



HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING

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TECHNICAL STAFF REPORT

Planning Board Meeting of April 20, 2023

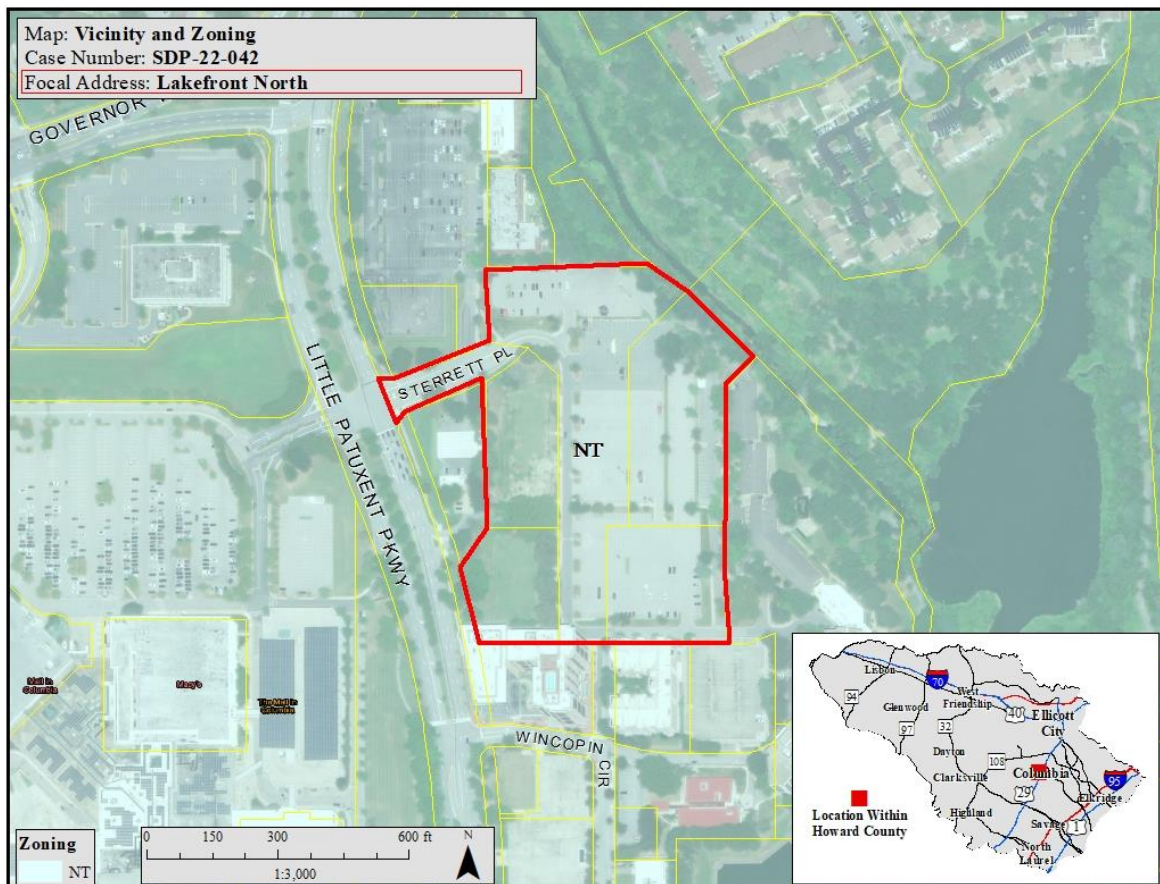
Case No./Petitioner: Howard Hughes Corporation

Project Name: Downtown Columbia, Lakefront Neighborhood Phase One (Lakefront North)

DPZ Planner: Jill Manion, Planning Supervisor, jmanion@howardcountymd.gov

Request: A Site Development Plan (SDP-22-042). Request to construct one apartment building and two mixed-used residential-retail buildings for a total of 701 dwelling units and 19,013 SF of retail. The site development plan also consists of a private road network, below-grade and surface parking, and 36,204 SF of Downtown Community Commons.

Location: The subject parcels are located between Little Patuxent Parkway and Lake Kittamuqundi and extends from the north leg of Wincopin Circle to Sterrett Place. The properties are existing lots within Tax Map 30, Grid 20, Parcels 275, 290 and 370. The existing lots are Section 7, Area 1, Parcels A-1 and D-1 and Section 7, Area 6, Parcels B, D-1, G and H. The parcels will be reorganized with a resubdivision plat.



Vicinal Properties:

North: Lakefront Neighborhood, including open space, existing office buildings and parking.

South: Lakefront Core Neighborhood, The Whole Foods Grocery Store parking lot and Howard Research and Development Company owned open space.

East: The Sheraton and Cross Keys Inn development, Kincade Office Building, and Lake Kittamaqundi.

West: Exxon Gas Station, Little Patuxent Parkway, and the Mall in Columbia.

Neighborhood: The Lakefront Neighborhood, described in the Downtown Columbia Plan, should be designed to encourage access to Lake Kittamaqundi and the public spaces adjacent to the Lake. Design objectives include creating open space connections between the Lakefront Neighborhood to the Mall, Symphony Overlook and Warfield Neighborhoods, as well as foster a mixture of uses to add vibrancy to the Lakefront area.

Legal Notice: The property was properly posted and verified by DPZ in accordance with legal requirements.

Site History:

The Lakefront Neighborhood is a developed area of Downtown Columbia. It included the Ridgely and Sterrett office buildings, an existing parking garage (to remain), and expansive surface parking lots. This area was initially planned on FDP-111-A-1, FDP-62-A-1 and FDP-4-A-5, for New Town - Commercial uses. The existing structures, initially approved on SDP-73-014 and SDP-71-055, have been removed. Only the existing parking structure on Lot F is proposed to remain upon build-out of the final development plan area.

A Final Development Plan for Downtown Revitalization (FDP-DC-L-2) for this area of the Lakefront Neighborhood (informally known as Lakefront North) was approved by Planning Board as signed by a Decision and Order on January 9, 2020. The Public Hearing was held on November 19, 2019 as case number PB 448. Amended FDP-DC-L-2A has been submitted to revise the layout and proposed uses for the FDP area. An adjustment to the Downtown Revitalization Phasing Plan and modification to the maximum building height configuration for the area was also requested with the amended FDP, which will be reviewed by Planning Board at a public hearing on April 11, 2023.

- ECP-22-023 for the Lakefront North development area was approved on March 17, 2022.
- F-23-001: A resubdivision plat of existing parcels within the development area to reflect future street and block network, is currently in review.
- WP-22-126: Associated with SDP-22-042, this alternative compliance was approved on December 22, 2022 for the removal of one 30" specimen tree (a linden tree in fair-to-poor condition).
- WP-23-051: An alternative compliance requesting an extension to the deadline for resubmission of the FDP, Final Plat and SDP to have additional time to address SRC comments on the FDP and SDP. The deadlines were extended from November 10, 2022 to February 10, 2023.

Regulatory Compliance: Site Development Plans for Downtown Revitalization are subject to the following:

- (1) The Downtown Columbia Plan: CB 58-2009, an amendment to the Howard County General Plan and further amended November 9, 2016, with CB 52-2016.
- (2) The Zoning Regulations: including sections amending the Zoning Regulations through Council Bill No. 59-2009 (ZRA 113).
- (3) Downtown-Wide Design Guidelines passed as Council Resolution 138-2010.
- (4) The Adequate Public Facilities Act amended for Downtown Columbia as Council Bill 47-2010.

- (5) The property is included as part of a Developer's Rights and Responsibilities Agreement (DRRA) between the County and the Petitioner recorded in the Howard County Land Records in Book 17457 at Page 265 for the provision of Affordable Housing.
- (6) The Forest Conservation Act (Section 16.1200 of the Howard County Code) for portions of the project area outside of the DRRA.
- (7) The Sign Ordinance amended for Downtown Columbia as Council Bill 56-2010.

In addition, the petitioner met the following pre-submission requirements:

- (8) A Pre-Submission Community Meeting was held to present the proposed development plan on February 8, 2022, in accordance with Section 125.0.H.1.a. of the Zoning Regulations and Section 16.128(b)-(g), of the Subdivision and Land Development Regulations.
- (9) The Design Advisory Panel (DAP) reviewed architectural and site plans for the proposed development on February 9, 2022, based on the approved Neighborhood Specific Design Guidelines, Section 125.0.H.1.b. of the Zoning Regulations and Title 16, Subtitle 15 of the County Code. A second DAP meeting was held May 25, 2022 to consider a small parking garage to the South of Building D-1, or alternatively a temporary small parking lot. This area was previously shown as a Future Phase with no established interim condition identified. Per Section 16.1504(f) of the Howard County Code, the Planning Board may consider DAP recommendations when making a final decision on a Site Development Plan for Downtown Revitalization. **See Attachments 1A and 1B for a summary of the proceedings. DAP made no formal motions on this project.** Please note the SDP currently being reviewed by Planning Board does not include the garage considered at the second DAP meeting as the petitioner opted for surface parking at this location.

Definitions:

Downtown Columbia Definitions: Please refer to the attached definitions (**Attachment 2**) of terms relating to Downtown Columbia revitalization, as excerpted from Section 103.0.A.38-60 of the Zoning Regulations.

Lakefront Neighborhood Definitions: See also Section 7.0 ("Definitions") of The Crescent Neighborhood Design Guidelines.

Site Development Plan Analysis:

Permitted Uses: The property is identified in the Downtown Columbia Plan as Downtown Mixed-Use Area which permits all uses in the POR, B-1, B-2, and SC Zoning Districts, Downtown Arts, Cultural and Community Uses and Dwellings. Structures may be developed with individual, or multiples uses (Section 125.0.A.9.b. of the Zoning Regulations).

Proposed Site Improvements: The proposed site development plan includes:

- Building A – 175 dwelling units
- Building B – 233 dwelling units and 6,552 SF retail (includes commercial retail and restaurant)
- Building D-2 – 293 dwelling units and 12,461 SF retail (includes commercial retail and restaurant)

The 701 dwelling units will be a mix of studios, one-bedroom units, and two+ bedrooms units. The total retail square footage proposed is 19,013 SF.

Roads: The development will be served by private roads, including Sterrett Place (realigned) and Roads A, B and C.

Pedestrian and Bicycle Connectivity: In accordance with the Lakefront Neighborhood Design Guidelines, the streetscape includes a pedestrian zone between 15'-25' wide along the building frontages. Sidewalks will be a minimum of 6' in width. Bicycles are anticipated to share travel lanes with vehicles because streets have been designed to be short with low travel speeds. As part of the development, the 10' multi-use pathway along Little Patuxent Parkway will be extended from the landing pad at Little Patuxent Square to Sterrett Place. Pedestrian crosswalks are proposed to complete full pedestrian movements at the Sterrett Place/Little Patuxent Square signal.

The east side of the Warfield Promenade, identified on the Downtown Columbia Plan Amenity Framework Diagram, will be constructed on the north side of Sterrett Place. This section of the Promenade extends from Little Patuxent Parkway eastward to the proposed neighborhood square, located in the northeast quadrant of the side between Buildings A and B. From the neighborhood square, a crosswalk across Road A will lead to a boardwalk ramp that connects to the Lake Kittamaquidi trail network. This connection will be built on Columbia Association open space by the developer.

Through the design review process, DPZ identified two off-site areas where additional improvements would more fully connect the proposed development with the surrounding area. One area is the sidewalk area along the existing gas station frontage on Sterrett Place. DPZ has requested sidewalk, crosswalk, and landscaping improvements which would connect the corner frontage of building D-2 with the gas station frontage. However, fulfill a full connection access at this location required approval by the gas station property owners. Additionally, at the east side of the proposed Road A in front of the existing hotel building, DPZ is seeking an enhanced edge condition that is consist with typical streetscape design. The current condition creates an artificial edge with a combination of pavement striping and planters. To achieve a more permanent and typical design, an off-site easement is needed with the adjacent property owner. Both Howard Hughes Corporation and DPZ have reached out to the owners of those properties to discuss providing the improvements and responses are pending. Both potential off-site improvements are minor in nature and will continue to be explored through the plan review process. Ultimately any off-site improvements in these areas will be considered a minor modification and will be subject to a future redline to the plan given their limited scope.

