



October 15, 2025

Howard County Maryland
Department of Planning and Zoning
3430 Court House Drive
Ellicott City, MD 21043

Columbia Concepts LLC
8115 Maple Lawn Boulevard, Suite 275
Fulton, MD 20759
Attn: Heather Snyder, Chief Operations Officer

Re: Property Owners Authorization for Zoning Petition

To Whom It May Concern:

Columbia Association, Inc. (“CA” or “Owner”) is the fee simple owner of the following parcels: LOT 3, COLUMBIA, VILLAGE OF LONG REACH, SECTION 1, AREA 5, as shown on Plat Book 21, Folio 82, among the Land Records of Howard County, containing approximately 5.16 acres, Tax Account No. 16-091057 and LOT 1, COLUMBIA, VILLAGE OF LONG REACH, SECTION 1, AREA 5, as shown on Plat Book 21, Folio 82, among the Land Records of Howard County, containing approximately 0.69 acres, Tax Account No. 16-094080 (collectively, the “Property”).

CA has been informed that Columbia Concepts, LLC (“Columbia Concepts”) was selected by Howard County to redevelop Long Reach Village Center (the “Project”). The Property is located within the proposed boundary of Long Reach Village Center as determined by the Zoning Board.

Columbia Concepts has expressed an interest in purchasing the Property for inclusion in the Project, but a contract to purchase the Property has not yet been prepared or negotiated by the parties.

CA has reservations regarding the proposed development plan, and with the Columbia Concepts Response to CA Letter of October 9, 2025 – Long Reach Village Center Redevelopment, dated October 12, 2025 (attached herein) but recognizes the importance of reinvestment in the Long Reach Village Center and supports giving Columbia Concepts the opportunity to proceed with the Petition (as defined below), subject to the conditions stated herein.


Owner hereby authorizes Columbia Concepts to submit to the Howard County Maryland Department of Planning and Zoning (“DPZ”) a zoning petition to amend the Preliminary Development Plan for the Project (the “Petition”) that includes the Property.

This letter of authorization is subject to the following conditions:

1. Columbia Concepts shall provide Owner with copies of all petitions, applications, material correspondence, staff reports, decisions, orders, resolutions, requests for reconsideration and other documents submitted to or issued by DPZ or the Zoning Board with respect to the Property. Owner shall be included on any application notification list for the Petition maintained by DPZ and/or the Zoning Board.
2. Columbia Concepts shall obtain Owner's written approval before amending the following with respect to the Property: Project concept plan, design guidelines, building heights, bulk requirements and regulations, parking, density, allowable/permitted uses, prohibited uses, and any other requirements, and conditions, for development.
3. Columbia Concepts **is not authorized** to apply for any development application other than the Petition that includes the Property, including, without limitation, a new, or amendment to, any existing, comprehensive sketch plan, environmental concept plan, final development plan, site development plan, subdivision plan, plat or permit with respect to the Property, or to execute any documents that finally bind the Property.
4. Owner is not responsible for any fees or expenses in connection with the Petition.
5. At Owner's written request, Columbia Concepts shall terminate all petitions and written applications with respect to the Property.
6. Owner shall have the right to terminate this letter of authorization at any time by written notice to the parties hereto.
7. Columbia Concepts acknowledges that the Property is subject to certain covenants, agreements, easements, charges, liens, restrictions, reservations and encumbrances and represents and warrants that it will take no action with respect to the Petition that will be deemed a violation thereof.


Sincerely,

Columbia Association, Inc.

By: 
Shawn MacInnes
President/CEO

ACKNOWLEDGED AND AGREED:

Columbia Concepts, LLC

By: 
Name: Heather Snyder
Title: Chief Operating Officer
Date: 10/15/2025



October 12, 2025

Mr. Shawn MacInnes
President/CEO
Columbia Association
6310 Hillside Court, Suite 100
Columbia, MD 21046

**Re: Response to CA Letter of October 9, 2025 — Long Reach Village Center
Redevelopment**

Dear Shawn,

Thank you for meeting with us on October 9, 2025, and sending a letter thereafter that raises Columbia Association's (CA) concerns about its role in the Long Reach Village Center (LRVC) redevelopment. Columbia Concepts believes this transformative moment for LRVC presents a chance to provide much-needed solutions to some of our community's most pressing challenges. Since we began this redevelopment effort, Columbia Concepts has tried to work with CA towards a brighter future for the village center. In doing so, we believe we have demonstrated our aligned commitment to collaboration and transparency while navigating ambitious deadlines, evolving community interests, a variety of perspectives from neighboring property owners, and a new, challenging regulatory structure.

Our goal is to provide clarity by compiling and organizing all relevant information, including details from our ongoing dialogue, into a single, cohesive document. This will enable CA to fully assess its interest in participating in the development of a framework for involvement in the Long Reach redevelopment. This letter is not intended as a vehicle for negotiation. Instead, we want CA to understand and be assured that executing the owner authorization form (which enables necessary zoning discussions to progress) does not bind CA with respect to its assets. Indeed, we hope this letter provides CA with a clearer understanding that the value of its assets will be enhanced for the benefit of the public and its aggregate portfolio if our LRVC redevelopment process moves forward.

As a starting point, Columbia Concepts shares CA's commitment to preserving the Columbia Art Center and Stonehouse as vital cultural and community institutions. To that end, we have provided several approaches to enhance CA's existing offerings in LRVC, within the context of the redevelopment plan outlined in a memorandum provided on April 16, 2025. A copy of that memorandum is attached hereto at Appendix A. This detailed memorandum, complete with illustrations and detailed concepts, stands in stark contrast to CA's position in its October 9, 2025, letter that "To date, Columbia Concepts has not presented a specific proposal regarding the acquisition or treatment of CA's property."

In the spirit of addressing the concerns from your recent letter, we refined prior proposals to focus on a single, purpose-built solution. Under a refined approach, we propose permanently

relocating CA's facilities from the Senior Housing/Retail Building ("Building E") to the Tamar Drive Retail Building ("Building B"), *see* Appendix B, ZB-1132M Petition Plan. This approach provides CA with full ownership, operational independence, and uninterrupted community service. Our refined approach removes the need for temporary relocation, avoids any disruption in services, and empowers CA to remain the central civic anchor of LRVC. By moving CA's facilities to the forefront of the village center, this plan elevates CA's role and enhances its community's appeal, symbolizing renewed energy and visibility. Attached at Appendix C is a rendering reflecting how the new plan could be developed.

Regardless of which approach the parties agree to pursue (CA facilities in Building E or CA facilities in Building B), the process is non-binding at this juncture, requiring zoning approval with future modifications or tweaks to the plans as necessary if any adjacent property owners withdraw their participation or if zoning alters or provides additional requirements on the redevelopment. Thus, contrary to the stated concerns in your October 9, 2025, letter, there is no present request that "authorizes any changes that materially affect [y]our property and the services [you] provide the community." Every single LRVC property owner has understood that position, and we hope this letter clarifies CA's understanding of the procedural posture of this redevelopment effort at this time.

Within the context of the streamlined Building B proposal, this letter addresses CA's five key issues raised in its October 9, 2025, letter. Please understand that the approach outlined in the April 16, 2025, memorandum is still possible, but such an approach will need to account for moving CA to a temporary location before returning them to the redeveloped space.

1. TERMS FOR ACQUISITION OR TREATMENT OF CA'S PROPERTY

Based on our August 22, 2025, meeting with Cushman Wakefield and CA leadership, Columbia Concepts fully understands that CA does not desire to roll over its existing equity into a redevelopment or assume redevelopment risks. In response, Columbia Concepts has structured two primary transaction pathways - each of which is designed to ensure CA's autonomy, financial security, and long-term operational control within the new facility.

A. Full Ownership of Building B (Single-Owner Structure)

Under this structure, Columbia Concepts would acquire CA's existing parcels (6100 and 6110 Foreland Garth and the Tamar Drive parcel) for cash at closing, using the August 1, 2025, Sapperstein & Associates appraisal as an initial valuation reference. The final purchase price would be determined collaboratively following entitlement review and mutual due diligence, ensuring fair market alignment and transparency.

Simultaneously, Columbia Concepts would partner with CA to design and construct Building B exclusively for CA, with a square footage and program area equal to or greater than CA's current facilities and supported by similar or enhanced parking access. CA would own the building and the underlying parcel outright, with no shared condominium governance. Columbia Concepts would manage design, entitlement, and construction in full compliance with County approvals, transferring title once the facility is complete and a certificate of occupancy is issued.

This structure enables CA to monetize its current real estate holdings while reinvesting the proceeds into a state-of-the-art facility, free from construction or entitlement risk. The acquisition price for CA to acquire the new permanent facility will be determined from a cost basis approach once the Site Development Plan and building permit have been approved and obtained for construction.

Benefits to CA:

Under this approach, CA stands to immediately achieve the full fair-market value of its property in cash, delivering tangible results for the community without delay. This pathway frees CA from any exposure to development or market-timing risk, letting CA focus on its core mission. With this transition, CA will hold full ownership of a state-of-the-art facility in Building B, ready for seamless operations and tailored for CA's needs. Most importantly, this process moves forward in a predictable, structured sequence tied directly to entitlement completion—offering certainty and clarity every step of the way.

B. Turnkey Lease of Building B Facility

Under this structure, Columbia Concepts would acquire CA's existing parcels (6100 and 6110 Foreland Garth and the Tamar Drive parcel) for cash at closing, using the August 1, 2025, Sapperstein & Associates appraisal as an initial valuation reference. The final purchase price would be determined collaboratively following entitlement review and mutual due diligence, ensuring fair market alignment and transparency.

