderate-income housing units.

18 Through discussions with the County and the Housing
19 Commission and incorporation of their recommendations,
20 each building will have four accessible affordable units
21 compliant with ANSI 117.1-2009, and all units within the
22 buildings will comply with the Fair Housing Act and be
23 adaptable.

24 As mentioned by Brandon, the existing site has an
25 elevation change of approximately 20 feet from the low

1 point at Singing Stone Terrace to the high point at
2 Rustling Sky Way. The entrances of the three residential
3 buildings are along Rustling Sky Way and the P1 garage
4 for B and D2 is tucked under, creating a low plinth along
5 Singing Stone Terrace. Along Singing Stone Terrace, we've
6 created a series of setbacks from the property line which
7 provide for more sunlight for the neighboring building
8 and the tower elevation.

9 The plinth on Singing Stone Terrace has a scale
10 similar, as Brandon mentioned, to the existing hotel
11 lodges. The landscape has been created along with a
12 planting zone and building frontage zones, resulting in a
13 landscape buffer along Singing Stone Terrace to create a
14 compatible landscape, working in harmony with the
15 surrounding context.

16 Our site strategy also includes the landscape design
17 of Wincopin Green and Neighborhood Square that provide a
18 pedestrian path that connects these two elevation points.
19 So, you can see the go natural grade in the red line, and
20 then basically how we've essentially tucked that P1 level
21 underneath the natural grade with that same existing red
22 dashed line.

23 On the next series of slides, we'll show where
24 parking is located throughout the site on surface lots,
25 roads and within buildings. Mike Wachowski from Wells and

1 Associates will go through additional detail on the
2 parking counts and explain the parking demand later in
3 the presentation, but here you can see the massing of all
4 three buildings and the way that the, you know that as
5 Brandon mentioned, those buildings frame the public
6 space. All of the commercial and shared parking spaces as
7 mentioned by staff have been located with convenience and
8 access in mind. This includes all spaces within interim
9 surface lots D1 and E, on street spaces as well as swing
10 spaces when needed during peak demand hours in the
11 existing Wincopin deck. When located within the parking
12 garages for buildings A, B and D2, the commercial shared
13 spaces have been placed with direct access to the main
14 garage entry points for easy, understandable wayfinding
15 and are associated with the ground levels for direct
16 pedestrian access to the street. Drop- off passenger
17 loading zones have been conveniently located adjacent to
18 the lobbies and the new trail head and will be discussed
19 in more detail as we review the building plans. So, the
20 pink indicates those commercial shared spaces, and they
21 actually exist in two different levels in the building.
22 The one that's located 41 is located on Singing Stone
23 Terrace. You see the interim lots and then the pink on
24 the upper right and it is at a higher elevation within
25 those decks.

1 this amazing, proposed development.

2 Located on the northern end of the development,
3 framed by Rustling Sky Way on the south, Singing Stone
4 Terrace on the north, Sterrett Place to the west and the
5 Neighborhood Square on the east, the building functions
6 as a gateway to the development and visual terminus to
7 the pedestrian oriented, shared street of Rustling Sky
8 Way.

9 Building A is composed of three architectural forms,
10 a podium base containing public and private parking
11 complete with an amenity, the focused green roof, a five-
12 story low form and a thirteen-story shifted tower
13 gesturing towards the natural areas. Building A has a
14 total of 175 total units, twenty of which are affordable.
15 This view is taken from Rustling Sky Way, illustrating
16 the stepping townhouses on the base of a bar massing,
17 flanked by the alley of trees of Warfield Promenade that
18 connects Little Patuxent Parkway to the natural areas
19 through the Neighborhood Square. A taller form is lifted
20 up and a glazed entry and amenity program placed
21 underneath to have a dialogue with the nature and
22 programming elements of the square.

23 This is the lowest level of Block A, flush with
24 Singing Stone Terrace and the Neighborhood Square,
25 pedestrian crossing to The Woodlands. This level contains

1 parking, servicing on the exterior and interior, as well
2 as bike storage which connects directly to Singing Stone
3 Terrace and the natural area trail system located
4 directly across the street. A dog park is, as well,
5 located under the projection above.

6 The ground floor is flush with the Neighborhood
7 Square. The entry is located slightly off Rustling Sky
8 Way and the car drop off, but is connected overhead by a
9 long canopy, providing weather protection. The darker
10 orange area indicated on the plan illustrates the
11 location of the amenity adjacent to the Square. The gray
12 coloration indicates the visitor and residential parking
13 area as described earlier in the presentation. The yellow
14 squares are the beginning of the townhouses along
15 Warfield Promenade as it climbs towards Sterrett Place.

16 The mezzanine level shows the full length of the
17 townhouses lining the Promenade and Rustling Sky Way. A
18 series of cascading terraces and planters correspond to
19 the townhouses that will provide street level activation.
20 The gray area behind is the uppermost floor of the
21 residential parking.

22 This plan is a typical floor plan showing various
23 sized units as well as the amenity level and green roof
24 on the parking podium to the north.

25 The section is through the low building showing the

1 townhouse relationship to the Promenade, Rustling Sky Way
2 and building D2. The section also illustrates the parking
3 podium with the amenity roof as well as Singing Stone
4 Terrace and the adjacent existing office building.

5 The next two slides are the material palette for
6 building A. The low portion and tower are clad in a
7 combination of alternating angled panels of warm gray-
8 beige colored brick accented with oak toned textured wood
9 like panels. The townhouses entry and amenity spaces are
10 set back and expressed through a combination of charcoal
11 brick and slightly tinted glass. The soffit is finished
12 in a similar wood like panel.

13 The parking podium is wrapped in a perforated folded
14 metal screen with textured cascading concrete landscaping
15 planters at the base.

16 Now I'm going to pass you on to Ryan who will take
17 you through the next building.

18

19 **TESTIMONY OF RYAN KAUTZ**

20 **Ryan Kautz:** Thank you Bruno. My name is Ryan Kautz.
21 I'm an Associate Principal with Hord Coplan Macht and
22 I'll be discussing building D2.

23 D2 is located on the west side of Rustling Sky Way.
24 It's an eight-story mixed-use building with five stories
25 of wood frame over a three-story garage podium including

1 street facing retail and restaurant space. We have 293
2 total units, including 38 affordable units and about
3 12,400 square feet of retail.

4 This is a prospective view looking from the
5 Neighborhood Square back to Building D2, framed by
6 Building A on the right and Building B on the left. The
7 building's layout is designed with two corner tower
8 elements facing the two parks, each acting as a focal
9 point, terminating your view at the end of the park. This
10 tower facing Neighborhood Square has a strong vertical
11 facade articulation which draws the eyes upward and helps
12 give a sense of height and hierarchy. The dark brick
13 color contrasts the lighter facades of the adjacent
14 buildings and helps anchor the corner. The retail at the
15 base draws pedestrian activity and includes ample outdoor
16 seating, helping to visually connect it with the park
17 across the street.

18 This is a view of the second tower element, which
19 faces Wincopin Green. Like the other corner, this tower
20 creates a visual focal point at the end of the park and
21 helps anchor the corner of the building. The light-
22 colored facade makes up the main body of the building and
23 creates a strong urban edge. It has a horizontal
24 expression that acts as a counterpoint to the verticality
25 of the towers and also features a more playful window

1 articulation, including vertical accent panels in a wood
2 tone to bring some warmth and color to the facade.

3 Retail stretches the length of the base along the
4 street and is punctuated by the residential lobby
5 entrance, which is expressed as a three-story glazed
6 portal with a metal frame.

7 Moving on to the first-floor plan which is oriented
8 with north to the right, we can see that the parking
9 garage is wrapped entirely on the street side by retail.
10 The corner retail space features a generous outdoor
11 seating area that helps to visually connect it to the
12 Neighborhood Square park across the street. The
13 residential lobby is located in the middle of the
14 building across the street from the Building B lobby and
15 has a two car drop-off spot adjacent to it. The parking
16 garage can accommodate 118 commercial shared spaces on
17 this level, and a pedestrian passageway connects the
18 garage with the retail promenade located adjacent to the
19 lobby. The service area is located around the corner on
20 the north side of the building and is elevated a few feet
21 because of the grade change.

22 This is the Level 2 plan where we have the main
23 garage entrance. This is almost a full level above the
24 retail because of the grade change as we go to the west
25 of on the site.

1 The typical level shows the C shaped configuration
2 of the floor plan with the west facing courtyard which
3 sits above the garage podium. This courtyard is elevated
4 a level above the adjacent gas station so all residents
5 have a view to the west giving a visual connection
6 towards Little Patuxent Parkway. This level features
7 large areas of green roof in the amenity courtyard as
8 well as at the dog park on the south side of the
9 building.

10 In the top section we can see that the garage is
11 fully wrapped by retail and residential on Rustling Sky
12 Way. The bottom section shows the three-story lobby that
13 connects up to the residential levels and the courtyard.
14 At this elevation all units and amenity spaces are
15 perched at a level that is above the roof of the adjacent
16 gas station, allowing views over top and to the west
17 towards Little Patuxent Parkway.

18 We've designed the building to work with the
19 existing gas station and also to work with future
20 redevelopment of that site, which allows for up to nine
21 stories of mixed-use development. To that end, we've
22 created a setback from the property line on the west side
23 as a buffer to accommodate the current and the future
24 development.

25 Here we see the east and south elevations. The

1 towers are clad in a charcoal black brick, contrasting
2 with the light grayish white brick of the main body of
3 the building. We utilize dark gray metal panels at select
4 spandrels as well as at the framed portals around the
5 balconies and at the entry lobby. Wood colored accent
6 panels also provide some additional color and playfulness
7 in several areas on the building. The use of fiber cement
8 is minimized on the primary facades and only becomes a
9 primary cladding material on the inside courtyard
10 elevations.

11 The west elevation is our visual tie to Little
12 Patuxent Parkway, and we're treating the facades with the
13 same level of detail and materials as the street facades,
14 wrapping the brick and accent panels around the corners
15 and into the courtyards. We're also screening the parking
16 spaces at the lower two levels to create an attractive
17 facade for future redevelopment of the gas station site.