Downtown Community Commons: The 6,472 SF Warfield Promenade will be constructed from Little Patuxent Parkway to the proposed Neighborhood Square between Buildings A and B. The Neighborhood Square is proposed to be 25,597 SF and provides a combination of unstructured green area as well as gardens along a pathway. The pathway leads to the boardwalk connection to the Lakefront trail system on the adjacent open space. The interconnection of the promenade, the Neighborhood Square and the boardwalk offers a continuous link of open space from Little Patuxent Square to Lake Kittamaquidi. In addition, the 4,135 SF Wincopin Green is centrally located on the south side of Building B and extends between Roads A and C.

Parking: Parking needs were determined by applying the Downtown Revitalization Trip Reduction option per Section 133.0.E.3 of the Zoning Regulations, which outlines the methodology to determine how adequate parking can be met while sharing parking between the uses in the development area. A base parking ratio is identified for each use and then adjustments are applied to account for residents, guests, customers and employees that do not use parking (by use of other modes of transportation) and for estimated percentage of spaces accommodating a trip to multiple uses (for example, residents parked accounting for a percentage of the customer base for the retail). Parking counts for each use are then evaluated through the typical percentage needs on an hourly basis for both weekdays and weekends, which is then also analyzed by month. The percentages used in this analysis are established by the tables provided in the Zoning Code. The highest number of spaces calculated through this analysis is identified as the "peak design hour" to ensure parking needs are met at the highest demand times.

The parking needs analysis for the proposed development indicates 1,026 parking spaces are required for the residential and retail uses during the peak design hour (7:00 PM Weekday Evening in December). The Zoning Code requires at least one space per dwelling unit to be reserved and not be included in the shared parking calculations. A total of 701 spaces are required to be dedicated for residential users. An additional 15 spaces that are designed in tandem style will also be assigned to residential users, bringing the total dedicated, non-shared parking constructed to 716 spaces. Please note that the ratio used for residential parking needs was adjusted from 1.65 spaces per unit (1.50 for residents and 0.15 for guests) to 1.20 spaces per unit (1.10 for residents and 0.10 for guests) for studio and one-bedroom apartments. This reduction is based on observed

parking demand at the existing occupied Downtown residential properties in the Warfield and Crescent Neighborhoods. A Residential Parking Demand Study was submitted to the County on August 3, 2022 to establish justification for the reduced ratio and is included with the final parking study for this project. Two plus (2+) bedroom apartments retain the 1.65 per unit ratio established by the Zoning Code. There are 585 studio and one-bedroom units proposed and 116 two or more-bedroom units proposed.

The remaining 310 required parking spaces for residents, guests, and retail were subject to the shared use analysis. In addition, the redevelopment of the existing surface parking lot displaces 199 spaces that were identified on SDP-71-014 (Cross Keys Inn). To ensure that the replacement spaces were not reduced in quantity through the analysis, they were allocated at 100% capacity use throughout the calculations. The Shared Parking Analysis, in combining the reserved residential spaces and the remaining shared parking (including the 199 displaced parking spaces replaced as required by the FDP) shows **a total of 1,225 parking spaces** are required to meet parking needs for this development.

The site development plan proposes 1,129 parking spaces to be constructed on site. This results in a 96-space deficit at the peak design hour. The applicant will accommodate the remaining 96 spaces by utilizing remaining capacity in nearby Wincopin Parking deck during peak nighttime and weekend hours in order to fulfill total parking needs. The Shared Parking Analysis established the available capacity by evaluating parking needs throughout the entire Lakefront Neighborhood east of Little Patuxent Parkway from Sterrett Place to the Whole Foods/Medical Office Building access to the south. Parking needs were calculated for each building outside of this SDP's boundary and recalculated through the shared parking methodology. The required parking for properties not owned by the applicant (the Lakeside Hotel Tower, the Lakeside Hotel Lodge, and the Kincade Office Building) was based on their existing approved SDPs, and were accommodated at 100% capacity throughout the time, day, and month calculation to ensure they were accounted for but not reduced through the shared parking analysis. The combined Lakefront District results in a total of 2,450 spaces required, which was then analyzed against the total parking supply of 2,683 spaces (1,129 spaces provided with the Lakefront North development, 1,064 parking spaces within the Lakefront Core, and 490 parking spaces provided with the existing parking garage on Parcel F-2). The anticipated location of parking to be utilized for each building use was determined in a distribution analysis to predict the parking patterns based on available parking in proximity to the buildings and uses. Through this analysis, it was determined that 144 parking spaces would be available in the Wincopin Parking Deck during the weekend district-wide peak parking hours, and therefore could accommodate the remaining 96 spaces required for the Lakefront North Development. The weekday district-wide peak hour is December at 2pm, at which time 79 parking spaces are available at the Wincopin Deck, but Lakefront North parking capacity can absorb parking needs on-site at that time. Capacity at the Wincopin Deck is also shown to be adequate for the Lakefront North peak weekday and weekend hours. Please see **Attachment 4** for summary tables parking supply maps and parking distribution summary tables. District-wide parking management strategies will be explored and deployed as needed to inform residents, patrons and visitors of the location and availability of parking. Residents will be informed of parking policies and parking operations will be managed and coordinated.

Building Height: A maximum building height of 13-stories within the previously approved 145' height limit was proposed with amended FDP-DC-L-2A. This site development plan conforms with proposed height adjustment.

- Building A: This building is constructed with a majority of the massing at 7 stories from grade level. A tower at the northeast corner rises to 13 stories and a mean height from grade to 134', which is calculated from the centerline intersection of Sterrett Place and Road C and in accordance with the Lakefront Design Guidelines. This tower frames the Neighborhood Square from the north.
- Building B: This building is constructed with a 2-story progressive step back from Road A to reach a total of 9 stories and 104' from Road C.
- Building D2: The building is measured at 8 stories and 85' in height from the mean grade along Road C.

Setback Requirements: The Lakefront Neighborhood Design Guidelines require a 15-25' setback from a public or private right of way to allow adequate room for streetscaping. The proposed buildings on SDP-22-042 comply with this standard.

Landscaping: Landscaping is proposed throughout the site in accordance with the Lakefront Neighborhood Design Guidelines. Included are micro-bioretenion planters, street trees and other planting areas. Street furniture and hardscape materials are coordinated throughout the site.

Environmental Considerations: Much of the site area was previously mass graded and developed with office buildings and large surface parking lots. A limited area at the northeast corner of the site, adjacent to Columbia Association open space, contains steep slopes, floodplain and stream buffer. This area will remain as open space, however, limited essential disturbance was approved to accommodate upgraded utilities that will follow the existing utility alignment. Additional limited essential disturbance was approved on the adjacent Columbia Association open space for utility tie-in and to construct the boardwalk and pathway which will connect to the existing lakefront trail network. The offsite disturbance includes a stream crossing and wetland and buffer disturbance, in addition to work within the steep slopes, stream buffer and floodplain. This work was evaluated and permitted by MDE in addition to County review. Disturbance was minimized to the extent possible to complete the construction of this pedestrian connection.

Forest Conservation: Much of the site is exempt from Section 16.1200 of the Howard County Code for Forest Conservation under the Development Rights and Responsibilities Agreement (DRRA). However, portions of Parcels G and H totaling 2 acres was not included in the DRRA exhibit and is subject to current forest conservation requirements. Approximately one acre was identified as existing impervious surface on site development plans. These plans were approved prior to 1992 and are therefore eligible for an exemption in Section 16.1202(b)(1)(xiii) of the Howard County Code. Of the remaining 0.9 acres, a 0.1 acre afforestation obligation is required, which will be met with a \$7,417.85 fee-in-lieu payment. In addition, there was one specimen tree in fair to poor condition that was approved for removal with WP-22-126. This removal will be mitigated with a 2:1 replacement as part of the planting plan.

Planning Board Criteria:

In accordance with Section 125.0.H.3. of the Howard County Zoning Regulations, the Planning Board must evaluate and approve, approve with conditions, or deny a Site Development Plan that proposes Downtown Revitalization, based on whether the petition satisfies the following:

A. The development conforms with the adopted Downtown Columbia Plan.

Conformance is specifically interpreted in Section 125.0.A.2.b of the Zoning Regulations:

“When a provision in this section requires that an action “will conform”, “conform with”, “conforms with” or “conforms to”, the Downtown Columbia Plan or any part of the plan, the action being taken shall further, and not be contrary to, the following items in the Downtown Columbia Plan:

- (1) Policies;*
- (2) Timing and implementation of the plan;*
- (3) Timing of development;*
- (4) Development patterns*
- (5) Land uses; and*
- (6) Densities and intensities.”*

The Downtown Columbia Plan envisioned the Lakefront Neighborhood as a walkable community with connections to Lake Kittamaqundi. Open space corridors are gathering spaces and an important element to the neighborhood. The potential for new signature buildings was envisioned. Each of these goals are featured within the site design.

Downtown Phasing – An adjustment to the Downtown Revitalization Phasing Chart was proposed with amended FDP-DC-L-2A to increase the number of maximum residential units

permitted within Phase 1 from 2,296 to 2,921 (of which 475 are limited to LITHC units required with the DRRA). The increase not only allows for the residential density to be permitted within the Lakefront North SDP, but the remaining total residential units permitted with FDP-DC-L-2A. The increase also ensures that affordable housing projects are not delayed should residential units reach the 2,296 units currently identified as the maximum cap for Phase 1. Please refer to the Technical Staff Report for FDP-DC-L-2A posted for the April 11, 2023 Planning Board meeting for more information.

Downtown Revitalization Phasing is established with building permit issuance. The tabulation of Downtown development use types with approved building permits is currently:

- 1671 residential units
- 205,770 SF net new retail, which accounts for 37,800 SF demolition credit from the Mall
- 480,577 sf office and conference, which accounts for demolition credits for the American Cities Building [117,098 SF], Ridgely Building [40,000 SF] and Sterrett Building [155,915 SF]
- 0 hotel units

With 701 dwelling units proposed, total residential units will total 2,372 at build-out of this SDP, exceeding the maximum current residential cap for Phase 1 by 76 units. Net new retail development in Downtown will increase to 224,783 SF. Overall, conformance of phasing will require approval of the requested adjustment to the Downtown Revitalization Phasing Chart with amended FDP-DC-L-2A as follows:

DOWNTOWN REVITALIZATION PHASING PROGRESSION															
Use Type	PHASE I				PHASE II CUMULATIVE				PHASE III COMPLETION				PHASE IV COMPLETION		TOTAL
	Min		Max		Min		Max		Min		Max		Up To	Up To	
	Units	SF	Units	SF	Units	SF	Units	SF	Units	SF	Units	SF	Units	SF	
Retail		300,000		676,446		429,270		1,100,000		558,540		1,250,000		691,460	1,250,000
Office/ Conf*		1,000,000		1,513,991		1,868,956		2,756,375		2,737,912		4,300,000		1,562,058	4,300,000
Hotel Rms**	100		640		200***		540***		300		640		340		640
Residential**	656		2,296		1,442		4,700		2,228		5,500		4,016		6,244
Residential Phase I Increase				150											
Revised Residential Subtotal				2,446											
DRRA LIHTC				475											
Revised Total Phase I Residential				2,921											

CEPPAs: The Department of Planning and Zoning has also evaluated the SDP for conformance with all applicable Community Enhancements, Program and Public Amenities (CEPPA) Requirements. See the attached CEPPA Conformance Chart (**Attachment 3**). With the Lakefront North development, total net Downtown Construction is estimated to reach 3.1 million square feet of development, which is slightly less than the 3.2 million square foot trigger for the Downtown Transportation Center (CEPPA 14).

B. The development implements and conforms to the approved Final Development Plan or Final Development Plan Amendment including all applicable Final Development Plan approval criteria and conditions.