If CA prefers to remain an occupant rather than an owner, Columbia Concepts is prepared to deliver the completed Building B facility under a long-term, triple-net lease. All lease terms—including base rent, term length, and renewal options—would be negotiated collaboratively to align with CA's fiscal policies and operational requirements.

The facility would be delivered in turnkey condition—fully ADA-compliant, energy-efficient, and equipped for arts, educational, and community programming. Maintenance, repair, and insurance obligations would follow standard commercial norms, ensuring a clear allocation of responsibilities and stable long-term costs.

Benefits to CA:

By choosing this path, CA gains immediate access to a modern facility—with no capital outlay required—allowing programs and services to continue without interruption or risk. Annual costs are transparent and predictable, with flexible renewal options. At the same time, CA can potentially retain an option to purchase the existing facility based on a three-appraisal approach to determine the value. This structure provides stability, flexibility, and peace of mind, letting CA focus on its mission and community impact as the Long Reach Village Center takes its next inspiring step forward.

2. LOCATION AND INTEGRATION OF CA FACILITIES

In direct response to feedback from CA leadership and the operational concerns expressed in prior discussions, Columbia Concepts has developed a refined site strategy that proposes relocating CA's facilities to Building B within the Long Reach Village Center redevelopment.

This represents an evolution of the plan illustrated in the April 16, 2025, memorandum and the intended Preliminary Development Plan (PDP) submission. While those earlier materials demonstrated the feasibility of maintaining CA's presence at the heart of the Village Center, the Building B¹ alternative now provides a more effective and autonomous solution—one that addresses logistical, operational, and design challenges raised since that time.

Building B is a two-story, community-scaled structure situated prominently along the new Retail Street frontage, directly adjacent to a community park, the central pedestrian plaza, and immediately accessible to structured and surface parking. The site offers enhanced visibility, safe and convenient access, and a clear identity within the broader civic and cultural fabric of the project. Most importantly, it provides CA with a standalone facility on its own parcel or condominium lot, eliminating the need for temporary relocation or phased construction sequencing.

Columbia Concepts and KGD Architecture developed this refinement to ensure that CA's next-generation facility can:

- Operate independently from adjacent uses while maintaining strong connectivity to the public realm;
- Retain or exceed the total program area of the current Art Center and Stonehouse combined;
- Improve functionality and accessibility, with all public and program spaces located on a single, efficient site;
- Enhance visibility and patron experience through direct frontage on the retail promenade and the community park; and
- Simplify logistics, including service access, loading, and on-site parking, validated by the October 3, 2025, Gorove Slade Parking Needs Study, attached hereto at Appendix D.

While the Building B design concept has not yet incorporated CA's detailed programming input, it was conceived with CA's existing operations in mind—mirroring the scale and character of its current facilities while introducing modern efficiencies in layout, lighting, mechanical systems, and ADA accessibility. The preliminary concept demonstrates that CA's entire suite of spaces—event space, galleries, classrooms, studios, multipurpose rooms, offices, and support areas—can be replicated or enhanced within the Building B footprint, while

¹ Appendix C, KGD Rendering of redesigned CA facilities at Building B (Oct. 10, 2025).

maintaining the architectural presence and community accessibility CA has long provided in Long Reach.

Columbia Concepts and KGD Architecture are eager to engage directly with CA's leadership and facilities team to shape the detailed design, adjacencies, and spatial programming for the new facility once the PDP is authorized for submission. Advancing final design before PDP approval would be premature and unnecessarily costly; however, the Building B framework demonstrates clear feasibility, entitlement compatibility, and a shared vision for continuity.

This new location provides a permanent, purpose-built home for the Columbia Association's arts and community programming—a home that preserves the legacy of the Art Center and Stonehouse while offering expanded opportunities for visibility, accessibility, and civic impact. In essence, Building B represents not merely a relocation but an upgrade in prominence, efficiency, and long-term sustainability.

3. OWNERSHIP AND GOVERNANCE STRUCTURE

Columbia Concepts proposes to establish a flexible but secure ownership and governance framework that ensures the Columbia Association's long-term autonomy, transparency, and control over its new facility at Building B. The structure can be adapted to align with any of the transaction pathways outlined—whether CA elects to own Building B outright or occupy it under a long-term lease with conversion rights.

Regardless of the chosen transaction path, the framework will be governed by principles of fee-simple control, predictable shared costs, and recorded legal protections consistent with Maryland's Commercial Condominium Act (Title 11, Real Property Article, Md. Code) and standard commercial ownership practices.

A. Full Fee-Simple Ownership of Building B

If CA elects to purchase Building B in its entirety—including the underlying parcel—ownership would be transferred by deed in fee simple following construction completion and issuance of a certificate of occupancy. In this structure, CA would own, operate, and maintain the building independently, with no condominium association participation. Columbia Concepts would deliver all infrastructure improvements and ensure reciprocal easements for site access, utilities, and shared circulation across the Village Center.

Key Features:

- Complete control over building operations, maintenance, and capital planning.
- No association assessments or governance obligations.
- Recorded cross-access easements guaranteeing permanent ingress, egress, and utility connectivity.
- Ability to lease or license portions of the building to compatible community tenants subject only to zoning and use covenants.

- This is the most autonomous structure, granting CA full ownership and independence within the master-planned environment.

B. Long-Term Turnkey Lease with Conversion Option

If CA prefers to occupy Building B under a long-term lease, Columbia Concepts would construct and deliver the facility in turnkey condition, consistent with CA's program and technical requirements. The lease would be triple-net in nature, with all material terms—base rent, escalations, renewal options, and maintenance obligations—negotiated collaboratively.

To preserve flexibility, the lease will include an ownership conversion clause, granting CA the right to acquire Building B (or its condominium unit) after a defined operating period at a predetermined or appraised price.

Key Protections:

- Guaranteed occupancy in a modern, fully built facility.
- Predictable and capped rent escalations.
- Right to purchase the facility or convert to condominium ownership at CA's discretion.
- Continued operational control and exclusive possession.

This structure provides a low-risk pathway to long-term occupancy while preserving the option to transition to ownership later.

C. Governance and Oversight Mechanisms (Applicable to All Structures)

Regardless of ownership form, Columbia Concepts proposes the following common safeguards:

- **Recorded Legal Instruments:** All rights and obligations will be formalized in recorded declarations, easements, or condominium bylaws.
- **Maintenance & Capital Planning:** Each structure will establish clear allocation of responsibilities—CA for interiors; developer or association for structural, mechanical, and shared systems.
- **Dispute Resolution:** Mediation and binding arbitration provisions to ensure prompt and cooperative resolution of operational issues.
- **Transparency & Accountability:** Annual reporting, financial audit rights, and access to shared documentation for all cost allocations and building operations.

This governance framework ensures that CA's occupancy in Building B—whether as owner, condominium unit holder, or long-term tenant—remains autonomous, secure, and financially sustainable. It balances flexibility with permanence, enabling CA to select the ownership path

best aligned with its fiduciary responsibilities, operational needs, and long-term mission within the revitalized Long Reach Village Center.

4. CONSTRUCTION PHASING, SERVICE CONTINUITY, AND TEMPORARY RELOCATION

The relocation of CA's facilities to Building B fundamentally improves the construction sequencing of the Long Reach Village Center redevelopment. It eliminates any need for temporary relocation or interruption of operations. Because Building B will be constructed on an independent parcel—separate from CA's current facilities—the new space can be designed, permitted, and completed in advance of any redevelopment activity on CA's existing properties.

Under this phasing approach, CA will remain fully operational in its current facilities until its new, purpose-built home in Building B is complete, inspected, and ready for immediate occupancy. Once CA transitions to the new facility, Columbia Concepts will proceed with the redevelopment of the former CA parcels as part of the broader mixed-use program. This sequencing ensures a seamless transfer of operations and protects CA from both construction disruption and exposure to zoning or entitlement delays.

Key features of this phasing strategy include:

- **No Downtime or Displacement:** CA's arts and community programs will continue uninterrupted throughout design, entitlement, and construction.
- **Early Delivery of Building B:** Building B will advance as one of the initial construction components, enabling CA's transition prior to subsequent development phases.
- **Reduced Construction Impacts:** Physical separation of the new facility allows all heavy construction activity for the main redevelopment to occur only after CA has relocated, minimizing dust, noise, and access issues.
- **Operational Continuity and Safety:** Dedicated construction access routes and staging plans will be implemented to protect existing CA operations until occupancy of the new building occurs.
- **Strategic Timing Advantage:** The phased approach enables CA to occupy a fully completed, modern facility years before the balance of the project is delivered—positioning CA as the first and most visible community anchor of the revitalized Village Center.

This sequencing framework is both operationally and financially advantageous to CA: it avoids interim space costs, provides scheduling certainty, and ensures that CA transitions directly from its current facilities into a permanent, state-of-the-art home without disruption.

5. PARKING, ACCESS, AND OPERATIONAL LOGISTICS

The proposed relocation of CA's facilities to Building B provides significant advantages in terms of parking capacity, accessibility, and operational logistics. As outlined in the October

3, 2025, Parking Needs Study²—and currently undergoing an update to reflect the refined Building B program—the redevelopment offers a right-sized, multimodal parking system designed to fully support CA’s staff, patrons, and programming activities while improving circulation and pedestrian safety throughout the Village Center.