18 On the north elevation, you can see the enhanced
19 level of detail we've designed for the loading area and
20 the garage entrance. We're providing upgraded materials
21 in this zone, such as a glazed service door and special
22 brick detailing to align with the design guidelines.

23 At this point, I'll hand it back over to Gary to
24 talk about Building B.

25

1 bronze frames with wood pattern piers integrated with
2 those from above. It captures the vibrancy of Rustling
3 Sky Way with its unique storefront design reflecting the
4 different programs within. This storefront design gives a
5 village Main Street feel to the site which aligns with
6 the Neighborhood Design Guidelines.

7 The building exterior consists of vertical fins
8 which change on every two floors with variations in
9 spacing meant to evoke a forest full of trees. These fins
10 and paddles have a textural wood grain pattern. All of
11 this is combined to create what we hope is a natural
12 biophilic form for the building connecting the building
13 and its residents to the surroundings and to nature.

14 The slab edge covers will be a champagne bronze to
15 match the warmth of the solid wood grain panel. All four
16 corners along Singing Stone Terrace, Rustling Sky Way,
17 the Neighborhood Square and Wincopin Green are designed
18 to be harmonious with their surroundings.

19 A series of setbacks along Singing Stone Terrace is
20 provided to make it more compatible with the neighboring
21 context. The two corners along Rustling Sky Way are
22 architecturally expressed as framed window corners to
23 give the building its identity and welcome you as you
24 approach the site from Sterrett Place and from Wincopin
25 Circle. We have designed a building that we believe is

1 sensitive to both the existing and future development.

2 The main building, and this is the ground floor, the
3 main building entrance is located between the two retail
4 spaces and directly across from the Building D2 lobby.

5 Once you enter the building through the lobby, a direct
6 connection to the courtyard and to nature beyond is
7 established.

8 The indoor amenities such as fitness, the club room,
9 a creative room, are located on the northern part of the
10 building, activating the Neighborhood Square.

11 Towards the southern portion of the building,
12 passing through the mail corridor, nine townhouse units
13 with private patios activate Wincopin Green.

14 The outdoor pool is located on the northeastern part
15 of the deck for maximum sun for residents. The majority
16 of the building is setback and the staggered form of the
17 Singing Stone Terraces created harmonious design within
18 the neighborhood context.

19 This next plan shows the typical distribution of
20 units on the upper floors. You can see the beginning of
21 the setbacks and staggered terraces here at the end of
22 the building.

23 The building consists of nine levels with a total
24 height of 108 feet measured from Rustling Sky Way. The
25 eight levels above level two will consist of residential

1 units. As mentioned, the series of step terraces move
2 down to create a more compatible relationship with the
3 adjacent site. The plinth height is set to create a scale
4 compatible with the hotel lodges.

5 The west and north elevations here show the
6 storefront design and the vertical transition of program
7 from amenity to residential with the design of the fins.
8 These elevations also show the different treatment of the
9 building corners to mark these elements. The materials
10 consist of two different tones of wood textured panels
11 and the champagne bronze on slab edge between each of the
12 two levels, accents of darker bronze colors along the
13 storefront frames, the different storefront systems.

14 As you can see here on the east elevation, the end
15 facade along Singing Stone Terrace has large, framed
16 openings. The design of the one-story plinth east
17 elevation along Singing Stone Terrace is derived from the
18 building B storefront frames which are articulated in
19 architectural concrete and in between each of the frame
20 piers, a vertically expressed special vertical patterning
21 evokes the main building design.

22 The special vertical form matches the finish of the
23 Neighborhood Square design. The louvers for the parking
24 air intake are vertically oriented with champagne bronze
25 to match the building B color palette.

1 The elevation of the plinth is broken into segments
2 to create a more pedestrian friendly experience with
3 thoughtfully designed landscape elements along the
4 sidewalk, a design sensitive to the existing and future
5 development.

6 The south elevation shows the stepping of the
7 terraces as mentioned above.

8 This image shows the one-story plinth using the
9 different finishes in architectural concrete,
10 articulating the facade along Singing Stone Terrace. It
11 will be screened with a substantial amount of landscape
12 which conforms to the Neighborhood Design Guidelines and
13 is compatible with the adjacent site conditions. The
14 stepping and staggering terraces soften the edge of the
15 building. The Wincopin Green stair connecting Singing
16 Stone Terrace to Wincopin Green, gives access and
17 connection to the east through the public spaces. The
18 right side of the image shows the existing condition of
19 the sidewalks.

20 The one-story plinth, as Brandon mentioned in the
21 beginning, is similar in height to the existing hotel
22 lodges. Plants overhanging along the parapets of the east
23 facade, a landscape design in the building frontage zone
24 and in the planting zone soften the look along Singing
25 Stone Terrace.

1 We work closely with a landscape architect to create
2 a design that will be harmonious with the existing and
3 future development.

4 This rendering shows the different finishes and
5 details along Singing Stone Terrace as well as the
6 landscape seating area and the art piece which will be
7 created in collaboration with an artist.

8 Another view, the landscape seating areas, art
9 piece, bike fix it station and bike racks activate
10 Singing Stone Terrace with the continued pedestrian
11 friendly activities from Wincopin Green.

12 The design team has presented the result of an
13 intense collaboration with the goal to create a unique
14 development that is appropriate to this site and in
15 keeping with the architectural and planning legacy of
16 Columbia. Next up will be stormwater management strategy
17 that'll be discussed next by Dan Sweeney from GLW.

18 **Chairman Coleman:** Thanks. Before you continue, I'd
19 like to take a 10 minute break.

20 ***The Board recessed for 10 minutes.***

21 **Chairman Coleman:** Thank you, we are going to
22 continue.

23

24

TESTIMONY OF DAN SWEENEY

25 **Dan Sweeney:** My name is Dan Sweeney. I'm a civil

1 engineer at GLW.

2 The site currently is a large parking lot with no
3 stormwater management of any kind. All of the runoff from
4 the site now falls into the adjacent stream without being
5 treated. Stormwater management for the proposed site will
6 be provided in accordance with the latest standards. The
7 Environmental Concept Plan was approved on March 20,
8 2022, prior to the submission of the SDP. As part of the
9 SDP review, the Department in Planning and Zoning has
10 determined that the stormwater design meets all standards
11 for Howard County, Howard Soil Conservation District and
12 Maryland Department of the Environment.

13 We are proposing several different types of
14 stormwater practices spread throughout the site. These
15 practices include filterrras, stormceptors, green roofs,
16 porous pavement, and silva cells, all of which have
17 demonstrated success in improving water quality. All of
18 these practices have also been used on previous projects
19 in Downtown Columbia.

20 The stormwater provided with this project will
21 greatly improve the water quality of the runoff leaving
22 the site.

23 The only environmentally sensitive area of the site
24 is along the northeast boundary. This area contains 100-
25 year flood plain, stream, stream buffer and steep slopes.

1 The environmentally sensitive areas will be protected as
2 part of the project. The only disturbance in these areas
3 will be for utility installation or construction of the
4 pedestrian connection to the lake-to-lake trail.

5 In this area there are also two existing storm drain
6 out falls highlighted as being erosive in the Downtown
7 Columbia Plan. The southern outfall is at the top of a
8 very steep slope. Rebuilding this outfall to current
9 standards would require substantial disturbance in this
10 environmentally sensitive area. The decision was made to
11 abandon this outfall rather than rebuild it. The northern
12 outfall will be rebuilt to meet all current regulations
13 and will be sized appropriately to be non-erosive based
14 on the anticipated drainage area.

15 In addition to the Howard County review, Maryland
16 Department of the Environment recently reviewed and
17 approved the permit to rebuild this outfall.

18 Next, I'll pass it on to Mike.

19

20 **TESTIMONY OF MIKE WACHOWSKI**

21 **Michael Wachowski:** Hi, good evening. I'm Mike
22 Wachowski, I'm with Wells and Associates, and I'm here to
23 discuss the parking and traffic study that we prepared
24 for the property. That report was dated March 24, 2023,
25 and just to remind and refresh everyone's memory, the

1 property has proposed 19,013 square feet of commercial
2 space and that's broken up into retail, some standard
3 restaurant space, some fast-food restaurant space and
4 then 701 residential units.

5 As was mentioned previously, we prepared a shared
6 parking study under two conditions, one for the Lakefront
7 North area, the SDP area, and then one for the Lakefront
8 District as a whole. What you see in front of you is the
9 parking supply that is proposed to serve the site on the
10 Lakefront North area. As was mentioned previously in
11 Jill's presentation, there's a total of 1,129 spaces.
12 Those are graphically shown here, combination of surface
13 parking, structured parking and curbside parking as well.
14 And then just to the plan west or to the south is the
15 Wincopin parking garage. It's one block or about 300 feet
16 away. There's a total of 355 spaces in that garage and
17 we'd be utilizing about 96 of those spaces to meet the
18 parking requirement.

19 One thing I would mention here is that as was
20 discussed earlier, the spaces are delineated for
21 residents within the parking facilities. So, we have
22 dedicated residential parking at one space per unit plus
23 fifteen tandem parking spaces. Because of where the
24 internal gates to those spaces would go, there's a one
25 space difference in the plans that you saw and the

1 delineation of those spaces. It's within Building A and
2 it's basically converting one commercial parking space to
3 a residential parking space, and that's because of the
4 location of the gate inside of the garage, to put it in a
5 logical location that makes sense. It doesn't materially
6 affect the analysis or the results, but just wanted to
7 make sure you're aware of that.

8 So, we did prepare shared parking analysis that I've
9 mentioned. This chart shows the results for the weekday
10 conditions during the peak period. So, as was alluded to
11 earlier, we've gone through the downtown process that
12 starts with, you know, baseline parking ratios for each
13 of the uses. They're adjusted for non-auto mode share
14 capture, then monthly distribution, and then hourly
15 distribution for weekday and weekend conditions. What we
16 found out is that the peak hour parking requirement is
17 going to occur at 7:00 p.m. in December when a total of
18 1,225 spaces are required. What you also see on this
19 chart along the bottom, which is the pink portion, those
20 represent the 199 spaces that are required to be replaced
21 in the SDP to be provided for the adjacent hotel use.
22 Those 199 spaces were assumed to be required at all times
23 at all hours, weekday and weekend for the analysis so
24 that they're counted within the total.