The Amended FDP envisions Lakefront North as a primarily residential neighborhood constructed amongst existing hotel, office and retail development to the east and south of the FDP boundary. Of the 775 residential dwelling units proposed on the Amended FDP, 701 dwelling units are to be constructed with this development plan. Of the 85,000 SF of retail permitted on the amended FDP, 19,013 SF of retail is proposed with this SDP. Due to the demolition of the Ridgely and Sterrett

Buildings, there is a 155,912 SF demolition credit established for future office development within the Downtown Columbia boundary.

DEVELOPMENT CHART

PARCEL			Uses ¹																			
			Non-Residential (SF)														Residential (DU)					
			Existing				Demolition ⁶				Proposed				NET NEW ³			Existing	Proposed	Net		
Parcel	Area (SF)	Area (Acre)	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Retail/Rest/Com.	Office ⁵	Other	Total	Retail/Rest/Com.	Office ⁵	Other				Total	
A	53,508	1.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	175
B ²	146,450	3.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	296,101	6.80	0	155,912 ⁴	0	155,912 ⁴	0	155,912	0	155,912	85,000	0	0	85,000	85,000	-155,912	0	-70,912	0	600	600	0
C-2 ²	10,813	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F-2 ²	49,444	1.14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lakefront Total This FDP	556,316	12.77	0	155,912⁴	0	155,912⁴	0	155,912	0	155,912	85,000	0	0	85,000	85,000	-155,912	0	-70,912	0	775	775	0

Downtown Community Commons area exceeds the amount required by the 5% FDP area requirement. The size of Wincopin Green meets the minimum required within the Downtown Columbia Plan. The Neighborhood Square meets the required size under the Zoning Regulations. The proposed street and block network, as well as the pedestrian and bicycle circulation, are consistent with the Downtown Columbia Plan and the Amended FDP.

C. The development is well-organized in terms of location of buildings and structures, downtown community commons, landscaping, pedestrian and vehicular circulation systems and other Downtown Revitalization features.

The block and road network conform with the amended FDP. The main point of access to the development from the north is a realigned Sterrett Place. Road C will connect to Wincopin Circle to the south. Three private roads are proposed internal to the development. Road A extends from Sterrett Place along the north and eastern boundary of the FDP area delineated on FDP-DC-L-2A, which will also provide private road frontage to adjacent properties to the east. Road B extends east to west along the southern boundary of the FDP area. Road C extends from Sterrett Place to intersect with Wincopin Circle to the south and will be the primary pedestrian and bicycle route. The organization of the road network distributes most of the vehicular movement to the peripheral roads, where the entrances to the parking garages and the surface parking are located.

A majority of the parking provided is below grade (partially built into the hillside) and will provide a podium for the site to be constructed upon. The garage for Building A will be self-contained and will be for the sole use for the residents of that building. The remainder of the parking will be constructed as a podium, above which the neighborhood will be built. Parking levels are accessed by individual entrances, but the levels do not interconnect. The points of entry are located on the periphery roads to direct vehicular traffic to the edges and maintain a pedestrian-friendly environment at the street and building level.

D. If the development provides Downtown Community Commons and/or Downtown Parkland, they are reasonable and appropriate given the location, scale and anticipated intensity of adjacent uses in accordance with the Downtown Columbia Plan.

Per the amended FDP-DC-L-2-A, a minimum of 0.63 acres of Downtown Community Commons is required within the FDP area. A total of 0.83 acres is provided on the SDP. The Warfield Promenade consisting of 6,472 SF will be constructed from Little Patuxent Parkway to the proposed Neighborhood Square between Buildings A and B. The promenade also connects to a pathway leading to the Lakefront trail network. The promenade will have a 10' sidewalk and landscaping on either side. It will also interface with walk-out dwelling units on the south side of Building A. The Neighborhood Square, at 25,597 SF, provides a combination of unstructured green area as well as gardens along a pathway that leads to the boardwalk connection to the Lakefront trail system on the adjacent open space. In addition, the 4,135 SF Wincopin Green is located centrally on the south side of Building B and extends between Roads A and C, providing an additional connection to

adjacent properties to the east. The sizes and layout proposed are within scale of the intensity of the adjacent uses.

E. The maximum permitted building heights will conform to the Final Development Plan.

Per the Downtown Columbia Plan, the amended Lakefront Final Development Plan and amended Lakefront Neighborhood Concept Plan, buildings as tall as 13 stories, or 145 feet, are permitted in the site area. As identified in the Site Development Plan analysis, the three buildings meet this requirement and are below the maximum 20 story limit identified in the Downtown Columbia Plan and Section 125.0.E.4.a of the Zoning Regulations.

F. The development satisfies the Downtown Public Art Program approved with the Final Development Plan or Final Development Plan Amendment approval.

Potential locations for public art are identified on this SDP to satisfy the 1% requirement. Per Policy, the initial details for public art will be submitted with, or prior to the submission of the building permit.

G. The Site Development Plan satisfies the affordable housing requirements in accordance with the Final Development Plan.

The proposed development is subject to Development Rights and Responsibilities Agreement (DRRA) recorded in the Howard County Land Records, Book 17457, Page 265. The purpose is to provide a spectrum of affordable housing types, including Very Low-Income Units (VLIUs) and Middle Income Units (MIUs). Ratios are calculated based on the number of ratios ranging from a minimum of 3% of proposed dwelling units for up to the 1,698th occupancy permit issued and for 5% of dwelling units thereafter. In addition, for projects outside the DRRA area, a minimum of 12% of dwelling units are required for buildings greater than 5 stories, and 15% of dwelling units are required for buildings 5 stories or less. The following affordable unit configuration is proposed for the Lakefront North development:

- Building A: 4 MIHUs, 8 VLIUs, and 8 MIUs
- Building B: 5 MIHUs, 7 VLIUs, and 7 MIUs
- Building D-2: 6 MIHUs, 16 VLIUs, and 16 VLIUs

In addition, an annual fee will be paid in accordance with CEPPA requirements.

H. The development satisfies the Adequate Public Facilities Ordinance, if applicable.

SCHOOLS: The project meets the tentative school allocations approved with the Lakefront Neighborhood as approved with FDP-DC-L-2, now FDP-DC-L-2A with the recent amendment. 750 total dwelling units are approved with that FDP. 701 dwelling units are currently proposed. A redistribution is being requested for the remaining 49 units. The proposed dwelling units have passed the school capacity test.

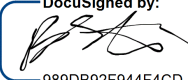
ROADS: Transportation facilities for the project were tested in accordance with the Adequate Public Facilities Ordinance (Title 16, Subtitle 11 of the Howard County Code). Transportation improvements are coordinated with the construction of both public and private roads, as described in the traffic study. As part of this SDP, the developer is proposing to improve the Sterrett Place road configuration and is providing a signal at Wincopin North. Additional traffic impacts will be mitigated through a major facilities agreement per Section 16.1101(h)(3) of the Howard County Code.

I. The development indicates the manner in which any land intended for common or quasi-public use, but not proposed to be in public ownership, will be held, owned and maintained in perpetuity for the indicated purposes.

Easements and Maintenance Agreements are required for areas intended for common or quasi-public use with the approval of this SDP.

J. The petition is accompanied by documentation demonstrating membership in the Downtown Columbia Partnership including the required annual charges.

Payments to include membership in the Downtown Partnership will be made according to CEPPA #25.

DocuSigned by:

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4/6/2023

Brian Shepter, Acting Director
Department of Planning & Zoning

Date

Please note that this file is available for public review by appointment at the Department of Planning and Zoning's public service counter, Monday through Thursday, 8:00 a.m. to 5:00 p.m. and Friday, 8:00 a.m. to 3:00 p.m.



Meeting Summary
February 9, 2022

Attendance

Panel Members: Robert Gorman, Chair
Ethan Marchant, Vice Chair
Dan Lovette
Fred Marino
Larry Quarrick
Vivian Stone

DPZ Staff: Anthony Cataldo and Melissa Maloney

1. **Call to Order** – DAP Chair Robert Gorman opened the meeting at 7:09 p.m.
2. **Review of Plan No. 22-05 Lakefront Residential North, Columbia, MD**
Applicants and Presenters:
Owner/Developer: Gabe Chung (Howard Hughes Corporation)
Civil Engineer: Dan Sweeney and Carl Gutschick (GLW)
Architects: Gary Handel (Handel Architects LLP), Bruno Weber (KPMB Architects), Ryan Kautz (Hord Coplan Macht)
Landscape: Brandon Biederman (Port Urbanism)
Land Use Attorney: Todd Brown

Background

The project is comprised of multiple parcels to be constructed in phases around the new Wincopin Street. Parcels A, B, D1, D2, and E are all zoned NT. The existing parcels will have frontage along Wincopin Street in the Lakefront Neighborhood section of Downtown Columbia. Parcels A, B, and E have frontage and access along Road A and Parcels D1, and E have frontage along Road B. The NT zoning accommodates pedestrian oriented, urban activity centers, with a mix of uses.

Applicant Presentation

Overall

The natural setting of the Lakefront Neighborhood is an inspiration for health and wellness for the neighborhood. Adjacent to the site is Lake Kittamaqundi, the stream and the lake trail network which are great assets to this project and Columbia. The project location is part of a central network of trail systems and civic amenities. The future medical office building, Whole Foods and Lakefront Plaza are just south of the site. East-West connectors will be established at Warfield and Symphony Overlook. The connector at Warfield moves through the Neighborhood Square, a community gathering space, and Wincopin Green sits between parcel B and E, just to the south and acts as a mid-block connector to Wincopin Extended and Road A. The expansion of the street network will better connect the neighborhood to the mall and lakefront. The existing site is underutilized and predominantly paved.

The three buildings (A, D2, and B), the Neighborhood Square, Warfield Promenade, Wincopin streetscape and an intermediate Wincopin Green will be part of phase 1.

Parking

The grade slope from west to east is significant and the buildings are interconnected and built into the grade. Parking will run continuously under building D2, Wincopin Circle and building B and is hidden as much as possible.

Landscape

Concept

The concept of this site is 'urban' (mall to the west) vs. 'wild' (stream, lake and trail system to the east) and has influenced the planting strategy and materials. The planting on the urban side will have a low massing with canopy trees above with more of a refined edge and orthogonal geometry. The natural side will be more textural and layered to give more diversity with rough edges and playful geometric shapes. The four amenity spaces include Wincopin Street (pedestrian oriented street which can be closed), Neighborhood Square (public space), Wincopin Green (local neighborhood park) and Warfield Promenade (multi-use formal pathway that connects to Little Patuxent Parkway).

Plantings\Seating

The applicant will be using native species from the Piedmont Plateau and the mid-Atlantic Coastal plain to create a biodiverse ecology and bring the ravine feel up into the site. When selecting trees, the applicant looked at tree form, leaf structure and fall color. On the western, urban side, the applicant will be a planting large massing of ground cover and the eastern wild side will be more textural and have seasonal interest. In the garden terraced zone there will be a dense understory with herbaceous layers and on the lawn, specimen trees with an ornamental understory will be planted to allow for shade. All trees will be native and approved by MDE and Howard County.

The Neighborhood Square will include wood integrated seating as well as brightly colored loose furniture. The Wincopin Green will be a neighborhood park with integrated seating, a trellis for shade, and an open lawn space for play or fitness, but will be fully developed with building E in a future phase to include a winding path and dog park. Plantings will include an understory ground cover and a few smaller trees.

Circulation\Streetscape

Wincopin Extended is a pedestrian oriented street and traffic for parking and service will be moved to the servicing areas on the perimeter streets. The applicant advised that all primary access will be ADA accessible and the Neighborhood Square will have a sloped walkway with less than 5% grade, terraces, different seating elements and a flexible lawn.

The applicant advised that they are exceeding or meeting all requirements for the street neighborhood design guidelines. Pavers and planters will be used to define the vehicular and pedestrian zones. Catenary street lighting will make the space feel like an amenity, especially when the street is closed. Canopy trees will be able to provide shade and visual interest. The sidewalks will have generous sidewalks. A unified approach will be taken, but the pavers and furniture will reflect the urban vs. wild concept.

The entry and bistro plazas will face each other at the entrance to Wincopin to make an activated area.

