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## Meeting Summary August 13, 2025

### Attendance

#### Panel Members:

Kellie Hollenbeck, Chair  
Ethan Merchant, Vice Chair  
Dan Lovette  
Xi Wang  
Greg Ault  
Larry Quarrick  
Shahriar Etemadi

#### DPZ Staff:

Nick Haines and Payton Semmont

1. **Opening of Meeting** – DAP Chair Kellie Hollenbeck opened the meeting at 7:05pm. The Panel and County made their introductions.
2. **Review of Plan No. 25-10:** Paddock Pointe 5B – Laurel, MD  
Engineer: EXSITE Engineering and Surveying, LLC – Rob Vogel  
Architect: NVR – Jack Chudovan & Kevin Scott

### Background

This project was previously reviewed by the DAP on two separate occasions: first on August 28, 2024, and again on September 25, 2024. The proposed development for Paddock Pointe Phase 5B (formerly Laurel Park Station) initially consisted of 258-unit and 50-unit multi-family apartment buildings and parking garages but has since been revised to instead propose 57 stacked townhome units. The southern portion of the site (Phase 5A) was previously approved by the DAP and thus only the portions north of Laurel Park Blvd (Phase 5B) remain to be evaluated. Since the DAP's last review, changes have been made to the design and style of the townhomes as well as their orientation. In response to the September 2024 comments, the applicant has also investigated other terminus possibilities where American Pharoah Lane meets Seattle Slew Lane and has added a landscaping screen wall at this location.

### Applicant Presentation

The applicant presented the proposed plans, which include an area of development and an area of reconfiguration. The area of reconfiguration originally showed four-story, two-over-two townhomes that are now three-story townhomes that create greater distance, thereby reducing visual obstruction between these homes and adjacent ones. The units overlooking Laurel Park Road have been rotated per the DAP's suggestions, and additional landscaping has been added between driveways. The roadway that initially only existed in Phase 1 has been extended to run through Phase 5 and ultimately connects Phase 1 to the traffic circle located in the greater developments southwest of the site area.

The area of development includes an area of open space and the 57 stacked townhome units, to which new architectural designs have been made.

### **Staff Presentation**

The 63.43-acre site is zoned TOD (Transit Oriented Development) and is on buildable parcels A, B, C, and E. TOD accommodates development and redevelopment within 3,500 feet of a MARC Station and encourages multi-use centers that combine office and high-density residential uses. TOD further encourages safe and convenient pedestrian access for commuters using MARC and other transit. The project was seen most recently at the September 25, 2024 DAP meeting.

The Paddock Pointe Phase 5B (formerly Laurel Park Station) initially proposed the construction of the 258-unit and 50-unit multi-family apartment buildings and parking garages along Laurel Park Boulevard. The petitioner proposes an update to the previous layout that replaced the apartment building with 57 stacked townhome units. The applicant made revisions to the northern portion of the previous design and layout in response to the prior meeting comments and site design issues. The layout updates are only to the portions north of Laurel Park Blvd with the southern layout maintaining what was approved with the previous DAP meeting. The applicant is also proposing updates to the townhouse style and designs proposed within this phase.

Staff asked the DAP to make comments and recommendations on the new orientation layout configuration, vehicular circulation, pedestrian connections, and open space/amenity areas.

### **DAP Questions and Comments**

#### Site Design

DAP expressed concern with the orientation of some townhomes – particularly those located at the north of the Phase and frontally abutting the open space – as their fronts would not be seen by owners nor visitors and the rear-loading garages would effectively become the main entryways, accessed only through unwelcoming service alleys. After learning more about the proposed dog park that these units would overlook, the DAP strongly recommended this open space be considered for other uses and suggested the addition of a strong landscaping buffer along the parcel's edge, which would not only act to safely enclose this space but would also serve to screen the adjacent development. The DAP also suggested that these townhomes be reoriented and recommended fully embracing the street-alley-street configuration as this was already adopted elsewhere in the development.

DAP noted the gradual devolution of the entire development's cohesion. They felt the original design was cohesive, but as separate phases have been developed by various entities, these phases no longer support each other as originally intended. With the reworking of various aspects, there is also no longer a hierarchy of street types.