25 So, during that peak hour, which occurs at 7:00

1 p.m., there's 199 spaces that are required for the hotel
2 use and then 1,026 spaces that are required for the uses
3 within the Lakefront SDP area. So, we have 1,129 spaces
4 that we're providing within the SDP area itself and then
5 utilizing 96 spaces that would be within the Wincopin
6 garage in the evening at 7:00 p.m.

7 The next slide just shows the weekend condition.
8 Very similar results, 7:00 p.m. is the peak hour but
9 slightly fewer spaces required, 1,216 rather than 1,225.
10 Again, you could see that the parking for the hotel, the
11 199 spaces, is a constant along the bottom of the chart
12 and then the balance of that, 1,017 spaces are required
13 to serve the phase one use.

14 We also prepared a district wide parking study and
15 essentially this encompasses all of the buildings between
16 Moore Circle on the south where a lot A and the Whole
17 Foods and new MOB building is under construction up to
18 Sterrett place. Two buildings are not included, which are
19 Little Patuxent Square and the condominium building
20 because they are both self-parked.

21 Under this condition there is a total of 2,683
22 spaces that include all of the Lakefront North parking
23 area which is the 1,129, a 1,064 spaces in the Lakefront
24 core and then the F2 garage which has 490 spaces.

25 As part of this analysis, we used the Downtown

1 methodology, but we also included the parking
2 requirements as part of the approved SDP's for the
3 Kincade office building, the Lakefront Lodges Hotel and
4 the Lakefront Tower itself.

5 So, if we go to the very similar analysis that looks
6 at monthly, hourly distribution, weekdays and weekends
7 throughout the year, the result of that analysis shows
8 that the peak parking requirement would occur at 2:00
9 p.m. on a weekday in December when 2,450 spaces are
10 required and, given the supply of 2,683, we have a
11 surplus of 233 spaces.

12 I would point out at the bottom of the chart the
13 green bar that you see, that is the Kincade office
14 building parking requirement which is 153 spaces from
15 their approved SDP. The Lakefront Lodges or, I'm sorry,
16 the Tower which is 313 spaces, which is the light blue,
17 and then kind of the orange right above that is the Lake
18 House Hotel Lodges 78 spaces.

19 So, the 199 spaces just to clarify is part of the 78
20 and the 313 spaces -- that includes the 199 spaces. Then
21 the balance of the other uses that are shown here
22 include, you know, the exhibit building, the south Lake
23 office building, the Whole Foods, the Lakefront North
24 phase one area and then the Teacher's building as well.

25 This shows the weekend conditions for that same

1 scenario, district wide again, you can see along the
2 bottom we're holding the Kincade office building, the
3 Lake House Hotel Tower 313 spaces, the Lake House Hotel
4 Lodges at 78 spaces, and then the balance of the other
5 uses. In this case, the peak occurs at 8:00 p.m. in the
6 evening when 2,239 spaces would be required. So, there's
7 a surplus of about 444 spaces.

8 If you go back to the previous slide for second
9 Valerie. You will also notice that on the shoulder hours
10 of the peak, so whether it's early in the morning or
11 later in the evening as the overall parking requirement
12 begins to drop down, there's more spaces that are
13 available within those periods for other users within the
14 Lakefront. And so that occurs on the weekday primarily on
15 those shoulder hours, but on the weekend there's a
16 greater supply throughout the day because the area below
17 the line is larger.

18 Now I'll move onto the traffic study. We prepared a
19 traffic analysis that included the proposed uses. We
20 studied the eight intersections that you see here. You
21 can't really tell the intersection numbers, but they're
22 not in succession because they match the numbering system
23 that's unique to Downtown Columbia so that intersections
24 can be tracked easier by us and the County staff as we go
25 through all these sets of analyses.

1 Our analysis included, it evaluated the baseline
2 traffic conditions, then background and future conditions
3 in 2027. So, that includes existing traffic counts, it
4 includes pipeline development that's approved but
5 unbuilt, and a growth rate that is applied at a 1% to all
6 the traffic movements.

7 We also estimated the number of peak hour vehicle
8 trips that the site would generate and based on our trip
9 generation analyses, the site would generate about 292
10 a.m. peak hour trips with the majority of those exiting
11 in the morning because it's primarily residential, so
12 about 215 exiting, and 77 coming in in the morning. In
13 the evening it's 277 peak hour trips, the majority of
14 those 167 would be entering in the evening and 110
15 leaving. Again, more exiting in the morning, more
16 entering in the evening because it's primarily
17 residential with a smaller commercial component.

18 We applied those trips to the road network and then
19 tested all of the intersections using the standard
20 methodology for a PFO. In order for us to meet those
21 requirements, we have identified some improvements that
22 are required. So, as you can see at Sterrett Place, we
23 will be making improvements to the intersection along
24 Sterrett Place itself, upgrading the traffic signal
25 equipment and making pedestrian improvements there. Then

1 further to the south, which is the intersection of
2 Wincopin Circle north will be providing a new traffic
3 signal there. There are already lanes, separate turn
4 lanes and such that are provided at that intersection,
5 but it will need to be signalized so that we can
6 distribute traffic safely and provide adequate levels of
7 service for the intersections.

8 The other intersections that you see are either stop
9 controlled or have existing traffic signals today and no
10 additional improvements are required at those locations.

11 So, this is a detailed plan of the Little Patuxent
12 Parkway and Sterrett Place intersection. You can see that
13 the traffic signal equipment will be upgraded there, but
14 we're also adding pedestrian crosswalks at the north leg
15 and completing all the approaches to the intersection. We
16 will also have pedestrian signals at each one of those as
17 well. So, all the equipment will be upgraded there. Then
18 we'll be widening on Sterrett Place to provide additional
19 inbound and outbound lanes, so we can provide enough
20 capacity and also manage queuing and those sorts of
21 things.

22 The intersection just to the east of Little Patuxent
23 Parkway, this is where the service station entrance is,
24 Sterrett Place goes up to the north and then Rustling Sky
25 Way goes to the east. We anticipate that operating as a

1 three-way stop control intersection where inbound traffic
2 from Little Patuxent Parkway would not stop, and that way
3 we don't create any queue for inbound traffic. We are
4 providing a separate left turn lane along Sterrett Place
5 so inbound traffic could, you know, get out of the
6 through lane if you will to turn left to go north onto
7 the other portion of Sterrett Place and go around to the
8 east or to access the other buildings in the Sterrett
9 north area. But we anticipate, you know, that
10 intersection will work off of those various phases of the
11 traffic signal at Little Patuxent Parkway, which creates
12 gaps for people to come in and out of those locations.

13 You can also see just to the south and east of where
14 the service station driveway is, that's the main entrance
15 to the parking garage there. And so, there's the majority
16 of the shared spaces in the D2 building. There will be
17 plenty of activity, but that's a convenient location for
18 patrons to come in and out of that garage.

19 I would also point out that, you know, while I'm
20 discussing all these traffic and vehicular related
21 improvements, they're also a lot of pedestrians and you
22 know, traffic calming kinds of improvements as well.

23 So along Little Patuxent Parkway, there'll be a new
24 multiuse path there that will be constructed along the
25 property. We'll have the sidewalk connections and all

1 those things that were mentioned previously.

2 Then also you can see along Rustling Sky Way, that's
3 where the special paving will start just to the east of
4 the loading dock. So, you have the garage driveway and
5 then loading dock and then that special paving section.
6 So, that's a, you know, visual trigger to drivers along
7 with the type of texture that they'll be driving over,
8 that they're in a different zone. That's what we want to
9 convey, that we're creating a neighborhood here. It will
10 certainly be used by traffic and is a, you know, a 2
11 lane, type 3B roadway. But we also wanted to convey the
12 kind of traffic and speeds that we'd like to have in this
13 neighborhood.

14 The next slide shows down to the South of that area.
15 So, this is the Distant Star Lane intersection primarily.
16 And then just to the south and west, you can see where
17 the new traffic signal and pedestrian signal heads and
18 such will be provided at Wincopin Circle North. So,
19 that'll be a new traffic signal with all new equipment
20 and such there.

21 The Distant Star Lane and Wincopin north extended
22 intersection, part of that exists today. We expect that
23 to be an always stop. That way we manage traffic. We're
24 providing capacity at sort of the portals to the
25 neighborhood, but once motorists enter into that

1 neighborhood, they realize that they're in a downtown
2 area and we'd like them to, you know, operate as such.

3 So, this also shows -- you can see where we have the
4 start of the special paving section which is just to the
5 north of the intersection. So, as you go through again as
6 a driver you'll see that pavement section, the texture
7 and that will trigger you to, you know, realize that
8 you're in more of a pedestrian zone, which is what we're
9 trying to convey.

10 I'd also mention again that, you know, we have new
11 sidewalk connection. That will come out to the new shared
12 use path as well. So, all these connections are also not
13 just vehicular improvements, although those are required
14 to meet a PFO requirement, we also have a number of
15 pedestrian improvements that'll improve walkability,
16 cycling in the area and all users, so that's what we're
17 striving for here.

18 The results of the overall analysis indicate that we
19 do have adequate parking supply for the phase one uses
20 and within the Lakefront District as a whole. We also are
21 making roadway and infrastructure improvements that'll
22 meet PFO requirements at all of the intersections. As was
23 mentioned, our traffic study and parking analysis has
24 been reviewed and approved by staff. That ends my
25 presentation. I'd like to turn it over to Gabe to finish

1 up. Thank you.

2 **Gabe Jung:** You just heard a lot about parking. I
3 just want to note that the maintenance of the garages,
4 the surface parking area, the common areas, private
5 roadways etcetera, located on the Howard Hughes property
6 will, you know, just like all common areas, will be
7 maintained by the community developer Howard Hughes
8 Corporation.