Architecture

Garage

The intent is to create a pedestrian friendly environment while still allowing for cars. Taking advantage of the grade change the applicants have developed one continuous level of parking hidden from view that is underneath parcels B & D and Wincopin Circle. Access points to the garage have been moved to the perimeter of the project and minimized and there are no curb cuts to allow for points of entry for vehicles or truck loading.

Parcel A

Parcel A is located on the northern most parcel and is flanked by 3 roads – Wincopin Extended, Sterrett Place and Road A. Building A consists of a 6-story bar massing that will include internal parking, servicing, amenity spaces and townhomes with individual terraces at the base with green space on the roof. A tower massing is aligned with the northern edge of the neighborhood square and is 13 stories tall and 145 feet high. The material will be brick and will include a 2-story glazed entrance and amenity space. The podium along Sterrett Place and Road A is clad with crimped, perforated metal screen, trees and stepped planters. Loading and servicing has been internalized with one entrance from Road A. Regarding the floorplan, larger bedroom units are placed at the corners and smaller 1 bedroom and 1 bedroom + den units are placed in between.

Parcel D2

Building D2 is an 8-story, U-shaped, mixed-use building with 13,000 square feet of retail at the base and 292 residential units above. The building is in a prominent location next to Wincopin Green. The rectangular boxes seen on the roof are tower forms in the front of the building that look out onto the two parks. The building presents urban street frontage, but on the westside opens to the residential courtyard. The courtyard sits on top of 4 levels of parking, 3 above grade and 1 below grade that connects to the other buildings. The parking has been wrapped almost entirely on all sides of the building and areas that are not wrapped are concealed as much as possible with the building coming down to the ground and the use of architectural metal screens.

The towers have a raised height to draw your eyes upward and include recessed balconies at the top levels. A restaurant and outdoor seating area will be at the base of the tower to activate the pedestrian experience. In between the 2 towers with lighter façade include the primary residential entry lobby and amenity space and will have a more playful, horizontal expression compared to the vertical strength for the tower elements. For materiality the applicants are considering a mix of neutrals with dark and light bricks in the tower and main body elements and infilled with charcoal and gray neutral colored metal panels and spandrels with accent colors of warm wood tones. Retail will wrap around the base and the building lobby will be directly across from the lobby of building B. The garage is concealed behind the retail and there is a pedestrian connection that passes through the left side of the retail to allow quick access. The service area and the garage entrance are located as far away from the pedestrian activity as possible and trucks will be fully enclosed inside the building. The trash service will be handled on level P1 below grade. The units wrap the courtyard and pool which face west to maximize sunlight.

Parcel B

The 9-story Building B is located between Wincopin Green, the Neighborhood Square and Wincopin and will have 8 floors of 208 residential units. The warm, earth tone building has an open C shaped plan and a more randomized façade with eastern wings organized in a series of steps to soften the profile into the lakefront neighborhood. The base of the building is a high ground floor and with the remaining 8 residential stories broken up into 2 story elements with the staggered bay window-like corners fronting on the north and south ends of the project.

The applicant is considering using wood-like Trespa panels with vertical fins to provide some sun shading. The panels and windows will be different sizes to create a pattern along the façade with the

larger windows for living rooms and the smaller windows for bedrooms to create variation and a softer, more natural look. The ground floor will be occupied by pedestrian friendly uses including commercial retail, with a bike entrance, leasing office (serving all 3 buildings) and a lobby.

Staff Presentation

Site 22-05 is located within the Columbia Lakefront Neighborhood and is subject to review according to the Lakefront Neighborhood Design Guidelines. This site includes a variety of New Town zoned parcels (A, B, D1, D2 and E) that have frontage along Wincopin Street, new public streets and public spaces. DPZ would like DAP to focus on the transitions, proposed streetscapes, the public open and amenity spaces that may be designed in relation to the new buildings. Regarding the building architecture, comments related to the size, scale, massing and materiality of the projects would be appreciated as well as any comments or ideas to further advance the design and overall architecture.

DAP Questions and Comments

Site Design

Art

DAP asked if any art such as sculpture or murals will be incorporated into the parks and if there will be community involvement with the selections.

The applicant responded that there is a public art component, but they are still refining how that will be implemented.

Circulation

DAP commented that Wincopin Green drastically terminates at a service road and noted there is also a 20+ foot drop crossing the service road to the ravine. DAP asked what that connection will look like in the future and what is the timeline. DAP also commented that the zig zag path that cuts through the green will act as a channel and asked if that presents any concerns in the interim with the flow of people.

The applicant responded that the intent of the design guidelines is to bring people down from the mall and Warfield neighborhoods to the natural area. There will be integrated seating and amenity pop outs including café tables with umbrellas for residents and community members to make this a place people want to be and not just a pass through. Howard Hughes intends to fulfill the connection to the trail and has been in conversation with Columbia Association and this will be a big focus going forward.

DAP inquired if bus stop areas have been thought about since many people won't have cars.

The applicant responded that the bus stops will be coordinated with the county and may be more accessible along Little Patuxent Parkway.

DAP inquired if there are any areas for kids.

Bailey Playground is north of the Whole Foods neighborhood. Also, Wincopin Green between Parcel B and E will be smaller with program space for different uses such as a children's play area and a dog park.

Architecture

Building A

DAP commented that Building A seems to have very few balconies even though there are nice views of the woods from that location.

The applicant responded that all 4 corners of the tower elements have balconies and the units in between as well as the bar-building have French doors and small step outs.

DAP commented that they liked Building A, and felt this is the most challenging site, but it was addressed well. DAP liked the fact that it doesn't have a base, middle and top and has a very articulated, vertical element with the tower nested into the bar building.

DAP inquired what the green area on the roof will be used for as well as the lobby space that fronts the neighborhood green and commented that they wished there was some retail presence in this building. DAP recommended creating a compilation of all the ground floors for the 3 buildings to identify where all the activity zones and retail will be located.

The applicant responded that Building A will have no retail and the group decided to concentrate the retail in the center of the plan. Regarding the 2-story glazed expression, the large portion will be the entry lobby and the rest will be amenity space that can accommodate larger groups and spill out onto the Neighborhood Square. The second amenity area is on the rooftop of the garage and will have a chef's kitchen, gym, etc. that can spill out onto the roof. The upper roof of the bar building is proposed to have food safety programs and gardening for the residents.

Building D2

Overall

DAP commented that they have a good feel for the scale, massing and proportions as well as the playfulness of the elevations. This is a good architectural transition to an urban feel for suburban Columbia.

Elevators

DAP commented that there seems to be a lack of vertical circulation in the buildings, especially in D2 where there is only 1 elevator bank (with 2 elevators). This will be difficult for residents to carry groceries in from the parking lot to their units. DAP recommended having more than 2 elevators and possibly spreading them out.

The applicant advised they have thought a lot about the location of the elevators and did want to centralize the elevators in the building to be more efficient. It was noted that the service elevator could be used as well.

DAP inquired if an elevator study was done and understands grouping the elevators together to be more cost effective, but elevators do breakdown sometimes and it would be beneficial to determine how many are needed and their location.

The applicant advised that an elevator analysis was done, and it showed the current set up to be adequate.

Loading\Unloading

DAP recommended having an unloading zone for residents to unload their groceries before parking their cars.

The applicant advised they liked the idea of drop off zones near the core for passengers and items.

DAP inquired if the applicant had considered the loading and unloading areas for the commercial sites. Drivers will not want to go around the back of the buildings to park their truck and then deliver to the front of the buildings.

The applicant advised that the drop zones will be large enough to accommodate delivery trucks and there will be access from the loading docks to the storage lockers.

DAP inquired how the applicants will handle all the delivery trucks that will be coming to the area and if there are dedicated pull offs in front of each building or specific loading zones.

The applicant advised this has been discussed and know that it is a large concern since this is a pedestrian focused area. The 3 architects have worked collaboratively using the road system for Road A and B around the perimeter to allow a bigger loading area within that zone. They want the delivery drivers to use the perimeter streets to access the building and deliver to the package locker system. There will be 2 car spaces out front of each building to accommodate uber drivers picking up and dropping off people.

Outdoor Cafe

DAP inquired if there is adequate space on the corner to accommodate for the outdoor café when you factor in planting and walking zones.

The applicant advised there is a bit of a setback on the corner to allow for the café. The applicant also stated that there is a planting strip with a raised planter to make this an elevated seating area with 19 feet in depth which should accommodate 20 tables spaced apart to create a dynamic outdoor area.

Building B

Overall

DAP commented and had discussions regarding the verticality of the building. Some found it overwhelming and ominous and recommended adding a dark element or slight setback to break it up. Other panel members found it beautiful and Rouse inspired. The backside of the building is elegant, open and airy with the stepped down terraces and open courtyard. The light, simple pallet with vertical pieces, different size windows and having the elements unaligned creates a water-like feel to the design. DAP commented that they wanted to make sure the design wasn't foreboding and commented that the stepped massing and view showcased the elegance of the design.

The applicant responded that the goal of this building was to create something that was not urban or suburban, but to make a natural connection. The light panels are made of Trespa (70% recycled wood fiber panel made from sustainable forests) which has a wood look to create a unique Scandinavian inspired building in the spirit of the Rouse building.

The DAP member commented that the backside is a very compelling elevation and recommended that other 3 sides facing the public investigate a little bit of additional articulation to capture the essence of this elevation.

Parking\Circulation

DAP inquired if most of the parking for Building B is underneath building D2 as there is only 1 level of parking underneath B.

The applicant advised they are looking at the allocation of the spaces throughout the project, but spillover will be under Wincopin. It will be a shared parking space for B, D2 and some commercial uses.

Regarding vehicular circulation, DAP advised there is a huge opportunity to create an uber loop inside the garages to blur the boundaries between the exterior and interior urban experiences.

Retail

DAP liked how retail was sprinkled throughout the street instead of being consolidated. The issue with a pedestrian street is that residents will enter the garages and disappear underground and go to their apartments so anything that can be done to celebrate the street life is beneficial.

DAP asked if there are any retail components in the bottom of B and A. The neighborhood retail will help keep the street fronts and sidewalks active.

The applicant advised there will be a substantial amount of retail in Building B and possibly a café on the corner fronting Wincopin. There is also a larger area that the applicant is working with Howard Hughes to add a community focused tenant as a destination anchor. Buildings A & D are dealing with more constrained sites.

The bike room on the ground floor will be an amenity with work tables where bike experts could give talks on bike tune ups.

Overall Architectural Design

DAP commented that it is intriguing to have 3 design teams create 3 unique buildings with a cohesive vision that are transitional, contemporary and edgy. Columbia started off as an edgy architectural town with 2 early Frank Gehry buildings and it is good to keep pushing the eclecticism.

DAP recommended that the applicants consider the view from Route 29 in the design, especially Parcels B and D2. This could be a huge selling point for the district with a collage of different apertures and lights between the different buildings at night. The back view from the Columbia Mall should also be considered.

DAP inquired if all these units will be rentals.

The applicant advised these will be rental units. Howard Hughes feels there is a strong demand for them with this type of environment and want this to be inclusionary and fill a need for affordable housing in Columbia.

Landscape

DAP commented that they feel the applicants have done a great job and this will become a destination that people will want to visit that is dynamic and beautiful.

DAP commented that it is great to see the details of the plan and likes the use of native plant materials but cautioned that the term “wild” may be interpreted as lack of maintenance by the public and it may be better to use “natural realm” instead.

DAP asked if the street trees will have planting zones around them since trees planted in tree wells do not do as well as in an open planted environment.

The applicant advised that they are working with Silva Cell to create an underground rain garden storm water management system along the street that will help to prevent compaction of the soil, so the roots are able to thrive. This system can also help with disease prevention. The planters are generous in size and permeable paving will also be used to charge the Silva Cells during rain events.

DAP cautioned about making sure the landscape does not create blind areas that could be unsafe and lead to crime, especially down near the wooded areas.

DAP commented that the neighborhood green terminates at a service road and there is a 20+ foot drop as you cross into the ravine. DAP inquired what this connection will look like in the future and what is the timeline.