Building B benefits from direct adjacency to multiple parking resources:

- A dedicated surface lot immediately adjoining the building entrance, ensuring convenient and reliable access for daily users, instructors, and art deliveries.
- Structured parking located within the same development block, providing weather-protected spaces for patrons and visitors.
- On-street spaces along the Retail Street corridor, offering short-term, high-turnover access for community events and exhibitions.

Across the entire site, the plan accommodates approximately 943 total parking spaces—including 781 garage, 90 surface, and 72 on-street spaces—strategically distributed to balance convenience and efficiency. The updated Gorove Slade study will verify and refine these allocations to ensure they meet the operational profiles of Building B and other mixed-use components under realistic peak-demand scenarios.

In addition to vehicle access, Building B has been deliberately positioned within the site’s multimodal circulation framework, featuring:

- Pedestrian promenades that connect directly to the community park, athletic complex, and retail promenade;
- ADA-compliant routes from all major parking areas to the building’s entrances;
- Bicycle infrastructure and proximity to transit stops along Tamar Drive; and
- Dedicated loading and service areas integrated into the building design to accommodate art transport, event setup, and equipment deliveries safely and discreetly.

These integrated design features—validated through engineering review and embedded in the Preliminary Development Plan—provide a baseline guarantee of access, safety, and convenience for CA’s operations well into the future. The forthcoming update to the Gorove Slade Parking Needs Study will further ensure that the parking program for Building B remains aligned with CA’s evolving programming and community-use patterns as the project advances toward entitlement and construction.

* * *

Columbia Concepts deeply appreciates the thoughtful engagement by CA’s leadership and the constructive tone of our October 9, 2025, meeting. With this correspondence, Columbia

² Appendix D, Gorove Slade Technical Memorandum: Long Reach Village Center Parking Needs Study (Oct. 3, 2025).

Concepts has provided comprehensive responses addressing all five areas identified in CA's letter—including transaction pathways, ownership and governance frameworks, construction phasing, parking, and operational logistics—now anchored around the proposed Building B relocation.

The Building B approach directly addresses CA's operational and financial priorities: it preserves uninterrupted service, enhances long-term ownership flexibility, and provides a modern, purpose-built home within the heart of the revitalized Village Center. This refinement is a direct response to the concerns CA raised regarding continuity, risk, and future control, and it positions the project to move forward with both certainty and shared benefit.

As you know, however, the PDP cannot be filed until CA executes the Owner's Authorization for its parcels. This procedural step remains the sole item preventing submission of the complete PDP package to the Howard County Department of Planning and Zoning. Without it, the project cannot enter County review or proceed toward the Zoning Board hearing—delaying both entitlement progress and the delivery of CA's new facility.

Columbia Concepts respectfully urges CA to execute the Owner's Authorization promptly, attaching any conditions or protective language it deems appropriate to preserve its interests. The County's process allows such conditions to be recorded directly with the PDP, ensuring they are fully documented, transparent, and enforceable throughout the review process.

Time is of the essence. Filing the PDP this month is critical to avoid the County's June blackout period and to ensure the project is scheduled for Zoning Board review before the summer recess. Any delay risks deferring the hearing into the next calendar year, prolonging uncertainty for the community, and slowing visible reinvestment in Long Reach.

To advance collaboratively, Columbia Concepts proposes a follow-up meeting on Monday, October 13, 2025, with whomever CA deems necessary to attend. The purpose of this meeting is to confirm CA's preferred transaction structure for Building B, review any conditions to be attached to the Owner's Authorization, and establish a concise and coordinated timeline for PDP filing.

Columbia Concepts remains ready to provide any supplemental documentation, draft language, financial modeling, or architectural exhibits necessary to support CA's review. Our shared goal is clear: to finalize an agreement that protects CA's interests, enables PDP submission, and allows both parties to begin delivering on the shared vision of a revitalized, inclusive, and enduring Long Reach Village Center.

The proposed relocation of the Columbia Art Center and Stonehouse to Building B represents the most forward-looking and least disruptive solution for the Columbia Association and the Long Reach community. It preserves CA's continuous operations while delivering a new, purpose-built facility that stands as a visible civic and cultural anchor at the heart of the redeveloped Village Center.

Columbia Concepts remains unwaveringly committed to:

- Delivering a next-generation facility—designed for CA’s mission, accessible to all residents, energy-efficient, and positioned for long-term operational success;
- Preserving CA’s ownership and autonomy through a condominium or fee-simple structure that ensures permanent control and governance protections within the master plan;
- Maintaining full operational continuity by sequencing construction so that CA’s new facility is completed before any work begins on its current parcels; and
- Executing this redevelopment transparently and collaboratively, with a process that protects CA’s fiduciary responsibilities while advancing shared community goals.

The Building B relocation embodies the project’s central promise: to honor CA’s historic role as a steward of Columbia’s civic life while equipping it for the decades ahead. Columbia Concepts appreciates CA’s diligence and partnership and looks forward to continuing this constructive dialogue—grounded in respect, accountability, and shared commitment to Long Reach’s renewal—at our meeting on Monday, October 13, 2025.

With appreciation and determination,

Heather Snyder

Heather Snyder
Chief Operations Officer
Columbia Concepts LLCC

cc: Brian Kim
Brian Shepter

APPENDIX A



MEMORANDUM

TO:	Columbia Association
FROM:	Columbia Concepts LLC
DATE:	April 16, 2025
RE:	Partnership with Columbia Association with regards to the Long Reach Village Center Redevelopment

This memo outlines key considerations and responses regarding Columbia Association’s (“CA”) presence in the proposed redevelopment of the Long Reach Village Center, specifically related to the proposed Community & Arts Building (Stonehouse and Columbia Art Center). We are enthusiastic about the opportunity to work in close partnership with CA to help realize a shared vision for a vibrant, inclusive, and thriving community hub. Our strong desire to collaborate stems from a mutual commitment to supporting local arts, fostering cultural engagement, and revitalizing this important community asset. The following topics are addressed in detail to support productive dialogue and alignment moving forward:

1. Replication/Enhancement of Existing CA Offerings

We are committed to replicating or enhancing the existing services and functions currently offered at the CA properties in Long Reach, highlighted below. The new facility is being designed to offer comparable square footage and functionality to the current spaces, while potentially offering improved layout efficiency and modern amenities to better support programming and community engagement.

Columbia Art Center

- Lobby
- Gallery
- Four classrooms
- Kitchen/utility room
- Glazing room
- Clay throwing room
- Glass/woodworking shop
- Offices
- Kiln room
- Storage

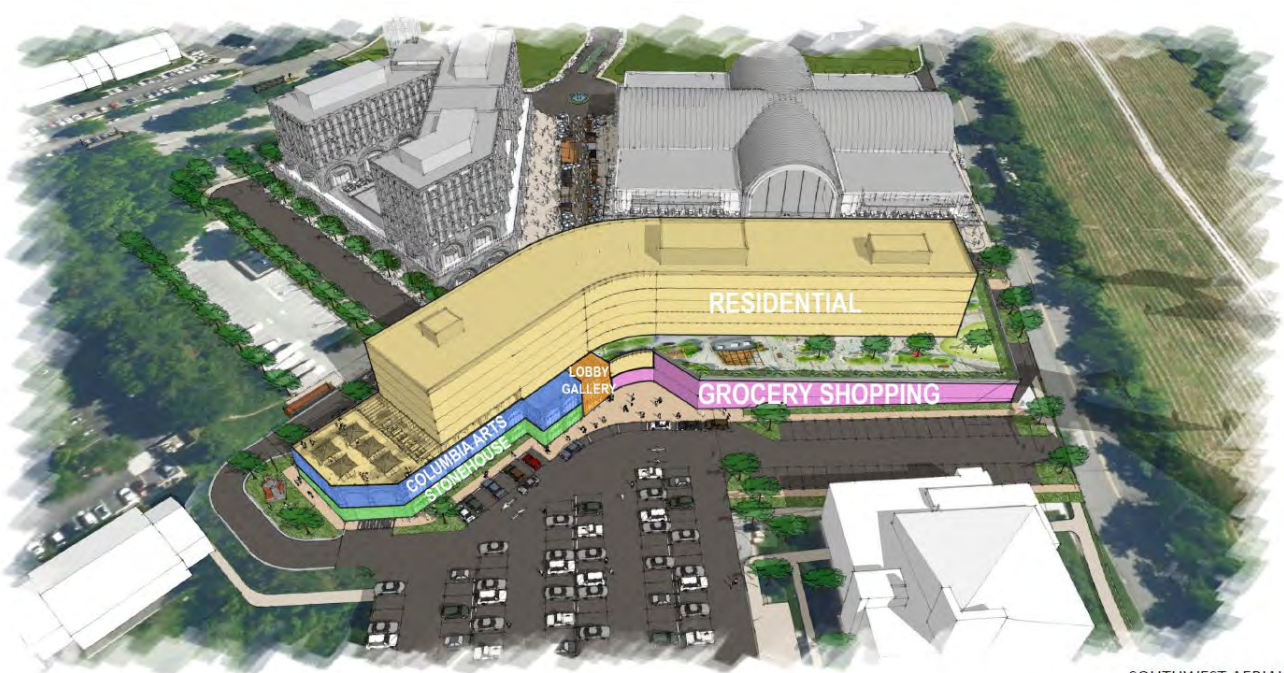
Stonehouse

- Lobby
- Offices
- Main ballroom
- Storage
- Catering kitchen
- Meeting room
- Large gathering room
- Two utility rooms
- Small kitchen