9 Under all circumstances Howard Hughes Corporation
10 will be maintaining all common areas within the property,
11 just like we have always done. Cost sharing, any cost
12 sharing, will be allocated through private agreements but
13 under no circumstances -- you know, under every scenario
14 we will be maintaining them, so I just want to be clear
15 about that.

16 Again, to close up, we hope that our presentation
17 has done justice to the Lakefront North project. It is an
18 ambitious endeavor, taking an underutilized surface
19 parking lot and converting it into a new neighborhood
20 that is designed to foster community interaction and
21 provides access and connectivity promised in the Downtown
22 Columbia Plan.

23 So, thank you very much. I know this has been a
24 long, long presentation, but really appreciate your time.

25 **Chairman Coleman:** Thank you. Does the board have

1 questions at this time, besides me?

2 Kevin? I was wondering if you have an idea of the
3 theme of the questions you're going to ask? Maybe we
4 could group them because I have some questions about
5 parking, the Neighborhood Square and the street naming
6 for right now. So, if somebody else has something that
7 falls on those topics, we could possibly group them.

8 **Chairman Coleman:** Kevin? Barbara, are you ready?
9 Okay, we'll start with questions on parking.

10 The parking capacity charts that you showed, you had
11 picked December as peak parking?

12 **Michael Wachowski:** I didn't pick December. That was
13 the result of the analysis which looks at all the months
14 of the year. So it adjusts the parking requirement for
15 the variation throughout the year for each one of the
16 uses and those overlaid, it ends up being December as the
17 peak month. So, all the other months would be lower than
18 that.

19 **Chairman Coleman:** So, when we run out of parking in
20 May, we're just going to be totally screwed in December?

21 **Michael Wachowski:** I mean, it varies throughout the
22 year, but again December ends up being the peak and
23 that's really because the commercial uses tend to have
24 more parking required in December than other months.
25 That's not to say that each use, you know, doesn't have

1 its variation throughout the year.

2 **Chairman Coleman:** It doesn't see that any of those
3 parking calculations included Lakefront activities, where
4 people would be coming in to enjoy different things that
5 are not necessarily just -- you know, maybe they visit
6 the commercial spaces or the restaurant spaces, but then
7 they also enjoy a CA movie presentation or something like
8 that. So, you end up with people that are staying much
9 longer than you would count for, just like a restaurant
10 visit. You don't seem to be counting for that.

11 **Michael Wachowski:** Well, I think part of that
12 requirement, they get counted at one of the venues, you
13 know if they've come to a restaurant or, you know, went
14 to one of the retail stores, but there are as I showed on
15 those charts, kind of those hours, you know, there is
16 additional parking that becomes available as other uses
17 their parking requirement begins to go down.

18 **Chairman Coleman:** Okay.

19 **Michael Wachowski:** So, this is the -- should we go
20 back to the other chart, Valerie? So this is the weekend
21 chart that shows the overall distribution throughout the
22 day.? he peak is at 8:00 p.m., but there's, you know, at
23 that time there's 444 spaces that's kind of the minimum
24 of the surplus, and you can see how, you know, during
25 other parts of the day that goes up. So, you're, you

1 know, like over 1,000 spaces earlier in the morning, but
2 it does drop down during the day. So, there's additional
3 parking that's available for whoever those other users
4 may be.

5 **Chairman Coleman:** Okay, thank you. Other parking
6 questions?

7 **Board Member Mosier:** Yeah, where are the like 199
8 spaces for the hotel intended to be or is that not
9 designated?

10 **Michael Wachowski:** Well, in the phase one analysis,
11 they're in the phase one parking areas.

12 **Board Member Mosier:** Right, so like -

13 **Michael Wachowski:** So they're a part of this
14 parking which is, you know, commercial parking for all
15 the uses, they're part of these spaces.

16 **Board Member Mosier:** So, there won't be like -- not
17 necessarily as per this SDP, a specifically located 199
18 spaces for the hotel? It's just the generally available
19 spaces account for them?

20 **Michael Wachowski:** Correct? Yes.

21 **Board Member Mosier:** Is that -- so like the podium
22 parking goes underneath is there -- so like can you go in
23 one entrance and come out another? Is it all
24 interconnected or is it separate?

25 **Michael Wachowski:** It is interconnected. I don't

1 know if we graphic?

2 **Valerie Lopez:** Hi, I'm Valerie Lopez. I'm the
3 design director at Howard Hughes and also a registered
4 architect. I testified during the FDP a few weeks ago.

5 The P1 parking level is actually technically by
6 code, a separate building. So, there's a three-hour
7 separation podium over the lid of that. Now, there are
8 vertical circulation for pedestrians, elevator cores that
9 go up through that podium, but vehicular wise, there's
10 only that one entry off of Singing Stone Terrace for the
11 P1 level.

12 **Board Member Mosier:** Okay.

13 **Michael Wachowski:** Yeah, and that portion is
14 primarily residential.

15 **Valerie Lopez:** And all of the commercial parking
16 within the P1 level is accessible at grade and is
17 directly adjacent to the parking entry.

18 **Board Member Mosier:** Okay. Thank you.

19 And this is kind of like a very detailed question,
20 but I'm curious. So, I noticed there seems like there's
21 sort of ample bike parking in dedicated bike rooms in
22 each building, but it wasn't clear who you get to them
23 necessarily. Like they weren't all on the ground level.
24 So, is it the kind of thing where someone on a bike comes
25 in through the lobby, walking their bike and goes there

1 and then gets back on the elevator to go up? Can they
2 ride their bike there? What's the intention with those?
3 I don't know if we need to, like, walk through them
4 building by building.

5 **Valerie Lopez:** Okay, so I'll kind of walk through
6 each of the buildings in terms of where the main bike
7 rooms are located and where they're accessed from. So,
8 for Building A, the main bike room is accessed directly
9 off of the pedestrian pathway and the sidewalk along
10 Singing Stone Terrace. I can also bring up the detailed
11 building plans if you want to take a take a further look.

12 For Building B, we have a residential entry again
13 along Singing Stone Terrace. This takes you in through
14 the garage and then there's a bike room located right
15 adjacent.

16 Then for D2, the pathway for that you can go
17 through. There's a pedestrian, the thoroughfare that we
18 talked about, a paseo, and then the main bike storage
19 area for that is located over in this area, but again is
20 located at that same ground level.

21 Then also in the P1 level because it spans between
22 building D2 and B, there's another bike storage area
23 further back underneath building D2, you know, because
24 there's excess parking there.

25 **Board Member Mosier:** Okay, thank you.

1 **Chairman Coleman:** I think I have a question that
2 kind of is on this slide too. The green area that's
3 Neighborhood Square that lawn is that relatively flat?

4 **Valerie Lopez:** Yes.

5 **Chairman Coleman:** Okay, and how big is that?

6 **Valerie Lopez:** We're going to bring up Brandon, the
7 landscape architect to give a more detailed response.

8 **Brandon Biederman:** Yeah, so with the Neighborhood
9 Square lawn, it's flat along Building A and it slopes
10 slightly down towards where the S is for square about,
11 you know, 2 1/2 or three feet or so gradually over it.
12 So, it kind of provides a shallow slope that you could,
13 you know, sit on with a blanket, etcetera.

14 **Chairman Coleman:** Okay. But obviously where the
15 bike path is too steep that it can't go straight that is
16 that is a steeper slope there.

17 **Brandon Biederman:** Correct So it's a 13 1/2 foot
18 difference from the top of it to the bottom of it. And
19 basically that path is about -- basically it's the length
20 necessary to have it be under 5 percent, which is an ADA,
21 you know, approved slope without having to have railings
22 or kind of, you know doing a ramp system.

23 **Chairman Coleman:** So, the criteria is the
24 calculation of the amount of green space or open space
25 that you have to have for gatherings and usages, you

1 count that whole area. Would you meet that calculation if
2 you just counted the area of the lawn?

3 **Brandon Biederman:** Are you talking about the 25,000
4 square feet requirement for the secondary amenity space?

5 **Chairman Coleman:** Yes.

6 **Brandon Biederman:** Not just with the lawn, no.

7 **Chairman Coleman:** How short would you be?

8 **Brandon Biederman:** Well, the lawn is a section of
9 that space and it's somewhere around I think about 12,000
10 if I remember offhand with the shape, but the
11 Neighborhood Design Guidelines talk about garden spaces,
12 pathway systems etcetera within that area to all count
13 towards it. So, part of what this is trying to set up is
14 multiple different spaces. So, you're seeing different
15 seating areas, benches along the pathway themselves.
16 There's a stair that connects directly up to building B
17 on the left side. This seating area down on Singing Stone
18 Terrace is kind of a place where people could sit under
19 some landscape trees and, you know, look into the ravine
20 etcetera. Then there's the Plaza that's up on the
21 streetscape there that's kind of seen as a civic element,
22 which is again responding to how the Neighborhood Design
23 Guidelines intent for this space to be used was outlined.

24 **Chairman Coleman:** So, there is enough amenities
25 that it does count towards that calculation in a useable

1 fashion, not just in -- here, go roll down this hill, you
2 know.

3 **Brandon Biederman:** Correct. I mean in both of these
4 spaces, the Neighborhood Square and Wincopin Green, the
5 Wincopin Green is the primary amenity space as defined by
6 the FDP, have different purposes as outlined by the
7 Neighborhood Design Guidelines. So, the Wincopin Green
8 was outlined as more of a neighborhood park setting in
9 which we have an expansive lawn and that is all flat
10 there. So that would be the place where you could go
11 throw a baseball, throw a frisbee, etcetera. And again,
12 there's the kind of pocket gardens there. Another
13 Neighborhood Design Guideline kind of recommendation for
14 the Wincopin Green was ample garden spaces or that kind
15 of garden feel.

16 Then the Neighborhood Square is more designed to be
17 kind of a civic place that provides that kind of entry
18 Plaza at the corner there, has this lawn that is, you
19 know, you could sit on this and have people you know give
20 a small talk, etcetera, with that gentle slope.

21 Then the pathway itself obviously is the Warfield
22 Promenade connection that is part of that public space,
23 that public amenity.

24 **Chairman Coleman:** Thank you. That clarifies that
25 for me.