Regarding the green infrastructure and connection to nature it would be beneficial to have some interpretation for the public, including the labeling of trees in the neighborhood as well as around the trails. This is also an opportunity to teach about the importance of the Chesapeake watershed that would be valuable to the people living there as well as school environmental field trips.

The applicant thinks this is a great idea, especially carrying the theme down into the natural areas.

DAP commented that the greens are small and will be heavily trafficked and recommended not using an artificial turf, but a stabilized turf that can be irrigated and handle a lot of use.

The applicant agreed.

DAP Motions for Recommendations

The DAP had no motions.

3. Other Business and Informational Items

- a. The next DAP meeting will be March 9, 2022.

4. Call to Adjourn

DAP Chair Robert Gorman adjourned the meeting at 9:20 PM



Meeting Summary
May 25, 2022

Attendance

Panel Members: Robert Gorman, Chair
Dan Lovette
Vivian Stone
Larry Quarrick

DPZ Staff: Anthony Cataldo and Nick Haines

1. **Call to Order** – DAP Chair Bob Gorman opened the meeting at 7:06 p.m.
2. **Review of Plan No. 22-13 Route 1 Apartments, 7540 Washington Blvd, Elkridge MD**

Applicants and Presenters:
Architect: Jeff Handelman
Engineer: Benchmark Engineering
Designer: Design Collective
Ed Wyman – Wyman Company

Background

The property is approximately 9.94 acres and is comprised of Parcel 569, zoned Corridor Activity Center (CAC). The CAC (Corridor Activity Center) zone allows pedestrian-oriented, urban activity centers with a mix of uses that may include retail, service, office and residential. The property is immediately adjacent final parcel in the Blue Stream community with Route 1 frontage.

The site currently has a one-story retail and market facility and expansive parking area. The existing one-story facility will be removed and replaced with a new 4 story residential apartment building with associated amenities and townhouse units. The project borders and has direct access to Route 1, access will be provided opposite Kit Kat Road.

Applicant Presentation

The site is located next to Trinity Episcopal Church with frontage on US Route 1. The property sits adjacent to existing residential developments on three sides. The parcel is zoned CAC-CLI with an existing strip mall type facility. The property has a high point on the left side with three access points along US Route 1. The applicant is working with the County and State Highway Administration to widen US Route 1 by one lane to get a right turn lane from the northern corner of the property to the main entrance, which will align with Kit Kat Road. The project proposal is for 233 apartment units and 24 townhomes. A 10-foot multi use pathway along the front edge of the property. There will be substantial landscaping, and existing water and sewer service will be utilized. Stormwater management will be a mixture of redevelopment strategies based on a focal point that will integrate into landscaping features. The back of the property currently has a grade separation of six to ten feet but there is a proposed

connection to Quiddich Lane Proposed townhouses along the back of the site will help to naturally make up the grade separation and allow for drive out basement garages in the back.

The recent signalized Kit Kat Road entrance is being used as the primary access into the site and to the proposed parking structure. Construction of a circular entrance will provide parking and drop off options at the front door as well as spaces for the leasing office, with a side entrance for packages and deliveries. Proposing a 10-foot multi pathway with substantial landscaping to buffer busy Route 1 traffic. A courtyard would be placed on the southern side to allow for solar access to the courtyard and the pool area. This courtyard is placed to open up to the adjacent courtyard for the Brompton 3 project, allowing the area more light open air while maintaining some buffering between the two projects. A secondary garage on the west side of the building providing greater access to the townhomes as well as a secondary access over to Route 1. Two service areas along the north and south for multiple service areas such as trash and holding areas for moving in and out of the building. Proposed apartments at ground level will have walk up access. The townhouses would mirror existing town home design on the adjacent Blue Stream property with two stories on the northern side and the majority would have a lower level garage level walkout.

On the multi-family side from the Kit Kat road intersection provides access to the townhomes, as well as emergency access around the building. The applicant is providing a grass paved condition off of Route 1 to provide a convenient emergency access route in lieu of a hairpin turn. To the north would be a secondary courtyard with the option for a proposed dog park.

There is green space located on the northern property edge that is being set aside for future development. The option for commercial or retail development is being investigated for future development.

The building is four-stories with residential units wrapping the internal garage situated closer to the Brompton 3 development. The proposed apartment units would be 1 and 2 bedroom and the parking garage houses about 420 automobiles. The facade will primarily be 25 to 30% brick or stone. Brick is proposed in the highly visible areas along route 1, with possible vinyl siding, subject to costs when the project gets to the building stage. There will be pre finished metal railings, high efficiency vinyl windows and a flat TPO fiberglass flat roof. A four-season terrace with a flexible gaming lawn with a fire pit, a nature based playground and a number of social pods that will provide opportunities for grilling.

The townhomes along the northern border will face quidditch lane and will be split level to assist with making up grade with rear access garage. Their architecture will be comparable in design and scale to match the housing opposite quidditch lane.

Staff Presentation

Staff complimented the applicant on the site design for the proposed 257 units. DPZ would like the panel to make recommendations on the proposed project orientation layout and how it integrates into Route 1 and surrounding building types. DPZ would also like DAP to comment and make recommendations on the edge treatments and transitions along the perimeter, as well as site design and amenity spaces.

DAP Questions and Comments

Site Design

DAP commented that they liked the site design.

DAP asked about using recycled materials and the possibility of incorporating solar panels into the building design.

The applicant responded that the project will be recycling some of the materials for construction and aren't currently adding solar panels to the design but are considering them.

DAP liked the proposed green fire lane, and how the meandering walking path was incorporated into the site.

DAP suggested the applicant look into a trash enclosure near the townhouses ie. a screened area housing the trash elements in place of having the cans along the driveways in the back of the townhouses.

DAP questioned the emergency access road because the hairpin-turn along route 1 would be hard for the fire and rescue services. Assuming it will be an impervious surface, more thought into the access may be needed.

Applicant will work with the fire department to determine what is necessary and required. They will investigate the use of grass pavement which is permeable and has been used in the past for emergency access vehicles. They may also add bollards to prevent vehicular access during non-emergencies.

DAP asked the height of the building along Rt. 1 and if it would block the view to the internal parking structure.

The applicant confirmed the buildings in front along Route 1 is 4-story high and they prevent seeing the parking garage.

Sidewalks

DAP commented about bringing some sidewalks in from the parallel parking area and inquired if there will be a sidewalk along the road in the front of the property.

DAP commented if the sidewalk from Quidditch could connect on the northside to make a loop.

Parking

DAP asked where the guest parking for the project was and if there was any in the parking garage.

The applicant responded that guest parking would be provided for in the garage as well as parallel parking along the back by the townhomes.

DAP asked about ease of access from the parking garage to various entrances into the building.

The applicant explained that there would be an access point in each of the four corners of the garage.

DAP noted the number of elevators and their locations within the building. DAP made a recommendation that a fourth elevator be added to the main building.

The applicant responded that they would investigate the feasibility of adding a fourth elevator.

Architecture

DAP commented that they liked the transitions between route 1 and the front of the building as well as the parking court. They also liked that the units facing route 1 can still have balconies and lower level patios. DAP commented on the elevation of the project and using materials such as stone to break up the buildings. DAP also noted similarities in the architecture and design to the nearby Brompton 3.

DAP commented that the building architecture was forced onto the townhomes and that it looks disproportioned.

The applicant advised that that there is some development that needs to take place to mend the proposed 4-story building and the adjacent colonial townhome architecture with the proposed townhomes.

DAP asked if the sidewalk from

Landscape

DAP liked the overall landscape design and treatments of the individual areas. DAP noted the incorporation of native plant materials into the landscape design. DAP did suggest incorporating some additional greenery and plantings along the rear of the townhomes to camouflage and screen the trash containers. DAP also thought that if the space allows the plantings would lend to the terraced look of the rear of the townhouses.

DAP Motions for Recommendations

1. DAP Member Larry Quarrick made the following motion:
As the applicant further develops the concept landscape plan that they include a mixture of shade trees, ornamental trees, shrubs and perennials and strive to have approximate ratio of 70% native to 30% non-native.
DAP Chair Bob Gorman seconded.
Vote: 4-0
2. DAP Member Dan Lovette made the following motion:
The applicant considers making a complete loop of sidewalks around the project
DAP Chair Bob Gorman seconded.
Vote: 4-0

3. Review of Plan No. 22-14 Lakefront North D-1 Update, Columbia MD

Applicants and Presenters:
Architect: Brandon Biederman, Melissa Schwartz, HCM
Designer: Gabe Chung, Design Collective

Background

The project is comprised of parcel D-1, which is zoned NT, the parcel is proposed to be constructed in phases. Parcel D-1 has frontage along roads B and C. The NT (New Town) zoning

accommodates pedestrian oriented, urban activity centers, with a mix of uses. The grading on Parcel D-1 is also set down from Little Patuxent Parkway meaning the proposed interim designs not be as prominent along the roadway. The Parcel D-1 update within the Lakefront Residential North area proposes a small parking garage with an interim public amenity space. The project is proposed to be temporary until the parcel is updated with a new proposed building with commercial retail.

Applicant Presentation

The applicant reviewed the previous presentation for Phase 1 and highlighted that this presentation was focused on the temporary parking proposed for site D1. The plan is to create a two level garage at the south end of the site, with entry into the garage off the proposed new access road. There will be two openings of drive aisles to access the adjacent D2 garage under the apartment building. The second level entrance via car into the D2 garage will be using a ramp or the alternate access via the Sterrett place garage entry. Proposed stair access is provided in the interim landscape area along Road C. The second level of the garage is open air and the east elevation wall is partial height at level 2. A set of stairs to an outdoor terrace is proposed along the main road. The exposed garage has openings for ventilation along the outdoor terrace which provide areas for public art on the wall. The west elevation grade is higher than the east so the parking structure will primarily be below grade on the western edge. The future buildout of phase 2 will be construction atop the garage and outdoor terrace area and conform with allowable maximum building height of 9 stories or 145 feet.

The alternative parking scenario is a surface parking lot in place of the two-story garage. The parking entry would be off of Road B. A retaining wall would be placed along the western edge to make up the necessary grade change. There would still be access provided to the D2 garage from within the parking lot.

An interim public space is proposed along Road C with generous planting zones along the curb, seating, and social gaming options. The interim plan takes advantage of space along the streetscape to ensure it still provides access for community and residents. Looking north on the site there would be some café seating, some sort of social games in the middle, and more café seating to bookend. Road C moves to the south with a large grade change. Adding step edge that overlooks lower terrace to the south. Possibly looking at synthetic grass in the middle to support games, socializing, etc. Generous building frontage along the planned future retail activity.

The team is evaluating planting containers to support greenery along building edge on the west side of interim public space with screen help to provide visual interest along the façade. Proposed furnishings are similar to the rest of the site are proposed to feel integrated with the rest of the development. Along the café seating areas possibly include planters supporting seating along the edges with ornamental trees and native perennials to provide seasonal interest. The scheme A parking garage for interim buildout would have screen walls that wrap the garage to provide air movement but also provide visuals to the activity in the social areas, with plantings to provide a separation between the space and new Road B. Future development of the interim amenity area will provide generous building frontage along with planned future retail activity. The proposed retail space would not encroach on the public space.

DAP Questions and Comments

Staff Presentation

Staff complimented the applicant on the site design and presentation of the proposed parking and amenity area. DPZ felt the panel should have input of the proposed design and how it will fit within the context of the greater Lakefront Development. DPZ requested the panel to make recommendations on the proposed site layout and design.

DAP Questions and Comments

Site Design

DAP commented that they like the proposed design and that it fit with the adjacent property.

DAP asked about the proposed retail building and the extents to which it would occupy after the amenity area. DAP thought the future retail seemed small considering the space that it was to occupy.

DAP commented on scheme b and ask if it was just surface area or if there was any structure.

The applicant responded that they were not anticipating any structure other than a retaining wall.

Sidewalks

DAP commented that they would like to see indentations into the sidewalk if possible to invite individuals into the site. DAP commented on the ADA accessibility of the site.

The applicant explained the layout with sloping sidewalks as well as flush areas to allow access to the game area and terrace and would be accessible.