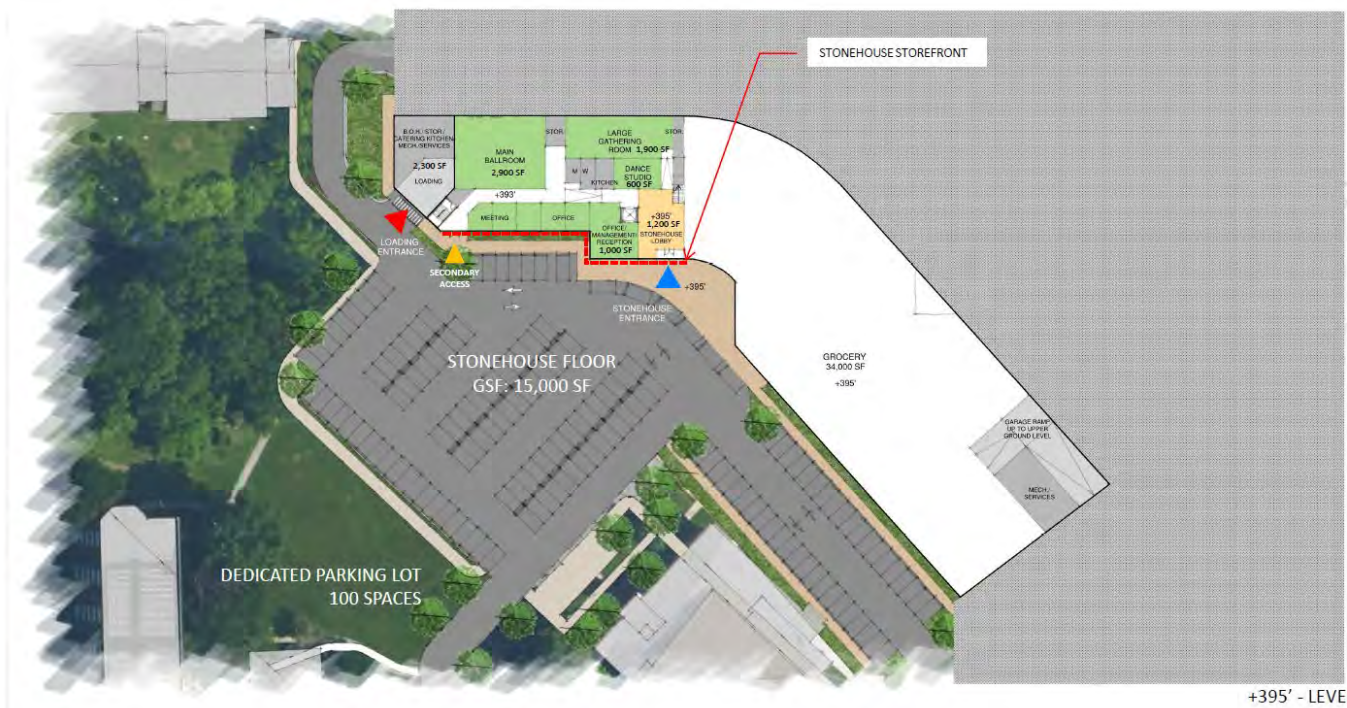


Columbia Concepts has worked closely with KGD Architecture to provide a comparative layout reflecting how current offerings will be thoughtfully carried over and enhanced in the new design. We have intentionally preserved all of CA's existing programming and functional spaces, while introducing modern upgrades

and efficiencies that support growth and community engagement. The above image depicts the location of the current Stonehouse and Columbia Arts Center. Below and on the following page, we present proposed renderings that demonstrate our commitment to both honoring the current offerings and elevating CA's presence at Long Reach. These and additional renderings are also available in the attached Appendix.



SOUTHWEST AERIAL VIEW



+395' - LEVEL PLAN



INTERIOR VIEW - 1

2. Ground-Level Storefront and Utility Access

Given the nature of arts programming and the use of heavy and large materials, it is essential that the space includes storefront access at ground level, as well as suitable utility and loading access.

The image below clearly highlights the ground-level storefront, loading, and two secondary access points. The attached Appendix includes additional renderings depicting these multiple access points.



3. Ownership Structure of CA Portion of the Building

The senior and community rental building will be condominiumized, allowing for multiple distinct ownerships within the same structure. CA's Stonehouse and Columbia Art Center Building will be established as a separately owned condominium unit, which will be fully owned and governed by CA. A master condominium agreement will define roles and responsibilities across all ownerships and address allocating shared expenses, maintenance, and building operations.

4. Depreciation Assessment & Financial Impact Mitigation

We require additional clarification regarding this item. Specifically, we would like to understand the intent behind the question—whether this pertains to an accounting/tax perspective on depreciation of CA's assets, long-term capital planning, or potential operating cost impacts from the new building.

Next steps: Requesting CA's clarification on the question's scope to provide a proper assessment.

5. Dedicated Parking in the Garage

Ensuring dedicated parking is essential to support CA's programming and maintain public accessibility to the arts space. As shown in the image on the previous page, Columbia Concepts is committed to providing 100 designated parking spaces for CA and its visitors. These spaces will be further complemented by additional underground parking located within the same building, which will also be available for CA's use.

Please let us know if additional information is needed or if any points require further elaboration.

Best regards,

Brian Kim

Brian.kim@columbiaconceptsllc.com

bkim@cdccapitalllc.com

APPENDIX

VISIONING

DESIGN CONCEPT

LONG REACH VILLAGE CENTER COLUMBIA ARTS & STONEHOUSE COMMUNITY CENTER

HOWARD COUNTY, MARYLAND

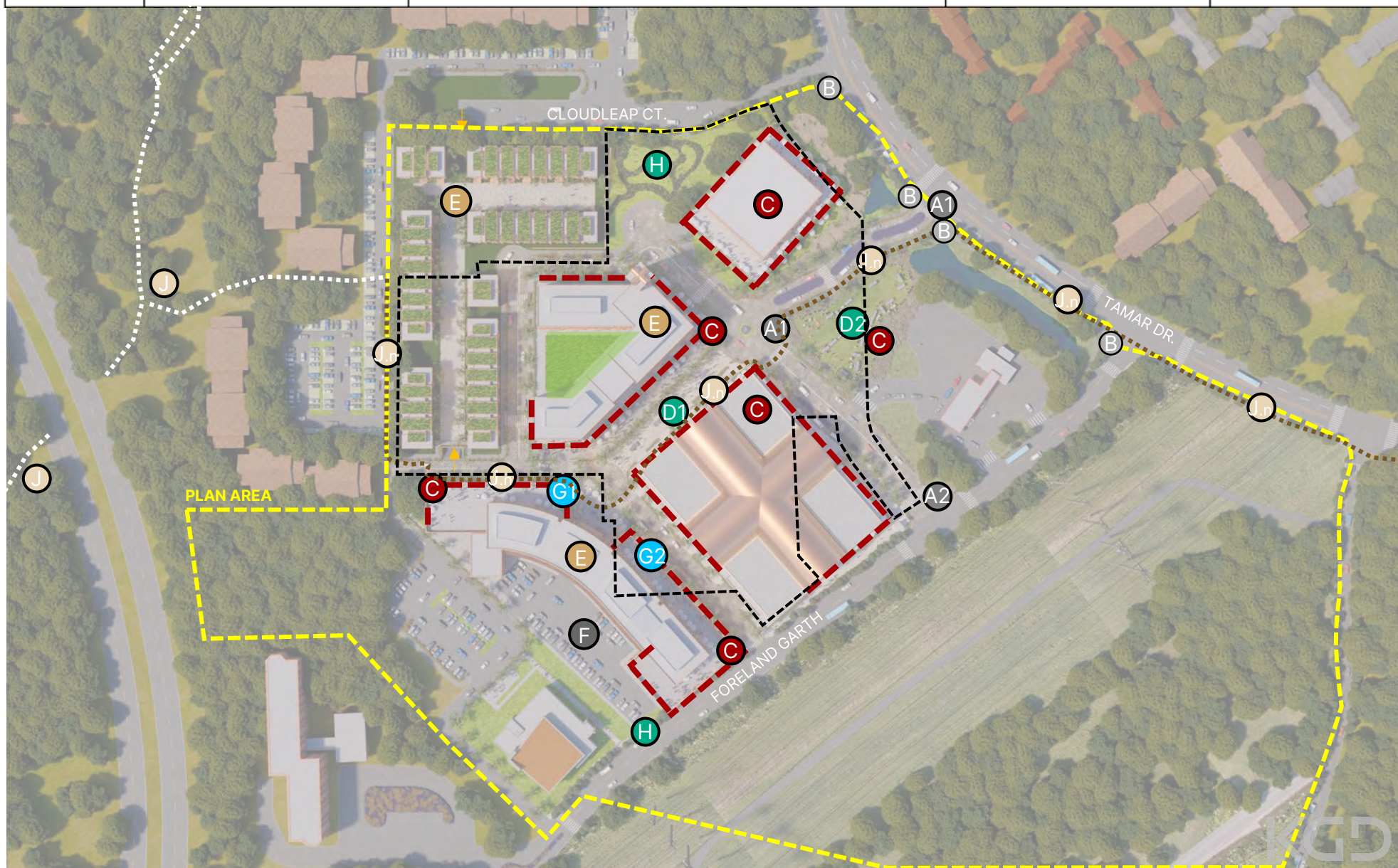




PREVIOUS PROPOSED
COLUMBIA ARTS &
STONEHOUSE
COMMUNITY CENTER



PREVIOUS PROPOSED
MASTER PLAN



- A1** NEW PRIMARY ENTRY
- A2** SECONDARY ENTRY
- B** SIGNAGE FEATURE
- C** COMMERCIAL FRONTAGE
- D1** PEDESTRIAN STREET
- D2** CENTRAL AMENITY SPACE
- E** RESIDENTIAL USES
- F** NEW RETAIL SURFACE PARKNG
- G1** COMMUNITY TENANT
- G2** COMM/INST. TENANT
- H** ENHANCED OPEN SPACE
- J** EXIST. TRAIL PATH
- Jr** NEW TRAIL PATH CONN