1 **Board Member McAliley:** I wanted to ask the section
2 right there where it says central lawn, I did notice
3 something that said flexible lawn. So, what did that
4 mean?

5 **Unknown:** So, when we were saying flexible lawn the
6 intent there is, you know, it's a place that (*inaudible -*
7 *individual not near mic*) exists right there. There's a
8 spill out space for residents to be able to do passive
9 activities there as well as a direct connection both from
10 the Warfield Promenade coming down as well as that stair
11 that cuts up from Rustling Sky. Sorry, there's the other
12 stairway (*inaudible - individual not near mic*) that's a
13 direct connection up that way. We just saw a bunch of
14 different uses there, and again, kind of looking at the
15 intent from the Neighborhood Design Guidelines (*inaudible*
16 *- individual not near mic*)

17 **Board Member McAliley:** I'm going to ask, it's
18 something I haven't seen mentioned yet, but where's the
19 playground?

20 **Unknown:** There isn't a specific playground
21 (*inaudible - individual not near mic*) this place here
22 would be more kind of open, you know, throwing a
23 baseball, playing (*inaudible - individual not near mic*).
24 I don't think we had mentioned playground being here. It
25 wasn't required (*inaudible - individual not near mic*).

1 **Board Member McAliley:** This may not be for you, but
2 was there a common area for the school bus pickup and
3 drop off?

4 **Michael Wachowski:** We don't have one designated,
5 but in prior plans what we have done is worked with the
6 county transportation folks to identify areas for school
7 buses and stops. It just has not occurred yet, but it
8 would occur as this goes through the further you know
9 processing of this when you get to building permits and
10 then ultimate construction.

11 **Board Member McAliley:** Thank you.

12 **Chairman Coleman:** Can you go back to one of the bar
13 charts that show the pink and blue. I'm going to try
14 another run at this to see if I can understand this.
15 Yeah, that one's fine.

16 The blue sections are reserved residential and I'm
17 assuming those will be marked as such?

18 **Michael Wachowski:** Correct? They'll be behind the
19 gate.

20 **Chairman Coleman:** Okay, you had mentioned gate, so
21 those are behind the gate?

22 **Michael Wachowski:** Yes. Yeah, they'll be gates
23 within the garages that delineate those spaces.

24 **Chairman Coleman:** So, the spaces that are
25 designated as shared residential, those will also be

1 gated.

2 **Michael Wachowski:** No, no, only one per unit will
3 be designated. So, the residential parking requirement is
4 more than one space per unit, so a portion of those
5 spaces are shared within the shared parking area. So,
6 there are residents that don't have a parking pass to get
7 through the gate, so they share parking with other users.

8 **Chairman Coleman:** So other than that gated
9 residential parking, any of the other parking spots
10 designated in any way to indicate what their usages are?

11 **Michael Wachowski:** No, they're not.

12 **Chairman Coleman:** So, like right now in front of
13 Whole Foods and the American Cities lot, and I had asked
14 this question of you before it, it came up in context of
15 the Medical Cities building or the medical building and
16 it's shared parking. There's signs that are put out that
17 say it's reserved for Whole Foods and it has Howard
18 Hughes signature at the bottom. I mean that's not shared
19 multi-use parking, that's being reserved.

20 **Michael Wachowski:** Yeah, so that Whole Foods is a
21 unique case because Whole Foods has a requirement of 240
22 spaces for their use at all times. So, they're part of
23 the district wide analysis. It holds there 240 at all
24 hours.

25 **Chairman Coleman:** Okay.

1 **Michael Wachowski:** It's a little more than 240
2 because they have other uses in the Whole Foods building,
3 it's not just the Whole Foods.

4 **Chairman Coleman:** Right.

5 **Michael Wachowski:** But the minimum is 240 for Whole
6 Foods itself, the grocery store use. But there's also
7 office and the spa in that building. So, that's why
8 there's a little variation in the curve that you see
9 there.

10 **Chairman Coleman:** Okay. I mean I understand the
11 intent of the signs and stuff, it seems to contradict
12 sometimes. What I thought you were claiming was shared
13 multi-use parking for Lakefront access and other things.

14 **Todd Brown:** Right. It's a unique situation with
15 Whole Foods because of their lease with Howard Hughes,
16 but what Mike has tried to explain is that in his
17 calculations in terms of the number of parking spaces
18 that will be available to meet the demand, he has held
19 that Whole Foods requirement constant throughout all
20 times of the day. So, it's not included in the
21 calculation as to what would actually be shared, even
22 though the numbers are there. It's held constant and
23 assumed to be occupied all the time. So, we don't run out
24 of those spaces.

25 **Chairman Coleman:** And I just wanted to make sure

1 that I understood what you meant by shared parking in
2 these new spots, that there wasn't other restrictions
3 like that. But then how does the requirement that you
4 provide other parking for other tenants that apparently
5 you're still trying to work out, how are those going to
6 be reserved or not reserved.

7 **Todd Brown:** So those are all common shared parking
8 spaces available for all users.

9 **Chairman Coleman:** Okay, thank you.

10 **Board Member Cecil:** Makes mine seem easy at this
11 point. I know you talked about bike parking within the
12 buildings, but in terms of common area public bike
13 storage, can we get a ballpark of what will be available?

14 **Michael Wachowski:** So, we've located bike parking
15 across the site and I can kind of point out some of the
16 basic areas, but predominantly we've tried to locate them
17 at the kind of gateways or entrances into the into the
18 core of the community as well as scattered throughout. So
19 there's bike racks on either side of the entry there,
20 three sets that are between a dozen and you know fifteen,
21 sixteen on each of those. You have some at the top of
22 Wincopin Green right across from the mid block crossing,
23 there's a large array there, as well as at the base of
24 Wincopin Green by that bike fix it station that we talked
25 about before.

1 There's also bike parking in front of D2, just down
2 to the left. Yeah, there's bike parking there that you're
3 seeing and then in the top of Wincopin Green up by
4 building A where that drop off is, there's a series of
5 bike parking there.

6 There's a bunch of bike parking down at the kind of
7 where that woodland seating area is in front of there,
8 and then up on the Promenade entry there's a series of
9 bike parking up there as kind of people would come down
10 off that shared use path or over from the Mall they would
11 be able to park there so.

12 Over overall there's I don't remember the number off
13 hand but it's somewhere around 125 to 130 individual bike
14 racks across the entire site. We tried to distribute them
15 across, but obviously concentrating them into these kind
16 of entry points.

17 **Board Member Cecil:** Thank you. I was just doing the
18 calculations on the moderate-income housing and
19 affordable housing overall and I got percentages that
20 didn't quite match up to what I thought they would be. I
21 just wanted clarification, I don't know if this comes
22 from staff or you all, but is it 10 percent, 12 percent
23 or 14 percent should be affordable housing?

24 **Todd Brown:** So, it's sort of a combination. So,
25 under the Development Rights and Responsibilities

1 Agreement, there's a very low and there's middle and
2 those are percentages that are spelled out in that
3 agreement is to what those percentages are. The MIHU for
4 this project, which is what would normally be your 12 or
5 15 percent, that's based on pro rata, basically based on
6 the portion of the project that is not located within the
7 area that was identified at the time of the DRRA. So, if
8 that property was within that area, it would be subject
9 to those percentages, but it was outside and so it's
10 subject to the MIHU requirements based on the size of
11 that piece of property relative to the size of the
12 overall property. And so that's how it was calculated and
13 that's how you come up with a 77. We have vetted that
14 through the Department of Housing.

15 **Board Member Cecil:** All right. Thank you. Hope
16 that's something cleaned up in the general plan. It
17 personally drives me nuts that every place has a separate
18 requirement. But I was grateful to hear each building has
19 four accessible units within that as well, which I think
20 is important, but I'll always hope for more overall

21 **Chairman Coleman:** I have a question on street
22 naming that maybe you could answer no. So, are the street
23 names approved by the traffic division?

24 **Michael Wachowski:** Yes, they are.

25 **Chairman Coleman:** They've approved the names that

1 you've given us today.

2 **Michael Wachowski:** Yes, that's correct.

3 **Chairman Coleman:** They didn't ask you to like
4 reuse, Sterrett Place or Wincopin circle and eliminate
5 one or two of these names.

6 **Michael Wachowski:** They did not, no.

7 **Chairman Coleman:** Okay. It just seems stupid to
8 have Sterrett Place be 150 foot long you know, and you
9 have Wincopin Circle that all of a sudden just stopped
10 and turned into something else for no particular reason.
11 But if they approved it, and it's what you want to go
12 with, I can't say that they're wrong. That's all.

13 **Board Member McAliley:** I wanted to thank you for
14 the consideration for cyclists. The complete streets for
15 Howard County just won an award for being very, very
16 considerate to other forms of transportation. So, thank
17 you very, very much. Pedestrians and the cyclists, it
18 sounds like we'll be very, very happy in this
19 neighborhood.

20 I wanted to find out as far as in those pit stops,
21 those meet up places, was there more than one or did I
22 just hear one?

23 **Brandon Biederman:** There's a few different types of
24 them. So the one that is at the base of Wincopin Green is
25 an area that has on the left kind of a long bench. I

1 think it's about 8 feet by 8 feet, kind of an L shape so
2 that multiple people could sit there and then across from
3 that is like a bike fix it station with space around
4 that. And then there's a series of bike racks there, of
5 course for folks that want to, you know, head up into the
6 Wincopin Green or into the neighborhood or elsewhere. The
7 one over by right there by building A, there's a water
8 bottle fill station which we thought was very appropriate
9 for coming off of the trail or if you're getting on the
10 trail and forget to fill your water bottle up. So that's
11 there with a standard obviously drinking fountain
12 component to it as well.

13 And then there's that large kind of seating area
14 that we thought would be good for people that are like
15 hey, let's meet up here before we hit the trail with bike
16 parking associated to that. And then the one up by the
17 top area there is a little bit more of just a series of
18 bike racks and kind of another one of those large bench
19 areas, again, with a space that's carved out off the
20 Warfield Promenade so that you can kind of get out of the
21 way of movement there, and again thought of as a place
22 that you can you know meet up before you hit the shared
23 use pathway or incoming before you like enter into the
24 district.