#### Architecture

DAP agreed with the applicant that the backs of the townhomes are underwhelming, especially when compared to the fronts, and suggested they be dressed up. DAP also recommended different color schemes for these townhomes as the architecture is more contemporary transitional, and the color scheme more traditional.

#### Landscape

DAP suggested that still more landscaping be added between driveways, citing the need for screening of trash receptacles on collection days.

## **DAP Motions for Recommendations**

DAP member Larry Quarrick made the following motion:

The applicant look at the northern property line to better buffer and define the linear green space with evergreens and deciduous native trees to screen the back ends of properties along North Second Street.

DAP Vice Chair Ethan Merchant seconded.

Vote: 6-0 to approve.

DAP Vice Chair Ethan Merchant made the following motion:

The applicant consider the central block of the larger parcel and flipping the house orientations to create the street-alley-street configuration that is present to the east of Seattle Slew.

DAP member Larry Quarrick seconded.

Vote: 6-0 to approve.

### **3. Review of Plan No. 25-11: Chase Bank, Clarksville Pike – Clarksville, MD.**

Engineer: Bohler Engineering – Patrick McGowan

Landscape Architect: Bohler Engineering – Eric McWilliams

Architect: Core States Group – Lauren Jester

## **Background**

The proposed bank will be located at 6080 Daybreak Circle, with direct frontage along Clarksville Pike (MD Route 108). The site is within the NT (New Town) zoning district, which is designated for a mix of residential, parkland, open spaces, offices, light industrial uses, and commercial developments.

Currently, there is an existing structure on the 1.7-acre parcel: a former Ruby Tuesday restaurant and parking lot, which is proposed to temporarily remain, though its future use is yet to be determined.

Chase is proposing to subdivide the parcel, construct the bank within the parking field, and sell the residual lot. The proposed bank structure will be approximately 3,500 sq ft with associated parking facilities and ATM-only drive thru.

This project was previously reviewed by the DAP on May 28, 2025, who left the applicant with three points of consideration:

1. Further investigate the cadence of the street to pick up on the existing streetscape.
2. Try to reorient the building to be more in line with those that already exist along Clarksville Pike.
3. Conduct a zoning analysis of both parcels that result from the subdivision to verify that both can be usable and developable in accordance with County regulations.

## **Applicant Presentation**

The applicant addressed what they felt were the four main points of concern the DAP voiced in their previous review: 1) the need for retention of existing trees; 2) the fate of the residual parcel; 3) the bank's building orientation; and 4) accenting the parcel's entryway from Clarksville Pike.

1. The applicant investigated the possibility of avoiding the proposed removal of four trees along Clarksville Pike. Analysis showed that the critical root zones (CRZ) of each would be impacted too much for them to remain and proposed that four lower maintenance oaks replace them.
2. The applicant researched potential future uses of the residual parcel through zoning research and parking studies. They found that the parcel would be permitted by the County's Zoning Regulations to support commercial (retail), office, and restaurant uses, in varying sizes, and that each would meet the County's parking requirements.

3. The applicant presented alternative orientations of the bank and demonstrated how these alternatives would not be feasible to pursue.
4. The applicant ensured the DAP that additional landscaping would be added to the front entrance of the parcel from Clarksville Pike for improved visual appeal.

### **Staff Presentation**

The roughly 1.7-acre project site is an existing commercial development that currently contains a vacant Ruby Tuesday restaurant to the north of the property and a Capital One Bank located immediately to the south. The property, designated Parcel 424, is Zoned New Town (NT). NT zoning was established along Clarksville Pike with the Village of River Hill. The Final Development Plan for the property lists banks as a permitted use. The access to the property is currently provided from Daybreak Circle via a short access drive into the existing parking area. The property does have frontage along Route 108 for pedestrian access and is located within Area 2 of the Clarksville Pike Streetscape Plan. The plans were previously reviewed by the DAP at the May 28, 2025 Meeting. The DAP requested the plans return with a study of the adjoining parcel, an update to the building orientation, and some landscape modifications.