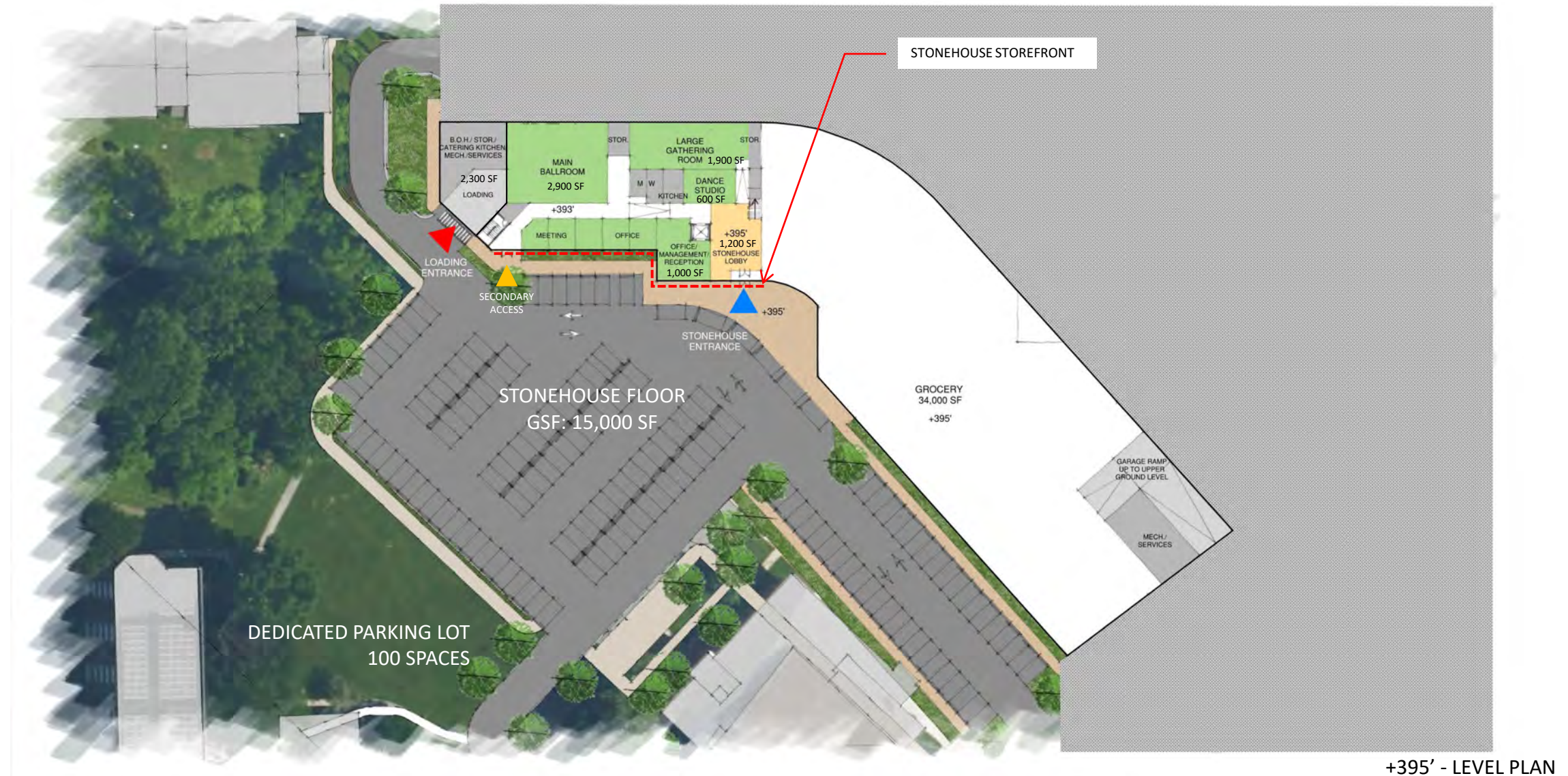


PREVIOUS PROPOSED
MASTER PLAN



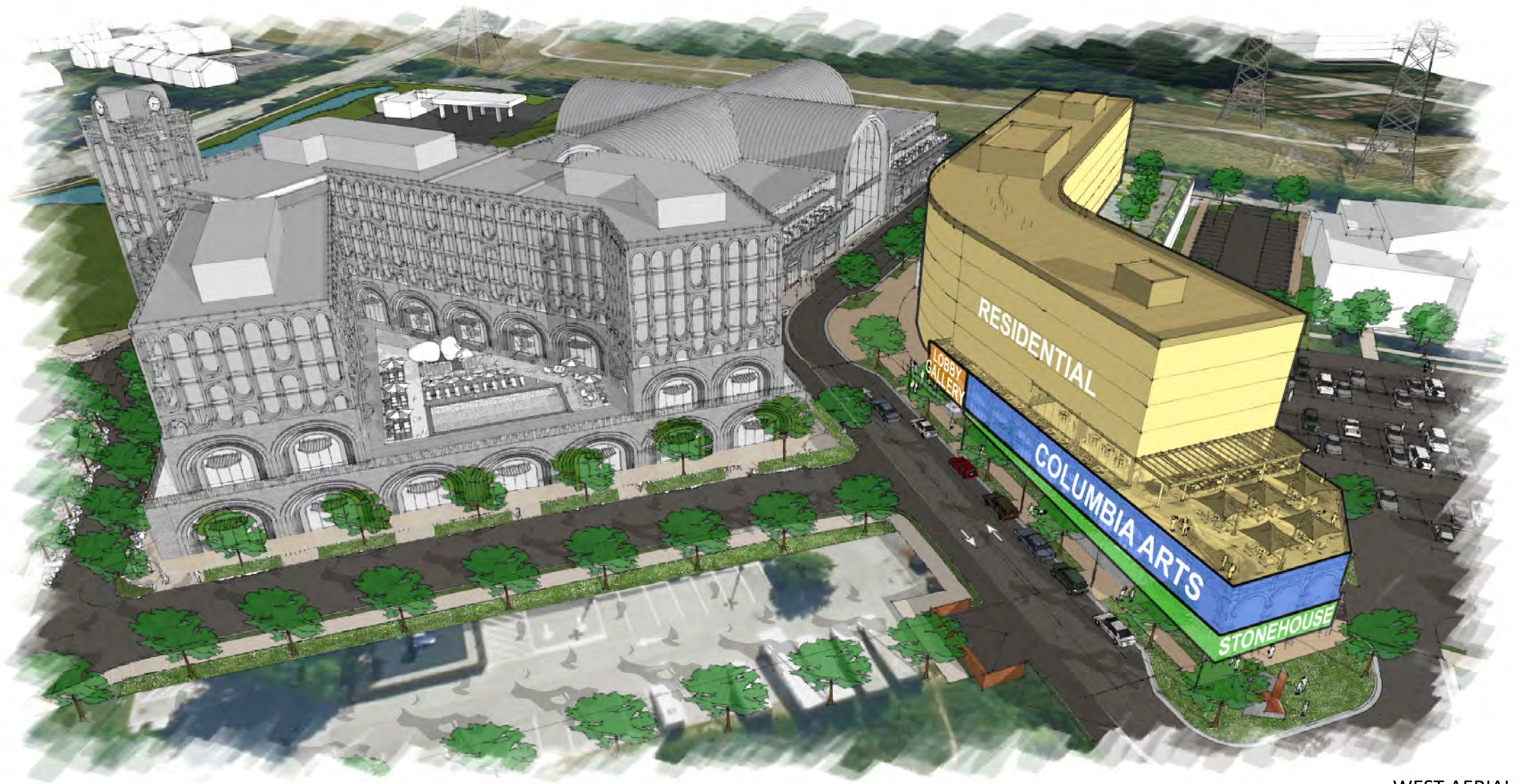


UPDATED SITE PLAN

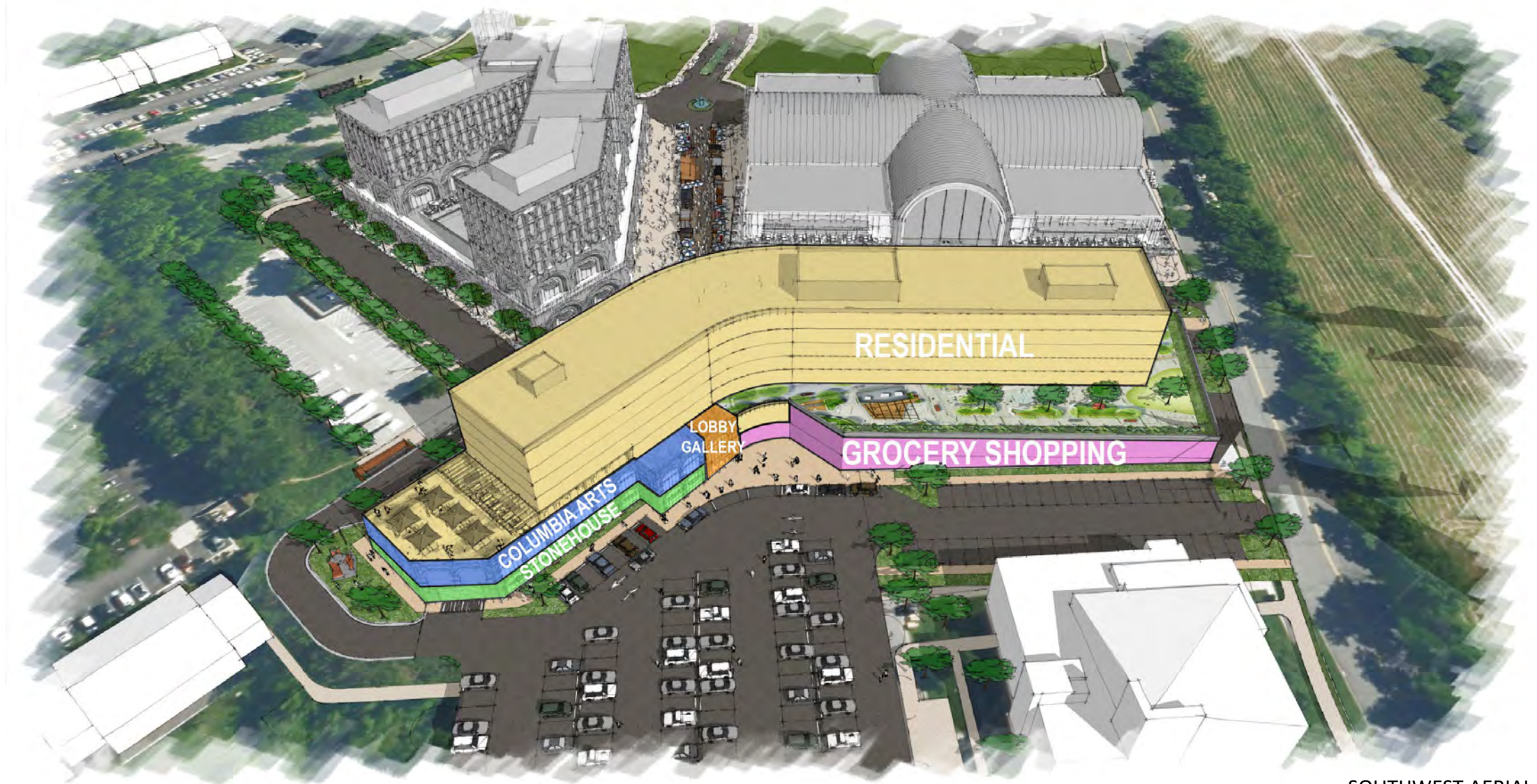


+395' - LEVEL PLAN





WEST AERIAL VIEW



SOUTHWEST AERIAL VIEW



STREET PERSPECTIVE - 1