Architecture

DAP commented on the storefront depths and questioned the shallow units.

The applicant responded that the units are shallow and that they are in negotiations with a larger tenant that would take multiple units. The proposed units would match current adjacent structures. The storefront would engage road C which would bring individuals into a lobby space and then access a second story. It is not envisioned to be typical retail or restaurant space.

Landscape

DAP liked the proposed landscaping and use of planters to bring green space to the area.

DAP Motions for Recommendations

The DAP had no motions for the Lakefront D-1 Update.

4. Other Business and Informational Items

DPZ Staff Anthony Cataldo noted that there is a meeting scheduled for June 8th.

5. Call to Adjourn

DAP Chair Bob Gorman adjourned the meeting at 8:17 PM

ATTACHMENT 2

Relevant Definitions Relating to Downtown Columbia Revitalization

(Excerpted from Section 103 of the Zoning Regulations)

Downtown Arts, Cultural and Community Use: Land areas, uses and facilities established for cultural, civic, recreation, educational, environmental, entertainment or community use or benefit, whether or not enclosed and whether publicly or privately owned or operated for profit, including, but not limited to, libraries, fire stations, schools, museums, galleries, artistic work, and transit facilities. Eating, seating and gathering areas that are accessory to these uses are permitted.

Downtown Arts and Entertainment Park: A contiguous area including a large outdoor amphitheater which may be surrounded by a variety of smaller indoor or outdoor artistic and performance spaces, museums, galleries and similar cultural or educational uses in a park-like setting. Ancillary uses such as food vendors, gift shops, small restaurants and supporting infrastructure such as utilities, public and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking are also permitted.

Downtown CEPPA Implementation Chart: The chart and associated text and flexibility provisions contained in the Downtown Columbia Plan which identify the phasing for Downtown Community Enhancements, Programs and Public Amenities.

Downtown Columbia: The following recorded Final Development Plan Phases: Phase 4, Phase 4-A-5, Phase 21, Phase 47-A-7, Phase 52, Phase 62-A-1, Phase 95, Phase 101-A, Phase 105, Phase 111-A-1, Phase 115, Phase 121, Phase 122-A, Phase 139-A-3, Phase 140-A-1, Phase 192-A, Phase 211, Phase 217-A-1, Phase 219, Phase 234, and the area within the described limits included in exhibit A of the Appendix in these Zoning Regulations.

Downtown Columbia Plan: The General Plan Amendment for Downtown Columbia approved by County Council Bill No. 58-2009.

Downtown Community Commons: Amenity spaces such as plazas, promenades, greens, gardens, squares and other pedestrian-oriented areas, whether publicly or privately owned, that are intended for community interaction and may include spaces for seating, walking, eating, gathering, fountains, public art, way-finding signage, kiosks, or other similar public amenities. Downtown Community Commons can also include walkways that are designed to enhance and be an integral part of the adjacent amenity space, but shall not include any drive lane for vehicular traffic such as private streets, alleys and public roadways for automotive use. Downtown Community Commons must be generally accessible by the public without charge. Included in this category are Downtown Neighborhood Squares. Downtown Community Commons may be integrated into or developed as a part of other uses and may

include underground parking, utilities and other infrastructure supporting downtown revitalization.

Downtown Community Enhancements, Programs and Public Amenities (CEPPA): The specific feasibility studies, improvement and management organizations, environmental enhancement programs, and physical improvements identified in the Downtown CEPPA implementation chart contained in the Downtown Columbia Plan.

Downtown Environmental Restoration: Projects within Downtown Columbia that are identified in Columbia Town Center Merriweather and Crescent Environmental Enhancements Study or Best Management Practices for Symphony Stream and Lake Kittamaqundi Watersheds involving forest restoration and enhancement, reforestation and afforestation, wetland enhancement, and stream restoration activities.

Downtown Environmentally Sensitive Land Area: An area within Downtown Columbia meeting the definition in the Howard County Land Development Regulations of either a floodplain, steep slope, stream or wetland buffers.

Downtown Maximum Building Height Plan: The plan which graphically represents the maximum building height requirements for all Downtown revitalization, as depicted in the Downtown Columbia Plan.

Downtown Mixed-Use: A land-use designation that permits any use or combination of uses permitted under Section 125.0.A.9.B. including supporting infrastructure, such as utilities, public and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking.

Downtown Neighborhood Concept Plan: A concept plan showing an individual neighborhood identified in the Downtown Columbia Plan that depicts a general layout for proposed public and private streets, block sizes and configurations, maximum building heights and proposed Downtown Community Commons as context for the evaluation of the Final Development Plans.

Downtown Neighborhood Design Guidelines: Urban design guidelines for an individual neighborhood identified in the Downtown Columbia Plan.

Downtown Neighborhood Square: An outdoor amenity space comprised of not less than 25,000 contiguous square feet, exclusive of bike paths and required sidewalks that might be located along its perimeter. A Downtown Neighborhood Square may be covered or partially covered.

Downtown Net New: As applicable, the number of dwellings, hotel and motel rooms, and the amount of gross floor area of commercial office and commercial retail uses that are permitted under the Downtown Revitalization Approval Process after April 6, 2010 in excess of the number of dwellings, hotel and motel rooms, and gross floor area of commercial office

and commercial retail uses that are shown on a Site Development Plan for property located within Downtown Columbia that was approved prior to April 6, 2010.

Downtown Open Space Preservation Plan: A plan included in the Downtown Columbia Plan delineating all land in Downtown Columbia designated as open space on a Final Development Plan recorded prior to April 6, 2010 that is required to retain its existing character as: Downtown Environmentally Sensitive Land; Downtown Parkland; Downtown Community Commons; or a Downtown Arts and Entertainment park, as specified in Section 125.0.A.9.H.

Downtown Parkland: An area generally accessible by the public without charge for active and/or passive recreation purposes which consists primarily of vegetated areas with a natural character, more formal lawns, gardens and walks, pedestrian connections, minor active structured recreation uses such as urban playgrounds, public art, fountains and minimal structures such as cafes and outdoor dining areas, gazebos, pavilions, outdoor stages, and kiosks.

Downtown Primary Amenity Space Framework Diagram: A plan and associated text included in the Downtown Columbia Plan depicting existing and proposed primary amenity and natural spaces in Downtown Columbia.

Downtown Public Art: Original outdoor artwork which is accessible to the public.

Downtown Revitalization: A form of development required in Downtown Columbia after April 6, 2010 in compliance with the applicable provisions of Section 125.0 that must conform with the recommendations of the Downtown Columbia Plan.

Downtown Revitalization Phasing Plan: A phasing plan included in the Downtown Columbia Plan identifying additional development rights by phase for Downtown Revitalization.

Downtown Signature Building: An existing or proposed structure which requires premiere attention to its architectural design because of its cultural significance or prominent location in relationship to the public realm, such as its position on a street or open space, or as the terminus of a vista.

Downtown-wide Design Guidelines: General urban design guidelines for Downtown Revitalization adopted by the Howard County Council.

SDP-22-042 STAFF REPORT ATTACHMENT 3

**DOWNTOWN COLUMBIA REVITALIZATION
COMMUNITY ENHANCEMENTS PROGRAMS AND PUBLIC AMENITIES (CEPPA)
STATUS SUMMARY
(AS OF MARCH 16, 2023)**

PRIOR TO SUBMISSION OF THE FIRST FINAL DEVELOPMENT PLAN		
1	HHC completed at its expense an environmental assessment of the three sub-watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located upstream of the Merriweather & Crescent Environmental Enhancements Study area.	COMPLETE
2	HHC will commission at HHC's expense (i) the preparation of the Land Framework component of the Downtown Columbia Sustainability Program and (ii) a detailed outline for the Community Framework component of the Sustainability Program.	COMPLETE
3	HHC will commission at HHC's expense in consultation with Howard County a study evaluating a new Downtown Columbia Route 29 interchange between Route 175 and Broken Land Parkway and options for a connection over Route 29 connecting Downtown Columbia to Oakland Mills, including potential bicycle, transit and multimodal improvements.	COMPLETE
4	HHC will prepare at its expense Downtown-wide Design Guidelines.	COMPLETE
PRIOR TO APPROVAL OF THE FIRST FINAL DEVELOPMENT PLAN		
5	HHC will commission at HHC's expense and in consultation with Howard County one or more feasibility studies for the following: (i) a new Broken Land Parkway/Route 29 north/south collector road connection to Little Patuxent Parkway and (ii) a new Downtown transit center and Downtown Circulator Shuttle.	COMPLETE
6	HHC and Howard County will jointly determine the functions, organizational structure, implementation phasing schedule consistent with the redevelopment phasing schedule, potential funding sources and projected funding needs of the Downtown Columbia Partnership, prior to HHC's establishment of this Partnership. As such, at least fifty percent (50%) of the revenue collected pursuant to CEPPA No. 25 shall be utilized for the implementation of transportation initiatives in the shuttle feasibility study or other direct transit services downtown.	COMPLETE
PRIOR TO APPROVAL OF THE FIRST SITE DEVELOPMENT PLAN		
7	HHC will submit a phasing schedule for implementation of the restoration work on HHC's property and a Site Development Plan for the first phase of the environmental restoration work as described in CEPPA No. 15.	COMPLETE
8	HHC, in collaboration with the County, will establish the Downtown Arts and Culture Commission, an independent nonprofit organization, to promote and support Merriweather Post Pavilion's revitalization in accordance with this Plan and the development of Downtown Columbia as an artistic and cultural center.	COMPLETE
PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT		
9	To facilitate the renovation of the Banneker Fire Station, HHC and the County shall cooperate to identify a site for the development of a temporary fire station while the Banneker Fire station is being renovated.	COMPLETE - Crescent Area 4 identified if a temporary location is needed
UPON ISSUANCE OF THE FIRST BUILDING PERMIT		
10	HHC shall contribute \$1.5 million in initial funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	COMPLETE

CEPPA Status Summary (continued)

UPON ISSUANCE OF THE BUILDING PERMIT FOR THE 400th RESIDENTIAL UNIT		
11	HHC shall contribute \$1.5 million in additional funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	COMPLETE
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 500,000th SF OF DEVELOPMENT		
12	HHC will complete at its expense the pedestrian and bicycle pathway from the Howard County General Hospital to Blandair Park. In addition, HHC along with the County and community will develop a scope of work for renovation of the existing Route 29 pedestrian bridge. HHC will contribute up to \$500,000 towards the implementation of the selected improvements.	Alternative Compliance approved on 8/20/15 COMPLETE
13	HHC will enter into and record in the land records of Howard County, Maryland, a declaration of restrictive covenants that shall prohibit the demolition or major exterior alteration of the former Rouse Company Headquarters building.	COMPLETE
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 1,300,000th SF OF DEVELOPMENT		
14	HHC in cooperation with Howard Transit shall identify a location in Downtown Columbia for a new Howard County Transit Center and shall provide a location either by fee transfer at no cost or a long-term lease for a nominal sum subject to all applicable laws and regulations.	PENDING - Potential site identified. Alternative timing compliance to 3.2 MSF approved by Planning Board on Nov. 16, 2017 to complete transaction
15	HHC will complete environmental restoration projects in the Merriweather-Symphony Woods and Crescent areas.	COMPLETE
16	HHC will complete Phase I of the Merriweather Post Pavilion redevelopment program.	COMPLETE
PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN FOR THE 1,375th NEW RESIDENTIAL UNIT		
17	HHC shall, if deemed necessary by the Board of Education, reserve an adequate school site or provide an equivalent location within Downtown Columbia.	COMPLETE – BOE received 2 school sites through negotiation
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 2,600,000th SF OF DEVELOPMENT		
18	HHC will construct at its expense, the Wilde Lake to Downtown Columbia pedestrian and bicycle pathway.	COMPLETE
19	HHC will construct at its expense the Lakefront Terrace (steps to the Lake) amenity space and pedestrian promenade.	PENDING – alternative timing to 3.9 MSF is proposed with this FDP.
20	HHC will complete Phase II of Merriweather Post Pavilion redevelopment program.	COMPLETE – alternative compliance approved November 4, 2016 so that no project will be held up due to Merriweather Post Pavilion redevelopment.
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 3,900,000th SF OF DEVELOPMENT		
21	HHC will complete Phase III of Merriweather Post Pavilion redevelopment program.	COMPLETE – alternative compliance approved November 4, 2016 so that no project will be held up due to Merriweather Post Pavilion redevelopment
22	At least one Downtown Neighborhood Square shall be completed and deeded to Howard County for public land.	COMPLETE