25 **Board Member McAliley:** Very nice. Thank you. I was

1 going to also ask in the buildings themselves, the bike
2 parking, their rooms, are they bikes racks mounted on the
3 walls or are they just laying against the sides any?

4 **Valerie Lopez:** So, there will be both a combination
5 of wall mounted as well as kind of I guess pedestal
6 mounted bike racks, and then most of the bike rooms also
7 have a fix it station or a workstation component.

8 **Board Member McAliley:** Perfect, perfect. Could also
9 say that one thing I've seen here locally is an actual
10 mural on the wall that shows all the bike paths so that
11 they can get an idea of where they're at ahead of time.
12 Thank you very, very much. That's all I had on bikes.
13 Let's see. Anything else?

14 Oh, I had something this this is a favor. If this
15 goes through and if there's a passage on it, something
16 that I've noticed that's necessary, is that right now
17 near that Exxon station, I know there's an easement that
18 you mentioned has just been approved to put in a multi-
19 use pathway, but across the street from there going
20 north, going up Little Patuxent Parkway, I don't know who
21 owns that easement, but if there's a way, if you can
22 bring it all together sooner than later, it would be nice
23 to have that multi-use pathway extended on past those
24 Sterrett buildings.

25 Currently there is just a really, really narrow

1 sidewalk. It's very rickety. It's been there since the
2 50s and 60s. And if there was any way at all to start
3 that work and those improvements now with the rest of the
4 multi-use pathway instead of just stopping and making it
5 a complete pathway all the way up to Vantage Place, that
6 would be nice. But again, that's a favor. Thank you. I'm
7 done.

8 **Chairman Coleman:** Any other questions?

9 **Board Member Cecil:** No. But I was glad to see that
10 that intersection, because I know that's feedback we had
11 before, so it's great to see from the last time
12 everything that went in to planning to complete that
13 intersection and make it more functional. So, thanks.

14 **Chairman Coleman:** Barbara.

15 **Board Member Mosier:** Is there any plan for a bike
16 rental for the stairs in the Neighborhood Square? No?
17 Anyone?

18 **Unknown:** *(Inaudible)*

19 **Board Member Mosier:** A bike rental, the thing on
20 the side of the stairs so you can put your bike on it and
21 walk up. I know Mike knows what I'm talking about.

22 **Chairman Coleman:** Is that what those are?

23 **Board Member Mosier:** Yes.

24 **Michael Wachowski:** There is not that accommodation
25 in the current plan, but with the pathway there you could

1 just walk up, you know, up the Neighborhood Square to get
2 to the top versus taking the stairs.

3 **Board Member Mosier:** Okay. I guess this might be a
4 Mike question. I get the inbound doesn't stop from
5 Sterrett because of the queuing. Is there any concern
6 about the PED crossings there? I'm thinking particularly
7 about the left turn that would conflict with the
8 Promenade. You know, if they don't have to stop are they
9 like -- is the queuing too much, like will it spill back?

10 **Michael Wachowski:** So, you mean the queue from
11 Little Patuxent going back?

12 **Board Member Mosier:** Like the inbound queue coming
13 from Little Patuxent coming in Sterrett and then either
14 making the left or going straight like if that has to
15 stop that, that does queue back?

16 **Michael Wachowski:** I think it would. I mean, you
17 know, it's one of those situations where it won't be a
18 continuous flow because you'll have the phasing of the
19 signal and the timings. But I think it'll be one of those
20 situations when one of those, you know, when the north
21 and southbound lefts, for example, when they run
22 together, you'll have that platoon that's coming through
23 and that will be a visual for pedestrians that may have
24 to cross on those legs there because they'll see that
25 traffic will be coming in. So I think it's one of those

1 situations where it's kind of a dance in there of you
2 have times where you have plenty of open, you know, no
3 traffic coming in at all because the through traffic
4 along Little Patuxent Parkway has all the green time and
5 then when you have the other phases. So, I think it would
6 be one of those situations where I don't know that I
7 would want to start off with a with stopping that
8 approach because I think that may just create more
9 confusion in there for drivers. Until they get used to
10 the situation and how it matures. I don't see that really
11 being a problem once it matures and people learn how to
12 use it.

13 **Board Member Mosier:** I don't know that I think of
14 three-way stop on a four-way intersection as somehow less
15 confusing, but I do understand what you are saying with
16 phasing.

17 **Michael Wachowski:** Yeah, I think in thinking about
18 it, the idea was just to make sure that the other
19 approaches were aware that we don't want to stop inbound
20 traffic there. It's not unlike what you see, you know,
21 kind of at the Mall across the street in some locations.

22 **Board Member Mosier:** Right, well and that's exactly
23 kind of why I'm bringing it up because the situations at
24 the mall are confusing and they're not comfortable for
25 pedestrians.

1 So, I looked at the -- I've been following this
2 since 2005, 6-7 whatever, and I looked at this, one of
3 the graphics that that came up there that showed the
4 finished plan and the rest of Downtown and I went wow,
5 Columbia has finally grown up. It's really a city.

6 I worked in a Sterrett building way back in 1978.
7 Years later, although that building is now gone, nothing
8 else about the site has changed. The ocean of asphalt
9 that was the parking lot with no stormwater management
10 remains.

11 The development plan for this area will bring
12 opportunities for a range of housing, retail and new
13 office space, as well as provide new roadways, updated
14 stormwater management, open space connections,
15 pedestrian, bicycle facilities. So that's a piece of
16 testimony that I gave earlier on something else and now I
17 want to talk about all the notes that I took today.

18 Back in 1972 when I first came on the Planning
19 Board, the person who I replaced had been on for over 15
20 years and it was Helen Reuther. And I said, you know,
21 what can you tell me, What's the most important thing?
22 And she said to me, and I always remember this, pay
23 attention to the parking and I've done that ever since.
24 Paying attention is to right size the parking, not
25 necessarily provide more or less, but right size the

1 parking. In the before times, and I forget why I was
2 here, but I was in this room I think it was sometime
3 before COVID, and there was discussion of these spaces
4 and I brought up again the fact that I was concerned
5 about parking to make sure it was right. At the time Jill
6 and Amy Gowan promised me that they were checking to make
7 sure the numbers were right and that they were going to
8 look at it and they were going to sort this out. It's so
9 complicated with all these shared parking uses, and oh
10 yeah, there's this private agreement that so and so gets
11 240 spaces for Whole Foods and this happens over here,
12 199 spaces here, and where does it fit? And I remember
13 when we had to put another parking level on the garage. I
14 forget what you call it, whatever that garage is. But
15 anyway, that that had to happen before they did, I think
16 before they redeveloped the old Rusty Scupper building,
17 something like, Dick knows.

18 Anyway, what I was pleased to see in the staff
19 report and what I was pleased to see that Mike explained
20 and that others explained is they have looked at it and
21 they've sorted it all out and, you know, everyone is
22 panicked. I'm not going to be able to park. In truth, I
23 think that's not true. I think that there will be
24 adequate parking.

25 I recently read an article and when I told my

1 husband about reading this article, he said, where did
2 you read it, and I couldn't remember, but I read an
3 article, the one that I read was in the New York Times.
4 But when I googled today to try to find articles about
5 parking in downtown and parking requirements in
6 downtowns, I found that there there's a whole slew of
7 articles about how many cities are eliminating or
8 decreasing the numbers for parking, particularly in a
9 multifamily housing areas. It's a way to achieve
10 affordable housing, less vehicular use, especially when
11 it's closer to transit centers. It means that there's
12 improved pedestrian access, and it's a better use of land
13 to right size the parking. Again, I think the plan that's
14 being shown to you is right sizing this parking.

15 **Chairman Coleman:** Do you have a concluding thought?

16 **Joan Lancos:** I'm sorry?

17 **Chairman Coleman:** You get 3 minutes, right?

18 **Joan Lancos:** I have no idea. I'm the only one here
19 to speak except for those guys that are upset.

20 **Chairman Coleman:** You've never been here before?

21 **Joan Lancos:** I'm still rolling. I'm almost
22 finished. I'm almost finished. I'm glad there's been all
23 this conversation about Sterrett Place and LPP, because
24 the Downtown Columbia Partnership has been working for
25 the past couple of years on a Pedestrian Improvement

1 Action Plan, which will be released within the next
2 month, that specifically talks about that intersection.
3 What a hot mess it is if you are a pedestrian, because
4 of slip lanes on the other side and turns here and there.
5 I'm glad everybody's paying attention. You're paying
6 attention, Howard Hughes is paying attention, DPZ is
7 paying attention, DPW is paying attention.

8 Please make sure, put in your conditions, that the
9 intersection improvements there should be carefully
10 considered and looked at as part of this Pedestrian
11 Improvement Action Plan to make sure that you've covered
12 it not just for traffic ingress and egress, but for
13 bicycles and pedestrians, because we are making this a
14 walkable downtown, except for when I have a broken ankle,
15 I walk a lot in downtown. I'm delighted to see the
16 connections to the trail networks. This is so important
17 right here and it's missing. You know those of you that
18 are on your bikes all the time, Ed, Kevin, I know you
19 guys know how impossible it is there with the lack of
20 easy access to get around in that portion of downtown.

21 **Chairman Coleman:** Thank you.

22 **Joan Lancos:** It's all about walkability and I am
23 finished.

24 **Chairman Coleman:** Thank you.

25 **Joan Lancos:** Any questions?

1 **Chairman Coleman:** I do. You had mentioned a
2 Pedestrian Improvement Action Plan. Is that a requirement
3 for Howard County now? What's the enforceability of it?