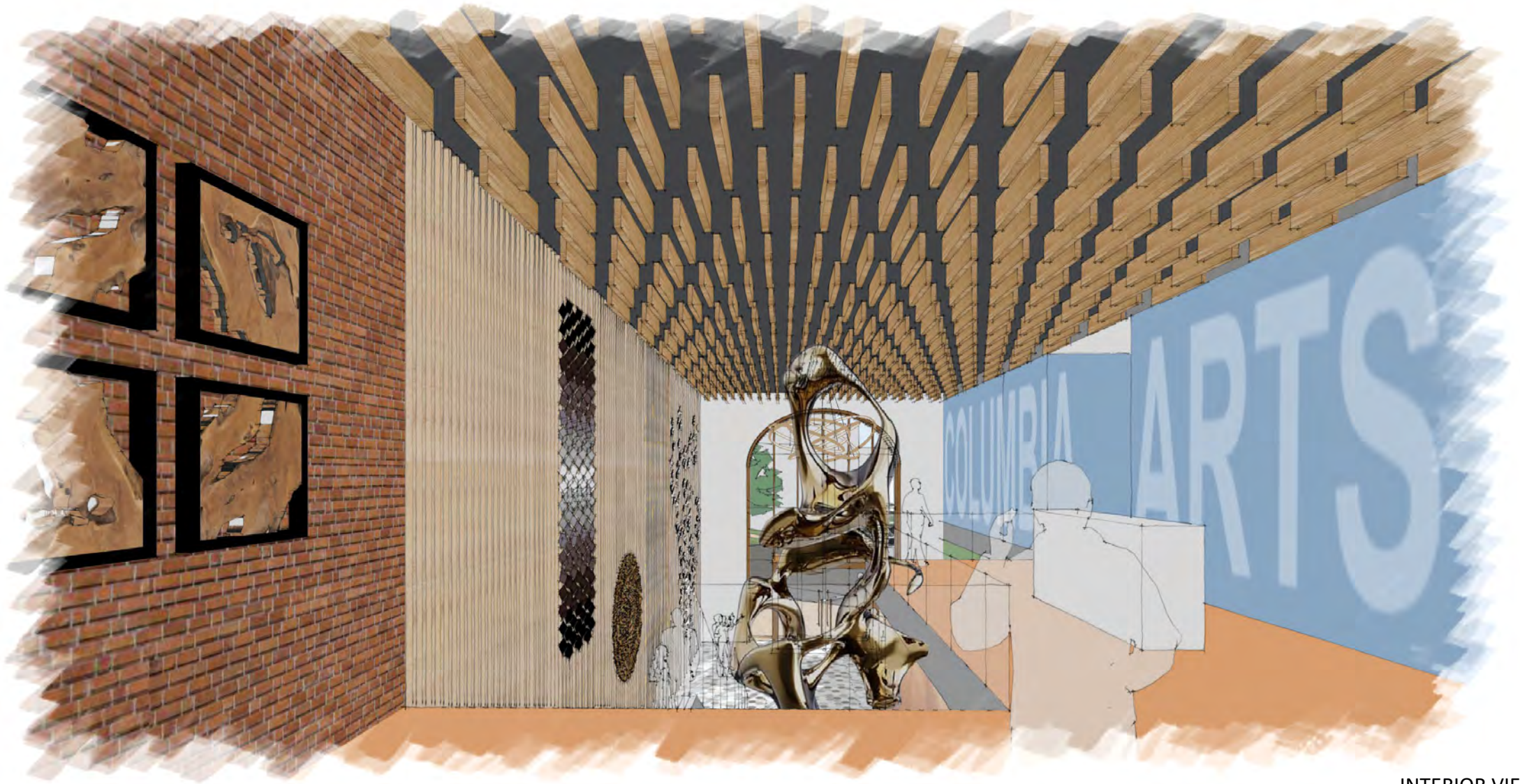
STREET PERSPECTIVE - 2



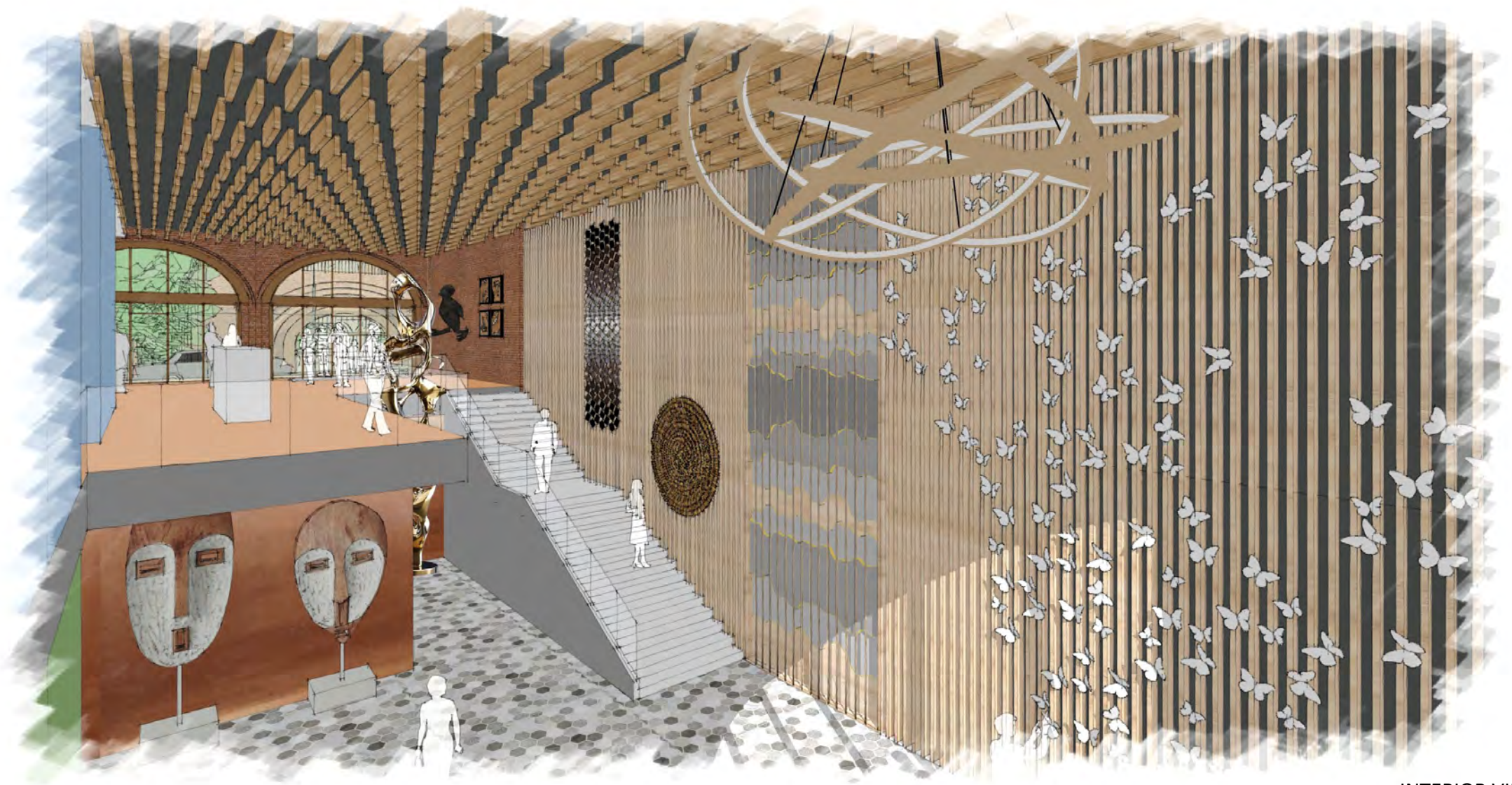
STREET PERSPECTIVE - 3



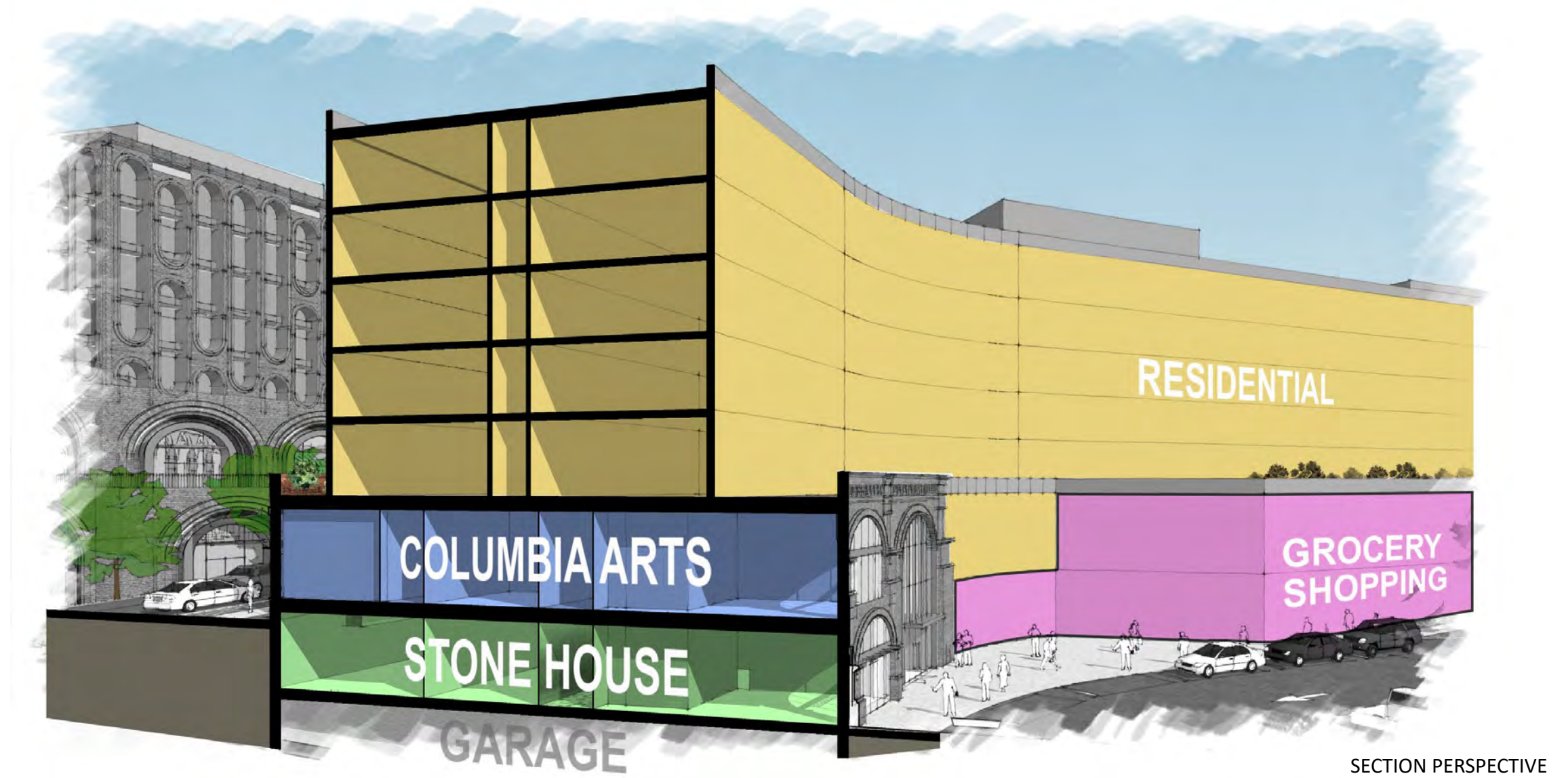
INTERIOR VIEW - 1



INTERIOR VIEW - 2



INTERIOR VIEW - 3



SECTION PERSPECTIVE

APPENDIX B

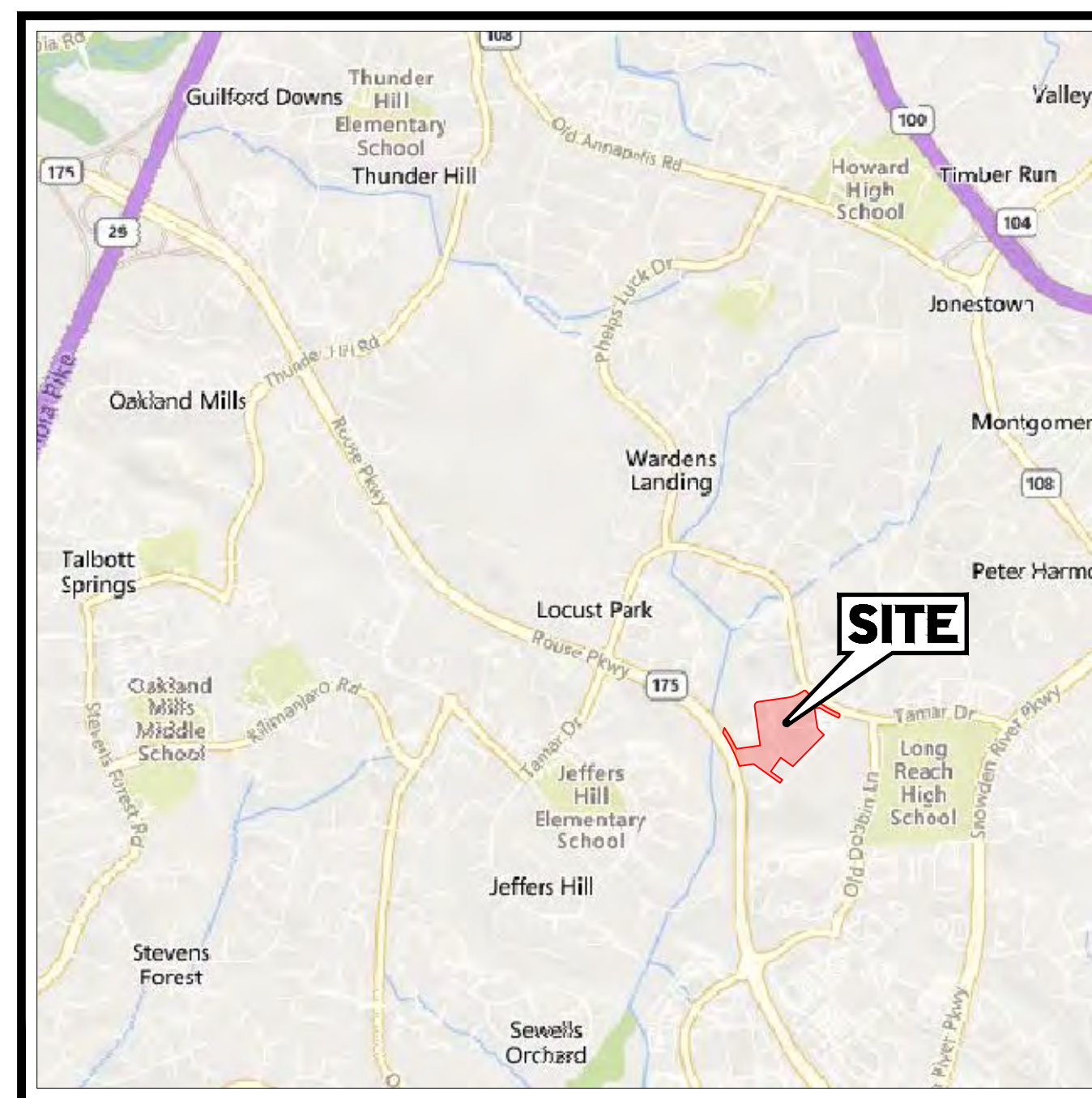
FOR

LONG REACH VILLAGE CENTER

LOCATION OF SITE
8775 CLOUDLEAP CT,
COLUMBIA, MD 21045
HOWARD COUNTY, MARYLAND
LONG REACH NEIGHBORHOOD

ELECTION DISTRICT

PRECINCT: 6-21
CONGRESSIONAL: 03
LEGISLATIVE: 13
COUNCIL: 2
POLLING PLACE:
LONG REACH HIGH SCHOOL
6101 OLD DOBBIN LN
COLUMBIA, MD 21045