CEPPA Status Summary (continued)

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 5,000,000th SF OF DEVELOPMENT		
23	HHC will provide \$1,000,000 towards the initial funding of a Downtown Circulator Shuttle.	PENDING
24	Transfer of Merriweather Post Pavilion to the Downtown Arts and Culture Commission for zero-dollar consideration.	COMPLETE
PRIOR TO THE APPROVAL OF EACH FINAL DEVELOPMENT PLAN		
25	Each owner of property developed with commercial uses shall pay an annual fee of twenty-five cents (\$0.25) per square foot of Gross Leasable Area for office and retail uses and twenty-five cents (\$0.25) per square foot of net floor area for hotels to the Downtown Columbia Partnership.	ON-GOING
UPON ISSUANCE OF ANY BUILDING PERMIT FOR A BUILDING CONTAINING DWELLING UNITS		
26	To fulfill an affordable housing obligation, each developer will pay a per unit fee to the DCCHF in the following amounts: \$2,000/unit for each unit up to and including the 1,500th unit; \$7,000/unit for each unit between the 1,501th unit up to and including the 3,500th unit; \$9,000/unit for each unit between the 3,501st unit up to and including the 5,500th unit.	CEPPA REMOVED IN 2017 DCP UPDATE AND REPLACED WITH DRRRA and MOU
ADDITIONAL CEPPA CONTRIBUTION		
27	Each owner of property developed with commercial uses pursuant to the Downtown Revitalization Zoning Regulations shall provide an annual payment to the DCCHF in the amount of five cents (\$0.05) per square foot of Gross Leasable Area for office and retail uses, and five cents (\$0.05) per square foot of net floor area for hotels. The payment will be made annually by the property owner, with the initial payment being made prior to the issuance of an occupancy permit for net new commercial development on the property. The amount of the charge will be subject to annual adjustment based on a builder's index, land value, or other index provided in the implementing legislation.	ON-GOING

SDP-24-042, LAKEFRONT NORTH
TECHNICAL STAFF REPORT
ATTACHMENT 4
PARKING SUMMARY TABLES
AND
PARKING MAPS

Table 8
 Lakefront North Phase 1 SDP
 Shared Parking Analysis for Phase 1 SDP Conditions

<u>Development Program</u>				
Retail	11,380	S.F.		
Restaurant - Standard	4,208	S.F.		
Restaurant - Fast Food	3,425	S.F.		
Residential - Apartments	701	D.U.		
<u>Parking Summary by Month</u>				
Month	<u>Parking Required</u>			
	Weekday		Weekend	
January	1,001		994	
February	1,001		994	
March	1,010		1,003	
April	1,009		1,002	
May	1,012		1,006	
June	1,011		1,006	
July	1,013		1,006	
August	1,015		1,008	
September	1,008		1,002	
October	1,012		1,006	
November	1,012		1,004	
December	1,026		1,017	
Late December	1,015		1,008	
Maximum Parking Required	1,026		1,017	
Non-Shared Requirement	1,067		1,077	
Difference (savings)	41		60	
Percent Savings	4%		6%	
<u>Parking Summary by User</u>				
Peak Month Hour of Day	<u>Weekday</u>		<u>Weekend</u>	
	December 7 PM	Peak Hour Parking Ratio	December 7 PM	Peak Hour Parking Ratio
Retail Customer	30	3.34	24	2.81
Retail Employee	8		8	
Restaurant (standard) Customer	52	15.21	52	15.45
Restaurant (standard) Employee	12		13	
Restaurant (Fast Food) Customer	26	9.93	23	8.76
Restaurant (Fast Food) Employee	8		7	
Subtotal - Commercial	136		127	
Residential - Visitors	74	0.11	74	0.11
Residential - Shared Spaces	100	0.14	100	0.14
Residential - Tandem Spaces	15	0.02	15	0.02
Residential - Dedicated Spaces	701	1.00	701	1.00
Subtotal - Residential	890		890	
Total Parking Required	1,026		1,017	
<u>Summary</u>				
	<u>Weekday</u>		<u>Weekend</u>	
Maximum Dedicated Parking Requirement	701	spaces	701	spaces
Dedicated Parking Supply	701	spaces	701	spaces
Difference (Residential)	-	spaces	-	spaces
Residential Tandem Parking Requirement	15	spaces	15	spaces
Tandem Parking Supply	15	spaces	15	spaces
Difference (Residential)	0	spaces	0	spaces
Maximum Shared Requirement	310	spaces	301	spaces
Additional Parking Required ⁽¹⁾	199	spaces	199	spaces
Total Parking Required	509	spaces	500	spaces
Parking Supply	413	spaces	413	spaces
Difference (to be provided off-site) ⁽²⁾	96	spaces	87	spaces

Notes: (1) Includes 199 spaces for off-site uses (SDP-71-14C). Additional parking provided within the Lakefront area that are being relocated within the SDP boundary.

(2) Additional parking provided in the Wincopin Deck. See detailed Lakefront District Parking Analysis for details.

Table 10-2
Lakefront North Phase 1 SDP (Lakefront District)
Shared Parking Requirement Summary

Lakefront North Phase 1 SDP - Only	Weekday		Weekend	
Parking Required ⁽¹⁾	1,026	spaces	1,017	spaces
Additional Parking Required ⁽²⁾	199	spaces	199	spaces
Total Parking Required	1,225	spaces	1,216	spaces
Parking Provided ⁽³⁾	1,225	spaces	1,216	spaces
Lakefront District-Wide Parking Summary ⁽⁴⁾				
	Weekday		Weekend	
Parking Required ⁽⁵⁾	2,450	spaces	2,239	spaces
Parking Provided	2,683	spaces	2,683	spaces
Surplus	233	spaces ⁽⁶⁾	444	spaces

(1) Represents maximum requirement during December at 7:00 PM on weekdays and 7:00 PM on weekends.

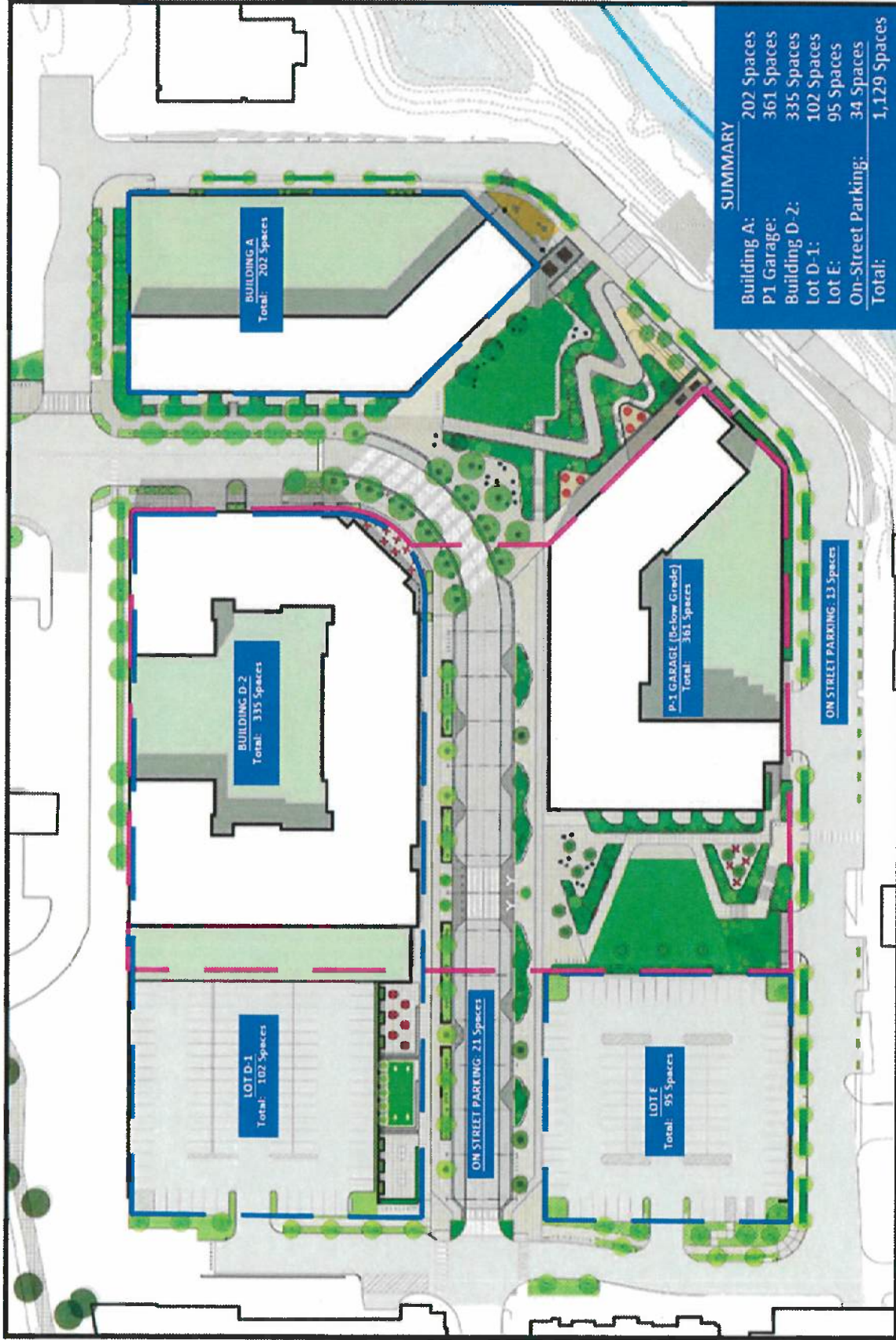
(2) Per SDP-71-14C.

(3) Includes 96 (weekday)/87 (weekend) parking spaces provided in the Wincopin Deck per Section 133.0.B.4.e. See Lakefront District Analysis in Appendix for details.

(4) Whole Foods (SDP-73-23), Lakefront MOB (SDP-22-19), Exhibit Building (SDP-94-082), Teachers Building (SDP-92-039), and Lakefront North Phase 1 are based on shared methodology. Hotel (SDP-79-44C, SDP-71-14C) and Kincade Building (SDP-00-065) reflect non-shared SDP requirement.

(5) Represents maximum requirement during December at 2:00 PM on weekdays and 8:00 PM on weekends.

(6) Includes four (4) surplus spaces located in the reserved residential parking area.