### **DAP Questions and Comments**

#### Site Design

DAP appreciated the applicant's investigation of building orientation alternatives and felt satisfied with the applicant's findings that any orientation other than the one proposed would be unfeasible. They also appreciated the applicant's evidence that the residual site would fare given numerous use options and sufficient parking.

DAP suggested adding bike parking at the bank site's entrance from Clarksville Pike.

DAP commented that if the site exceeds the number of required parking spaces that the applicant consider removing some of the excess spaces and instead inserting a walkway that extends from the bank's main entrance to the parking area.

#### Architecture

DAP had no additional comments on the bank's architecture.

#### Landscape

DAP had no further comments on the site's landscaping.

### **DAP Motions for Recommendations**

DAP member Larry Quarrick made the following motion:

Investigate the possibility of adjusting the parking space in front of the bank's south main entry to accommodate a walkway.

DAP Chair Kellie Hollenbeck seconded.

Vote: 6-0 to approve.

#### **4. Review of Plan No. 25-12: Long Reach Village Center – Columbia, MD.**

Engineer: Bohler Engineering – Kayla Kenley, Daniel Park

Landscape Architect: Bohler Engineering – Eric McWilliams

Architect: KGD Architecture – Patrick McGowan

Transportation Planner: Grove Slade – Maribel Donahue

Development Team: Heather Snyder, Brian Kim

## **Background**

Long Reach Village Center, located on Tamar Drive in Columbia, is scheduled for full redevelopment and appeared before the DAP for its initial review of the conceptual master plan for the design guidelines. The redevelopment will occur in multiple phases, each returning to the Panel for specialized review.

The proposed mixed-use development will include residential, retail, and amenity spaces. Planned components include:

- Residential: multifamily units, townhomes, and senior housing.
- Amenities: sports complex, arts center, Columbia Association (CA) center and headquarters.
- Retail and grocery space.
- Parking: combination of surface and below-grade parking.

This initial presentation focuses on ensuring the overall vision and direction of the project before moving to more detailed design considerations.

## **Applicant Presentation**

The applicant noted that the existing Village Center reflects a 1970 strip mall layout dominated by asphalt parking areas that isolate the site. The redevelopment aims to transform the Center into a vibrant local destination with a mix of residential, cultural, recreational, and commercial uses that still feels modern for years to come.

This new design proposes a new central arrival point off Tamar Drive with a landscaped entry boulevard featuring sidewalks and buffers between buildings and streets. Vehicular circulation would be organized around a traffic circle, supplemented by a hierarchy of street types, including pedestrian-only streets with dedicated landscaping. The plan relocates the former Cloud Leap Court entry to Tamar Drive, with Foreland Garth leveraged for additional access points, while providing multiple mobility options for vehicles, pedestrians, and bicycles. Public spaces are a key feature of the concept, designed to be both formal and flexible, supporting a variety of activities throughout the year. Key components of the redevelopment include senior housing at the far end of the site, art and community nodes in central locations, and a mix of residential, sports, retail, and recreational uses throughout, all intended to foster community connections and create a lively, multi-use hub.

## **Staff Presentation**

The Long Reach Village Center is in eastern Columbia, north of Route 175 along the southern edge of Tamar Drive, as shown in Figure 1. The existing uses in the village center includes commercial development and amenity spaces. The Village Center Redevelopment (VCR) process defined in CB 29-2009 requires that the petitioner submit a concept plan and proposed New Town Village Center design guidelines to the Design Advisory Panel (DAP) for review. The proposed design guidelines are specific to the Village Center in which the petitioner's property is located and are required only if none have yet been established for that Village Center.

## **DAP Questions and Comments**

### **Site Design**

DAP expressed concern with vehicular traffic circulation and the lack of a clear street hierarchy, noting that this could create confusion and that it doesn't support the type of flow that some of these places within the Village Center (e.g., the sports complex and arts center) are likely to have. DAP emphasized the importance of a comprehensive circulation plan and recommended that a peak-hour traffic study be conducted early in the process as such analysis would help determine the number and placement of access points, including potential connections to Route 175 and Cloud Leap Court, and would clarify

the impacts on Tamar Drive. Some members cautioned that adding a new access to Route 175 might be challenging as State approval of a full-access connection would be necessary.