4 **Joan Lancos:** The Pedestrian Improvement Action plan
5 is something that the Downtown Columbia Partnership has
6 been working on for the past couple of years. We hired a
7 consultant and we've done lots of walks and it is
8 literally on the threshold of being released. It's
9 particularly looking at walkability in downtown, in the
10 developed areas of downtown at the Mall, the hot mess by
11 the Metropolitan where you've got four lanes of traffic
12 and a bike lane and everything else and people parking on
13 one side of the road trying to cross to the middle of the
14 street. All those accesses in and out, you know along the
15 Mall ring road. It's also along Little Patuxent Parkway
16 and over in the Merriweather District. It looked at a
17 whole lot of things and it came up with some ideas.
18 There's lots of different people who are part of that. CA
19 owns lands, Howard County owns land, Howard Hughes owns
20 lands, The Mall owns land. Getting everybody to work
21 together to try to -

22 **Chairman Coleman:** My question is more direct
23 though. Short of having it incorporated into the Design
24 Guidelines, what enforceability would we have to say
25 abide by the Pedestrian Improvement Act?

1 **Joan Lancos:** At this point there, I don't think you
2 would have any enforceability. I would say maybe you
3 could say encourage cooperation with.

4 **Chairman Coleman:** Okay.

5 **Joan Lancos:** You know, in the same way that a
6 village center community plan is just something that's
7 supposed to be looked at when you're considering
8 redevelopment of a village center. It's not enforceable.

9 **Chairman Coleman:** Thank you. We'll let that go.

10 **Joan Lancos:** Anything else?

11 **Chairman Coleman:** No, Okay.

12 **Board Secretary:** Nicole Campbell.

13

14 **TESTIMONY OF NICOLE CAMPBELL**

15 **Nicole Campbell:** Nicole Campbell, Council to IMH
16 Columbia LLC. There, the owners of the property that has
17 the hotel located on the Lake House Hotel next to the
18 project that Howard Hughes is planning to build. Can you
19 hear me? Is that better? It's green now. All right.

20 Thanks.

21 So the primary concerns for IMH is parking, as you
22 know, because we talked about it before at the SDP
23 hearing. Now as you also know based on the last time we
24 were here, the hotel property includes the declaration of
25 parking covenants in its deed as well as deed covenants.

1 So, the declaration of parking covenants are in front of
2 you and there are some provisions in it that for the last
3 50 years have included a shared parking regime in which
4 the hotel and the Kincade Building, which Mr. Talkin is
5 going to talk about I believe, have participated in the
6 shared parking. And there are a particular number of
7 spaces that Howard Hughes has indicated in a lawsuit that
8 we have filed that it must provide for these two
9 properties.

10 So, I'd like to start with that document and that's
11 what's in front of you here. Now that these are answers
12 to interrogatories that Howard Hughes has provided. In
13 it, it indicates that the hotel lot is allocated 463
14 spaces and the Kincade building is allocated 258 spaces.
15 When you add those together, I'm going to have to do a
16 little bit of math here, that's 721 spaces

17 Now for the last 50 years, where is that parking
18 gone? That parking has gone in the parking garage that is
19 right outside of the hotel and the Kincade building. And
20 according to HRD, Howard Hughes, that garage has 490
21 spaces in it. In addition to that, for the last 50 years,
22 there's been the open parking lot and that's where the
23 additional parking has been for the shared parking
24 regime, which they intend to build on and take those
25 spaces away.

1 Now what they have testified to today and what Ms.
2 Manion has in her technical report is that they have
3 included 199 spaces they say for the hotel. I don't know
4 how they can say it's only for the hotel because it's all
5 shared parking. But even if you were to take that their
6 numbers and include the garage and then 199 spaces, that
7 totals 689 spaces.

8 So, we have two buildings that must utilize these
9 areas for the shared parking, they have indicated that
10 they have a particular number that they owe which is 721
11 spaces, but they're only including in their SDP 689
12 spaces. The reason for that is that the declaration of
13 parking covenants, the shared parking has to be within a
14 certain distance to these buildings. It also has to be on
15 specific properties and those properties currently are
16 the parking garage and the shared parking lot. So there
17 really are an insufficient number of spaces in Howard
18 Hughes's plans for the hotel and the Kincade building.

19 Essentially based on those numbers and these are
20 their numbers, this document in front of you are their
21 numbers, and based on those counts they are at least 32
22 spaces short based on their own numbers. So, the 199
23 spaces is just not enough.

24 Now the parking study that was utilized and for
25 which there has been testimony today, indicates that at

1 peak, which they found to be in December, thought it was
2 a little strange too, but it only includes for the
3 Kincade building 153 spaces and then for the hotel and
4 lodges it includes 313 as you see here and 78. So when
5 you do that math, all right, first of all, 153 spaces
6 when they said they owed here for Kincade 463, well,
7 that's significantly less obviously. Now for the hotel
8 and lodges, when you add those numbers together that you
9 see here, the 153, I'm sorry, the 313 and the 78, that's
10 391. So again, they said they owe 463, but their study
11 only includes 391. They really can't guarantee that
12 they're going to meet the parking covenants and what they
13 have said they are obligated to provide right here.

14 Moreover, the parking analysis which you know was
15 presented today, it's using a district wide core for
16 making up all these parking spaces and that, as well, is
17 definitely not within the distances that are required for
18 them to provide spaces for the hotel that are included in
19 the declaration of parking covenants. It's too far away,
20 it has a barrier in between which is in the form of
21 buildings. They also want to provide as one of you asked
22 and there was that one sheet that had the pink locations,
23 I believe it was, I can't read her name, Ms. Mosier.

24 **Chairman Coleman:** That's okay.

25 **Nicole Campbell:** My vision's not that good. She

1 asked about the pink spaces and where the parking was
2 going to be located and they are going to be under
3 buildings. How are the hotel guests going to know that
4 they can park under some other building when, you know,
5 traditionally they've been parking in that shared parking
6 lot straight out from the building. I don't believe under
7 the parking covenants it's going to meet the covenants to
8 ask the hotel guests to park under another building.

9 **Chairman Coleman:** Thank you. Do you have a
10 concluding thought? Are you done?

11 **Nicole Campbell:** I have a couple concluding
12 thoughts, yes.

13 There is an easement on that property that is in the
14 declaration of parking covenants which the board can't
15 approve the land to be redeveloped when there's an
16 easement on it. Under the parking covenants IMH has a
17 right to build a parking structure on their land which
18 they're taking that right away. They simply cannot
19 guarantee the parking for the IMH property based on their
20 studies and based on what they have concluded within what
21 they owe versus what they say they're going to provide.

22 Obviously, you know there is pending litigation
23 which I've indicated with regard to these issues and a
24 court will decide them. That's one of the reasons why
25 this Board should not approve this given that we do have

1 open issues that will be decided in a court of law.
2 Currently the case is scheduled to go to trial in
3 September. Hopefully that holds because everybody wants
4 to get it resolved obviously.

5 So, at this point, IMH is concerned that there will
6 not be sufficient parking for the hotel and the lodges
7 that are currently on the property based on what I've
8 testified today.

9 **Chairman Coleman:** Thank you.

10 **Board Secretary:** Bill Sinclair.

11

12 **TESTIMONY OF WILLIAM SINCLAIR**

13 **William Sinclair:** Good evening. William Sinclair,
14 400 East Pratt St. Baltimore, 21202. Council for Kincade

15 In the vein of everything's been said, but not
16 everyone's had the chance to say it, I'm just going to
17 join in and on behalf of Kincade, second what Ms.
18 Campbell just said and add merely one small additional
19 point, which is that section 133.0.b.4 states that
20 required minimum parking may be provided on a separate
21 lot from the principal use if, subsection (e) the parking
22 facility is subject to recorded covenants or easements
23 for parking or other proof is provided that the continued
24 use of the parking area is guaranteed throughout the life
25 of the land use.

1 Strict compliance with section 133 is required here.
2 This is the only basis for approval of an SDP that
3 proposes to meet parking requirements for one parcel on
4 the property of another. Subsection 4(e), as I just said,
5 allows for parking on another parcel if there is a
6 recorded covenant, as there is here, for parking or other
7 proof is provided that shows the continued use of the
8 parking again is guaranteed throughout the life of the of
9 the land use.

10 The county takes the position that does not inquire
11 into the substance of a private agreement like a
12 covenant. How then, under the circumstances, can there be
13 proof provided that shows that the continued use of this
14 parking is guaranteed throughout the life of the land
15 use. The covenants that Ms. Campbell just identified were
16 established to create a parking regime for commercial
17 properties where each property owner had equal and
18 reciprocal rights to park in the common parking area,
19 with no particular area of that area restricted as to who
20 could use it. With the approval of the proposed SDP, that
21 parking regime has undergone a fundamental and material
22 change where certain commercial property owners would no
23 longer have access to certain portions of the common
24 parking area where there will be new residential
25 development and dedicated restricted parking for those

1 residential uses.

2 In addition, the residential owners have access to
3 the other areas of the common parking area without
4 restriction. The imbalance of rights created by this SDP
5 runs counter to the covenants Ms. Campbell showed you.

6 The SDP proves the parking for those land uses
7 utilizing in the common parking area is in fact not
8 guaranteed for the life of the land use. Therefore, for
9 those reasons and those offered by Ms. Campbell, Kincade
10 respectfully requests that the SDP be denied.

11 Thank you.

12 **Chairman Coleman:** Thank you. Any questions?

13 **Board Secretary:** Phil Shearer.

14

15 **TESTIMONY OF PHIL SCHERER**

16 **Board Secretary:** Can you please state your name and
17 address?

18 **Phil Scherer:** Hello, Phil Scherer, 7577 Hearthsides
19 Way in Elkridge.

20 Most of the questions you guys asked actually
21 already got to my comments and I actually spoke to them
22 earlier in the break and they already agreed to address
23 some of my stuff. So, for the record, I'll just put the
24 highlights so everyone has the benefit of hearing them.

25 This was with regard to the bike parking. I noticed

1 that the plans here use wide doors for bicycle parking.
2 If you hold a bike and have to walk next to it, it's
3 difficult to fit through a 36-inch-wide door jam, which
4 is the standard door width for 16 inch center studs for a
5 commercial property like this or for a large multi-family
6 dwelling like this. You can make doors a little wider and
7 the doors that they have for the bike parking should be
8 wider than 36 inches to accommodate being able to walk a
9 bike through and stand next to it.

10 My suggestion to them was that the doors for the
11 garage passageway and building D2 and at one of the
12 resident entrances on Building B also be widened to
13 accommodate being able to walk a bike into the building.
14 Since those were those were called out during this
15 presentation as being primary bicycle amenities, but in
16 the plans the doors are not wide enough to walk a bike
17 through comfortably.