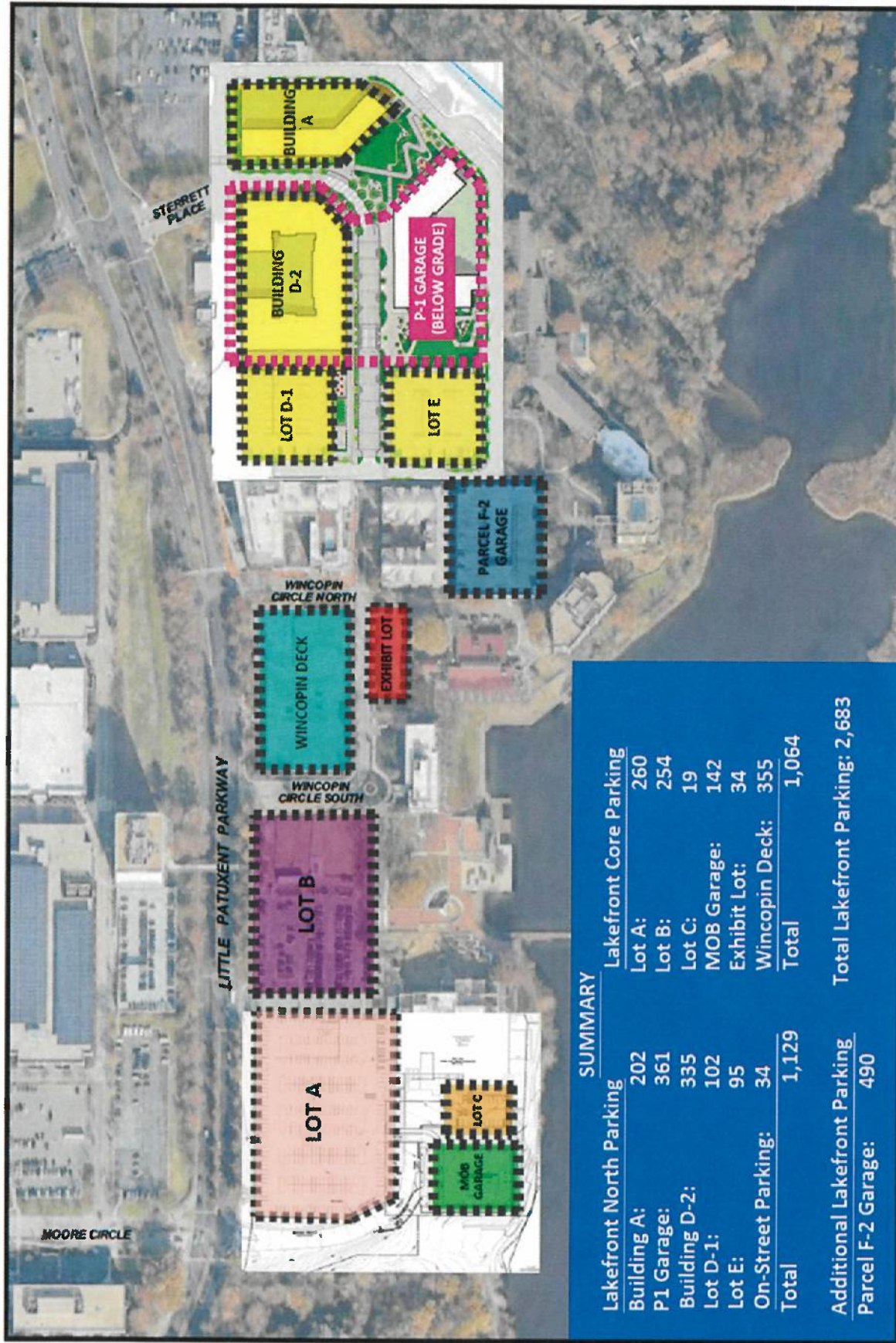
PLAN PROVIDED BY: GLW

■ ■ ■ ■ P1 Garage (Below Grade)



Figure 10-1
Lakefront North Parking Supply Summary

Lakefront North Phase 1 SDP
Howard County, Maryland



PLAN PROVIDED BY: GLW

▲ NORTH

Lakefront North Phase 1 SDP
Howard County, Maryland

■ ■ ■ P-1 Garage (Below Grade)

Figure 10-2
Lakefront District Parking Supply Summary

Table N-12
 Lakefront North Phase 1 SDP (Lakefront District) - Based on December 21, 2022 Parking Study Methodology
 Parking Distribution and Summary By Use - for Commercial/Shared Uses **District-Wide Weekday Peak - December at 2:00 PM**

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Commercial/ Shared Totals
Whole Foods	-	136	-	104	-	-	-	-	-	-	-	-	-	-	240
Whole Foods - Day Spa	-	-	9	39	-	-	-	-	-	-	-	-	-	-	48
Whole Foods - Office	-	-	-	39	-	-	-	-	-	-	-	-	-	-	39
MOB - Medical Office	124	-	10	4	-	120	-	-	-	-	-	-	-	-	258
MOB - Employees	-	-	-	68	-	22	33	-	-	-	-	-	-	-	123
Exhibit Building	-	-	-	-	34	-	55	-	-	-	-	-	-	-	89
Teachers Building	-	-	-	-	-	-	188	-	-	-	-	-	-	-	188
LFN Retail/Restaurant	-	-	-	-	-	-	-	-	-	-	77	22	-	21	120
LFN Residential Shared	-	-	-	-	-	-	-	-	23	-	66	-	-	-	89
Kincade Building	-	-	-	-	-	-	-	153	-	-	-	-	-	-	153
Lakehouse Hotel - Tower	-	-	-	-	-	-	-	192	-	-	-	13	95	13	313
Lakehouse Hotel - Lodges	-	-	-	-	-	-	-	-	-	11	-	67	-	-	78
Overall Lakefront District Summary	124	136	19	254	34	142	276	345	23	11	143	102	95	34	1,738
Supply	124	136	19	254	34	142	355	490	23	11	148	102	95	34	1,967
Difference	-	-	-	-	-	-	79	145	-	-	5	-	-	-	229

Table N-13
 Lakefront North Phase 1 SDP (Lakefront District)
 Parking Distribution and Summary By Use - for Residential Reserved Uses **District-Wide Weekday Peak - December at 2:00 PM**

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Residential Reserved Totals
LFN Residential Reserved	-	-	-	-	-	-	-	-	175	339	187	-	-	-	701
LFN Residential Tandem	-	-	-	-	-	-	-	-	4	7	-	-	-	-	11
Lakefront North Summary	-	-	-	-	-	-	-	-	179	346	187	-	-	-	712
Supply	-	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Difference	-	-	-	-	-	-	-	-	-	4	-	-	-	-	4
OVERALL TOTAL PARKING REQUIRED															2,450

Table N-14

Lakefront North Phase 1 SDP (Lakefront District) - Based on December 21, 2022 Parking Study Methodology
 Parking Distribution and Summary By Use - for Commercial/Shared Uses Lakefront North Peak - Weekday - December 7:00 PM

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Commercial/Shared Totals
Whole Foods	15	136	-	89	-	-	-	-	-	-	-	-	-	-	240
Whole Foods - Day Spa	45	-	9	-	-	-	-	-	-	-	-	-	-	-	54
Whole Foods - Office	-	-	-	4	-	-	-	-	-	-	-	-	-	-	4
MOB - Medical Office	64	-	10	4	-	-	-	-	-	-	-	-	-	-	78
MOB - Employees	-	-	-	34	-	4	-	-	-	-	-	-	-	-	38
Exhibit Building	-	-	-	-	34	-	92	-	-	-	-	-	-	-	126
Teachers Building	-	-	-	123	-	-	46	-	-	-	-	-	-	-	169
LFN Retail/Restaurant	-	-	-	-	-	-	96	-	-	-	71	22	-	21	210
LFN Residential Shared	-	-	-	-	-	-	-	-	23	-	77	-	-	-	100
Kincade Building	-	-	-	-	-	-	-	153	-	-	-	-	-	-	153
Lakehouse Hotel - Tower	-	-	-	-	-	-	-	192	-	-	-	13	95	13	313
Lakehouse Hotel - Lodges	-	-	-	-	-	-	-	-	-	11	-	67	-	-	78
Overall Lakefront District Summary	124	136	19	254	34	4	234	345	23	11	148	102	95	34	1,563
Supply	124	136	19	254	34	142	355	490	23	11	148	102	95	34	1,967
Difference	-	-	-	-	-	-	138	121	145	-	-	-	-	-	404

Table N-15

Lakefront North Phase 1 SDP (Lakefront District)
 Parking Distribution and Summary By Use - for Residential Reserved Uses Lakefront North Peak - Weekday - December 7:00 PM

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Residential Reserved Totals
LFN Residential Reserved	-	-	-	-	-	-	-	-	175	339	187	-	-	-	701
LFN Residential Tandem	-	-	-	-	-	-	-	-	4	11	-	-	-	-	15
Lakefront North Summary	-	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Supply	-	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Difference	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OVERALL TOTAL PARKING REQUIRED	2,279														

Table N-16
 Lakefront North Phase 1 SDP (Lakefront District) - Based on December 21, 2022 Parking Study Methodology
 Parking Distribution and Summary By Use - for Commercial/Shared Uses **District-Wide Weekend Peak - December at 8:00 PM**

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Commercial/Shared Totals
Whole Foods	117	123	-	-	-	-	-	-	-	-	-	-	-	-	240
Whole Foods - Day Spa	7	-	19	-	-	-	-	-	-	-	-	-	-	-	26
Whole Foods - Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOB - Medical Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOB - Employees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exhibit Building	-	-	-	22	34	-	124	-	-	-	-	-	-	-	180
Teachers Building	-	-	-	232	-	-	-	-	-	-	-	-	-	-	232
LFN Retail/Restaurant	-	-	-	-	-	-	-	-	-	-	83	22	-	21	126
LFN Residential Shared	-	-	-	-	-	-	87	-	23	-	65	-	-	-	175
Kincade Building	-	-	-	-	-	-	-	153	-	-	-	-	-	-	153
Lakehouse Hotel - Tower	-	-	-	-	-	-	-	192	-	-	-	13	95	13	313
Lakehouse Hotel - Lodges	-	-	-	-	-	-	-	-	-	11	-	67	-	-	78
Overall Lakefront District Summary	124	123	19	254	34	-	211	345	23	11	148	102	95	34	1,523
Supply	124	136	19	254	34	142	355	490	23	11	148	102	95	34	1,967
Difference	-	13	-	-	-	-	144	145	-	-	-	-	-	-	444

Table N-17
 Lakefront North Phase 1 SDP (Lakefront District)
 Parking Distribution and Summary By Use - for Residential Reserved Uses **District-Wide Weekend Peak - December at 8:00 PM**

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Parcel F-2 Garage	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Residential Reserved Totals
LFN Residential Reserved	-	-	-	-	-	-	-	-	175	339	187	-	-	-	701
LFN Residential Tandem	-	-	-	-	-	-	-	-	4	11	-	-	-	-	15
Lakefront North Summary	-	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Supply	-	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Difference	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OVERALL TOTAL PARKING REQUIRED															2,239

Table N-18

Lakefront North Phase 1 SDP (Lakefront District)

Parking Distribution and Summary By Use - for Commercial/Shared Uses

Lakefront North Peak - Weekend - December 7:00 PM

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Commercial/Shared Totals
Whole Foods	15	136	-	89	-	-	-	-	-	-	-	-	-	240
Whole Foods - Day Spa	32	-	19	-	-	-	-	-	-	-	-	-	-	51
Whole Foods - Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOB - Medical Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOB - Employees	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exhibit Building	-	-	-	-	34	-	131	-	-	-	-	-	-	165
Teachers Building	-	-	-	165	-	-	35	-	-	-	-	-	-	200
LFN Retail/Restaurant	-	-	-	-	-	-	-	-	-	84	22	-	21	127
LFN Residential Shared	-	-	-	-	-	-	87	23	-	64	-	-	-	174
Kincade Building	-	-	-	-	-	-	-	153	-	-	-	-	-	153
Lakehouse Hotel - Tower	-	-	-	-	-	-	-	192	-	-	13	95	13	313
Lakehouse Hotel - Lodges	-	-	-	-	-	-	-	-	11	-	67	-	-	78
Overall Lakefront District Summary	47	136	19	254	34	-	253	345	23	11	148	102	95	34
Supply	124	136	19	254	34	142	355	490	23	11	148	102	95	1,967
Difference	77	-	-	-	-	142	102	145	-	-	-	-	-	466

Table N-19

Lakefront North Phase 1 SDP (Lakefront District)

Parking Distribution and Summary By Use - for Residential Reserved Uses

Lakefront North Peak - Weekend - December 7:00 PM

User/Building	WF - West	WF - East	WF - Lower Lot	ACB Lot	Exhibit Surface	MOB Deck	Wincopin Deck	Building A	P1 Garage	Building D-2	Lot D-1	Lot E	On-Street	Residential Reserved Totals
LFN Residential Reserved	-	-	-	-	-	-	-	175	339	187	-	-	-	701
LFN Residential Tandem	-	-	-	-	-	-	-	4	11	-	-	-	-	15
Lakefront North Summary	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Supply	-	-	-	-	-	-	-	179	350	187	-	-	-	716
Difference	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OVERALL TOTAL PARKING REQUIRED	2,217													