The applicant clarified that traffic studies are underway and that designs would be refined based on results and feedback.

DAP stressed that traffic flow and landscape integration must be considered at the master plan level since phasing would not allow major changes later.

DAP appreciated the move away from surface parking but questioned the alternative's functionality for this space, wondering whether a more centralized, hierarchical space could help rationalize and organize some of these movements (drop offs and pickups) around the various buildings.

DAP also raised concerns about the overall density of the proposal, suggesting that an alternative configuration, such as an "L-shaped" layout instead of a triangular massing, might relieve crowding in the multifamily residential and retail areas. Roundabouts and drop-off circles were also questioned as panelists noted these often work better in theory than in practice and could worsen congestion during peak times. Members further recommended exploring segmented activity hubs and even potential second-level pedestrian connections, such as bridges, to improve circulation and safety.

DAP repeatedly questioned the vision for the identity of the proposed Village Center as the scale and intensity of the design as it currently stands indicates more of a regional destination than a neighborhood hub – one member likening it to the Merriweather District. The Panel recommended asking the community what it envisions for the Center and ensuring that the design reflects local needs. They encouraged stronger pedestrian connections to surrounding neighborhoods, such as bridges similar to the one over Route 29, and appreciated the attention made to creating safe spaces for children within the Center but cautioned that such design considerations could unintentionally insulate or cut off the Center from its neighboring communities.

### Architecture

DAP praised centralized design approach, which they felt gave cohesion to the redevelopment, and responded positively to the proposed brick palette, but cautioned against the over prevalence of arches. DAP liked the sense of grandeur the arches conveyed but found them too aggressive, out of context with Columbia's Village Centers, and likely to date the project prematurely. The Panel encouraged variety in building to avoid monotony but while maintaining unity.

DAP recommended that the applicant avoid a piecemeal approach to design, instead advising that a comprehensive architectural framework for the entire site be established up front, with phasing carried out consistently under the approved master plan. In addition, they encouraged opportunities for dual-purpose spaces, such as residential units designed to accommodate artists' live-work studios.

### Landscape

DAP emphasized that landscape planning should be integrated from the earliest phases of development rather than reserved for later stages.

DAP advised against amphitheater-style tiered seating, citing underuse and limited repurposing, and instead suggested open lawns and plazas that could host a greater range of activities.

DAP liked the playground proposal and highlighted it as a strong community asset given its connection with nearby neighborhoods but raised questions about its proximity to restaurants and retail, cautioning that noise or conflicts of use could arise.

DAP noted the potential sunlight and shadow impacts on pedestrian areas, cautioning that tall surrounding buildings could leave streets and plazas feeling more like a city.

The applicant assured the panel that solar studies and monitoring will be ongoing to prevent this.

DAP suggested stronger pedestrian sightlines, particularly with regard to the senior housing entry, and supported the creation of green space connections that link the Center with the adjacent church.

### **DAP Motions for Recommendations**

DAP Chair Kellie Hollenbeck made the following motion:

The design team come back before the Panel once the project further developed to better address the hierarchy, mission of the space, mission of the complex, and what goes into the idea of the village center.

DAP Vice Chair Ethan Merchant made the following amendment to Kellie's motion:

The design team come back before the Panel at the comprehensive plan level.

DAP Chair Kellie Hollenbeck seconded.

Vote: 6-0 to approve.

DAP Vice Chair Ethan Merchant made the following motion:

The design team develop an understanding of the James Rouse vision of a Village Center, how it serves the village, and how this development can maintain those original visions while repositioning the Center into the state-of-the-art development that was presented today.

DAP member Larry Qauarrick seconded.

Vote: 6-0 to approve.

DAP member Shahriar Etemadi made the following motion:

Submit a comprehensive circulation plan as part of the concept plan when the design comes back before the Panel.

DAP Chair Kellie Hollenbeck seconded.

Vote: 6-0 to approve.

### **5. Call to Adjourn**

DAP Chair Kellie Hollenbeck adjourned the meeting at 9:00pm.