18 The other suggestion, and this is, I guess, it's
19 more perhaps a longer term thing. One of the strongest
20 indicators that someone is going to drive somewhere or
21 use a car as their primary mode transport, is not whether
22 you have good infrastructure, it's not whether you have
23 accommodating uses, it's not how far the trip is going to
24 be, it's if the person owns a car. So, one of the
25 suggestions, if you own a car, you're more likely to

1 drive, obviously.

2 One of the suggestions that I have here is that as
3 we start to build out this downtown area, one of the
4 policies that's explicitly called out in the Downtown
5 Columbia Design Guidelines for alternatives for
6 transportation are utilizing something like paid parking
7 schemes. As an alternative or potentially an idea would
8 be to potentially decouple the cost of a rental unit in
9 in these buildings. Normally parking is included for
10 free. An option you could consider would be including one
11 parking spot for free, or including a free membership in
12 something like Zipcar for cars located on site. That
13 makes more options for residents, and it's also being
14 able to advertise that you get free membership in Zipcar
15 could help with recruiting people to the facility. So,
16 thank you.

17 **Chairman Coleman:** Thank you. You're done.

18 **Phil Scherer:** Obviously I support the development.
19 I think it looks great, it's very nice building. I will
20 enjoy bicycling here and admiring the architecture in
21 five years when this thing gets built.

22 **Chairman Coleman:** Thank you.

23 **Board Secretary:** I have one more person Richard
24 Talkin

25

1 TESTIMONY OF RICHARD TALKIN

2 **Richard Talkin:** Richard Talkin, 5100 Dorsey Hall
3 Drive in Ellicott City.

4 I have an ownership interest in Kincade, Little
5 Patuxent Square and Lakefront joint venture. My
6 understanding is that we can submit a written statement
7 to you since we have 3 minutes. When do you want that by?

8 **Chairman Coleman:** It would have been tonight.

9 **Richard Talkin:** Based on what we heard tonight, we
10 have three minutes to comment on it?

11 **Chairman Coleman:** Yes.

12 **Richard Talkin:** Okay, if that's your ruling, you
13 know we'll abide by it. I have it here. I was going to
14 amplify it based on what I heard tonight.

15 As far as Kincade is concerned, we have concerns
16 about the plan, but mostly we're concerned as the hotel
17 is about parking and the maintenance provisions. I'm not
18 going to repeat, I adopt the testimony of Ms. Campbell
19 and Mr. Sinclair, but just add the following.

20 In answer to Miss Mosier's question about location.
21 Please note that in the traffic study, one of the
22 buildings has 350 spaces, of which 11 are the shared? How
23 is that going to work? You've got one building, they are
24 going to put a gate around 350 spaces and somehow 11
25 spaces is available to the public. Another building has

1 179 spaces, 23 are available for the public, the rest are
2 blocked off. So, there's a pretty poor plan here. They
3 have to resort to that kind of a location for shared
4 parking, stick parking on the streets and use the wrong
5 numbers.

6 In addition to that, following up on Mr. Sinclair's
7 testimony, where there has to be perpetuity and
8 guarantees with regard to maintenance provisions and
9 parking. The maintenance provisions have not been
10 provided to you by the developer as to how they will be
11 guaranteed, and the parking is not in perpetuity in
12 accordance with their plan because the plan itself says 2
13 parking areas are temporary. That cannot be permitted and
14 perpetual.

15 Thank you very much. I'll submit my papers.

16 **Chairman Coleman:** Thank you.

17 **Richard Talkin:** Included in that will be a copy of
18 the covenants.

19 **Chairman Coleman:** Thank you. Is there anybody else?

20 **Board Secretary:** I only have one other person and
21 that was David Costello and I believe he left. That is
22 all.

23 **Chairman Coleman:** Thank you. Does anybody have more
24 questions for staff after the testimony? Please go ahead.

25 **Board Member Mosier:** I think the staff report and

1 the presentation talked about the hotel parking as being
2 per the hotel's SDP.

3 **Jill Manion:** Yes. So, the site development plan for
4 the hotel is actually broken into two separate site
5 development plans. One was what was showed on the screen
6 tonight as part of my presentation SDP-71-014, and that
7 constructed the 199 spaces as part of their site
8 development plan. There is a site development plan for
9 the tower that is separate which is SDP-79-044 and that
10 includes the F2 parking garage which is outside of this
11 FDP area as the area that the parking is being provided.
12 So the 199 that is being proposed essentially to replace
13 what is to be demolished not to meet the overall parking
14 demand for all the offsite uses within the development

15 **Board Member Mosier:** Okay. So, then the parking for
16 Kincade, is there a similar SDP based anything that
17 indicates where the shared parking for that is?

18 **Jill Manion:** Yes so, the site development plan, per
19 the FDP requirements under which it was constructed
20 required the 153 spaces. The site development plan
21 provides -- it says 243 spaces are proposed, but the 153
22 spaces are what is required for that building. As part of
23 reviewing for the zoning regulations, we are reviewing
24 what is required for the building to meet those zoning
25 regulation requirements. Within that site development

1 plan it shows the F2 garage being where they are
2 providing those spaces. That's not to say that they don't
3 have access to other parking in the area, but that's what
4 the site development plan shows where the parking is
5 being provided within the F2 garage.

6 **Board Member Mosier:** Okay, that is my questions.
7 Thank you.

8 **Chairman Coleman:** So, one of the issues that was
9 raised where there would be very few parking spots that
10 would actually be available for shared parking, is there
11 any regulation against counting it that way? I mean it
12 does seem odd if you if you just have 11 spots in a
13 parking garage that are open spaces that you would count
14 that towards the total, but I don't know how you would
15 not?

16 **Jill Manion:** Okay, so I believe this is what Mr.
17 Talkin was referring to. You'll see the P1 garage shows
18 the 11 spaces. If you can recollect back from Mr.
19 Wachowski's testimony, there are certain levels of the
20 parking platform that are getting the bulk of the
21 reserved residential spaces. So, they may have a few
22 extra spaces beyond what is required for that reserved
23 parking requirement for residences that enter into the
24 shared but, you know, overall between all the different
25 parking platforms the grand total of where the shared

1 spaces are still centralized within that overall parking
2 podium.

3 **Chairman Coleman:** Thank you for the clarification.

4 Any other questions?

5 So, I'd like to take another short break and then go
6 into work session. I'd like some time to read this too.

7 So can I have a motion --

8 **Board Member McAliley:** Before you do that --

9 **Chairman Coleman:** Yes.

10 **Board Member McAliley:** David, thank you. I just
11 received this packet of information. What is the
12 legitimacy of this? Is this a legitimate covenant? Is
13 this something that we should be looking at? It's dated
14 1971 and it talks about parking. I'm not sure why it
15 wasn't presented prior to this, and now that we have it
16 in front of us, it's 200 pages or whatever, I'm not
17 really sure if everything that I've heard from Ms.
18 Campbell and Mr. Talkin is something that I should be
19 considering.

20 **Board Counsel Moorer:** I don't have in front of me
21 what you have, but if I understand correctly what you
22 have -- what I would suggest is the Board needs to focus
23 its attention on 125.0.h.3 of Zoning Regulations, which
24 are the Planning Board criteria, and those are what the
25 Planning Board is called upon to apply to decide what to

1 do with this plan. If there are other legal obligations
2 or requirements that may prove to be hurdles for ultimate
3 development of the plan, unless they are in the criteria,
4 they aren't for the Planning Board to apply. There may be
5 other hurdles that may cause the development to
6 ultimately not succeed because they make something a
7 legal impossibility. That doesn't make them criteria of
8 the Planning Board. I mean that's always the case.
9 Financing can fall through, plans can change. There can
10 always be other barriers that may cause a development not
11 to be feasible. The Planning Board only applies the
12 criteria that are in the regulations. And so unless what
13 you have in front of you causes you to conclude, because
14 that's essentially testimony -- if what you have in front
15 of you causes you to conclude that one of those criteria
16 in 125.0.h.3 are not met, that matters, but otherwise,
17 even though it may cause you to believe this is never
18 really going to happen because there's a legal
19 impediment, that's not a basis to decide the Planning
20 Board decision, which is whether it meets the criteria or
21 not,

22 **Board Member McAliley:** Thank you very, very much.
23 That helps tremendously.

24 **Chairman Coleman:** So, there's other information in
25 here that is beyond parking that it addressing some of

1 the criteria that we are required to address. So, I'd
2 still like a few minutes to read through it. So, I'd
3 like to take a short break and then we'll come back and
4 we'll be in work session. Do I have a motion to go into
5 work session?

6 **Board Member McAliley:** I move we going to work
7 session.

8 **Board Member Cecil:** Second.

9 **Chairman Coleman:** Okay, so we're in work session.

10 *The Board went into work session 10:47 p.m.*

11 *The Board went back on the record at 11:08 p.m.*

12

13 **Chairman Coleman:** Would somebody like to make a
14 motion?

15 **Board Member Cecil:** Move for approval of SDP-22-042
16 Howard Hughes Corporation with the recommendation that
17 they consult the Pedestrian Improvement Action Plan once
18 released for pedestrian enhancements.

19 **Board Member McAliley:** I second.

20 **Chairman Coleman:** All those in favor?

21 **All Board Members:** Aye.

22 **Chairman Coleman:** Thank you.

23 *Board adjourned at 11:08 p.m.*

24

C E R T I F I C A T I O N

I, ALISON MATHIESON, official transcriber for the Howard County Planning Board, do hereby certify that I transcribed the hearing in in the Matter of SDP-22-042, Howard Hughes Corporation, Downtown Columbia, Lakefront Neighborhood Phase One, which hearing was held on June 1, 2023, and that I transcribed the testimony.

I FURTHER CERTIFY that the attached pages, numbering from 1 through 110, constitute the official transcript of this hearing as transcribed by me from the recordings of The Planning Board.

IN WITNESS WHEREOF, I have hereunto subscribed my name on the 7th day of September 2023.



ALISON MATHIESON