LOCATION MAP
SCALE: 1" = 2,000'
SOURCE: BING MAPS



AERIAL MAP
SCALE: 1" = 2,000'
SOURCE: BING MAPS

<u>SHEET INDEX</u>	
SHEET TITLE	SHEET NUMBER
COVER SHEET	C-101
EXISTING CONDITIONS PLAN	C-201
CONCEPT PLAN	C-301
CIRCULATION EXHIBIT	C-401
OPEN SPACE & RECREATION EXHIBIT	C-501
PHASING EXHIBIT	C-601

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KGD ARCHITECTURE
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PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY
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PROJECT No.: MDA250025.00
DRAWN BY: TEF
CHECKED BY: BTG
DATE: 09/02/2025
CAD I.D.: P-FDP-CNDS-

PROJECT:

**PRELIMINARY
DEVELOPMENT
PLAN**

_____ FOR _____

**LONG REACH
VILLAGE CENTER**

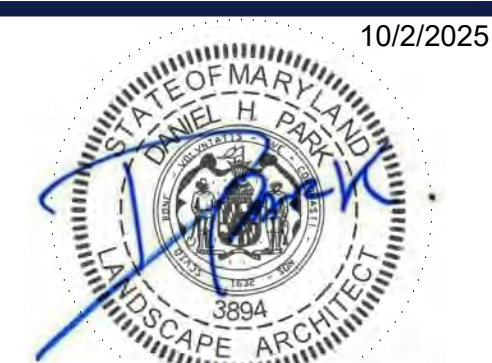
PROPOSED DEVELOPMENT

8775 CLOUDLEAP CT,
COLUMBIA, MD 21045
HOWARD COUNTY
COLUMBIA, MD

BOHLER //

901 DULANEY VALLEY ROAD, SUITE 801
TOWSON, MARYLAND 21204
Phone: (410) 821-7900
Fax: (410) 821-7987
MD@BohlerEng.com

10/2/2025



SHEET TITLE:

COVER SHEET

SHEET NUMBER:
C-101

ORG. DATE - 09/02/2025

Oct 02, 2025
I:\2025\MDA240025.00\CAD\DRAWINGS\PLAN SETS\IPDP-CNDS-MDA240025.00----->LAYOUT: C-101 COVER



ORG. DATE - 09/02/2025

EXISTING ZONING AND SITE AREA SUMMARY											
TITLE	TAX MAP	GRID	PARCEL	LOT	PLAT NO	OWNER	AREA		DEED REFERENCE		ZONING
							SF	AC	LIBER	FOLIO	
1	36	12	6	PARCEL B-1	22982	HOWARD COUNTY, MARYLAND	68,388 SF	1.570 AC	18038	227	NT
2		12	6	PARCEL B-1	22982	HOWARD COUNTY, MARYLAND	261,890 SF	6.012 AC	15841	184	
3		12	6	PARCEL F-1	9737	CLOUDLEAP, LLC	27,297 SF	0.627 AC	21403	317	
4		12	6	PARCEL E-1	12409	LRVC BUSINESS TRUST	60,622 SF	1.392 AC	7653	217	
5		11	6	PARCEL D-1	12409	SANG K1 O & YONG BOK CO	20,678 SF	0.475 AC	4139	236	
		12	344	3	PB 21 PG 81-83	THE COLUMBIA PARK AND RECREATION ASSOCIATION, INC.	224,855 SF	5.162 AC	834	184	
7		12	6	PARCEL G-1	9737	HOWARD COUNTY, MARYLAND	5,808 SF	0.133 AC	15841	184	
8	12	344	1	PB 21 PG 82	THE COLUMBIA ASSOCIATION, INC. P&A THE COLUMBIA PARK AND RECREATION ASSOCIATION, INC.	30,210 SF	0.694 AC	996	214		
TOTAL							699,751 SF	16,064 SF			



PRELIMINARY

PROJECT:

***PRELIMINARY
DEVELOPMENT
PLAN***

**PROPOSED
DEVELOPMENT**

**8775 CLOUDLEAP CT,
COLUMBIA, MD 21045
HOWARD COUNTY
COLUMBIA, MD**



SHEET NUMBER:
C-301

ORG. DATE - 09/02/2025

DIMENSIONAL TABULATIONS		
DESCRIPTION	REQUIRED	PROVIDED
FRONT YARD SETBACK	(TBD AT SDP)	±44'
SIDE YARD SETBACK	(TBD AT SDP)	±8'
REAR YARD SETBACK	(TBD AT SDP)	±14'

NOTES:

1. FINAL PHASING, BUILDING DESIGN, AND DEVELOPMENT STANDARDS SHALL BE DETERMINED WITH FINAL DEVELOPMENT PLAN (FDP) AND SITE DEVELOPMENT PLAN (SDP) APPROVAL.
2. THE PROJECT WILL SEEK A WAIVER FOR OFF-STREET PARKING SPACES PER SECTION 16.10A. A REDUCTION IN PARKING IS PROPOSED PER SHARED PARKING ADJUSTMENT AND ITS UJI METHODOLOGY.
3. THE PROJECT ANTICIPATES APPROXIMATELY 128,000 GPD SEWER FLOW CONNECTING TO AN EXISTING 8' SANITARY SEWER LINE AT THE INTERSECTION OF THE SITE FROM TANAKA DRIVE, WHICH IS SERVED BY 4" WATER MAINS FROM CLOUDLEAP CREEK AND FORELAND DARTMOUTH. THE PROJECT ANTICIPATES LOOPING OF THESE WATER MAINS A HYDRAULIC PLANNING (CAPACITY) ANALYSIS WILL BE PROVIDED DURING THE SUBSEQUENT FINAL DEVELOPMENT PLAN (FDP).
4. EXISTING STORM DRAIN FOR A MAJORITY OF THE SITE OFFCUTS AT THE SOUTHWEST PORTION OF THE SITE. THERE AN EXISTING 36" RCPD DRAIN WITH A 10% SLOPE TO THE SOUTH.



PRELIMINARY

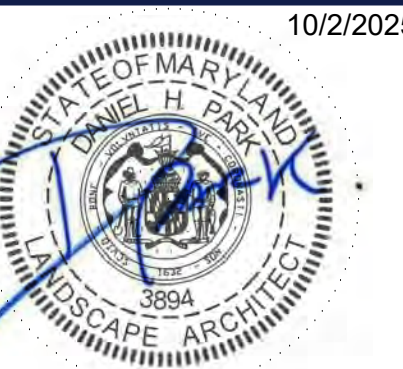
PROJECT:
***PRELIMINARY
DEVELOPMENT
PLAN***

_____ FOR _____

**LONG REACH
CLAGE CENTER**

PROPOSED DEVELOPMENT

775 CLOUDLEAP CT,
COLUMBIA, MD 21045
HOWARD COUNTY
COLUMBIA, MD



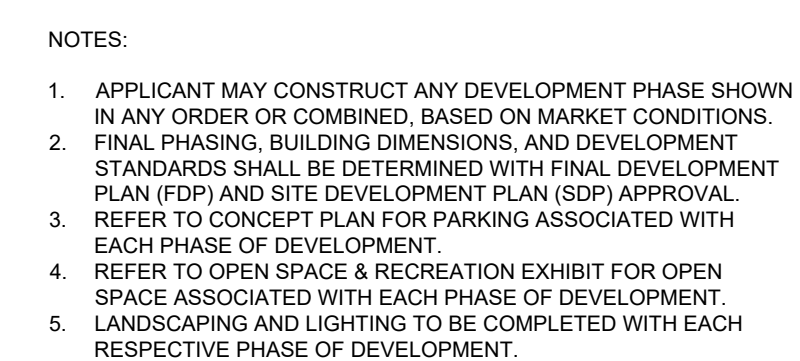
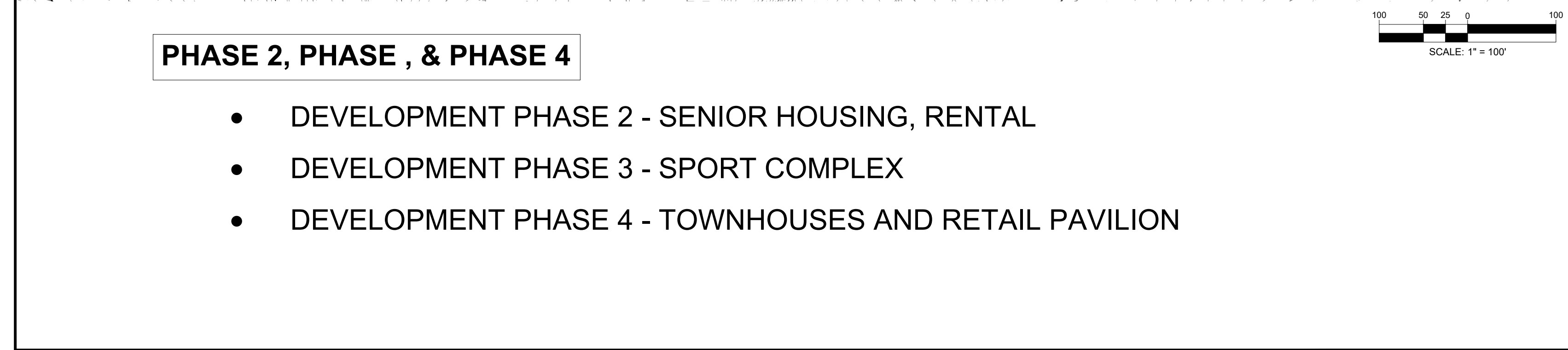
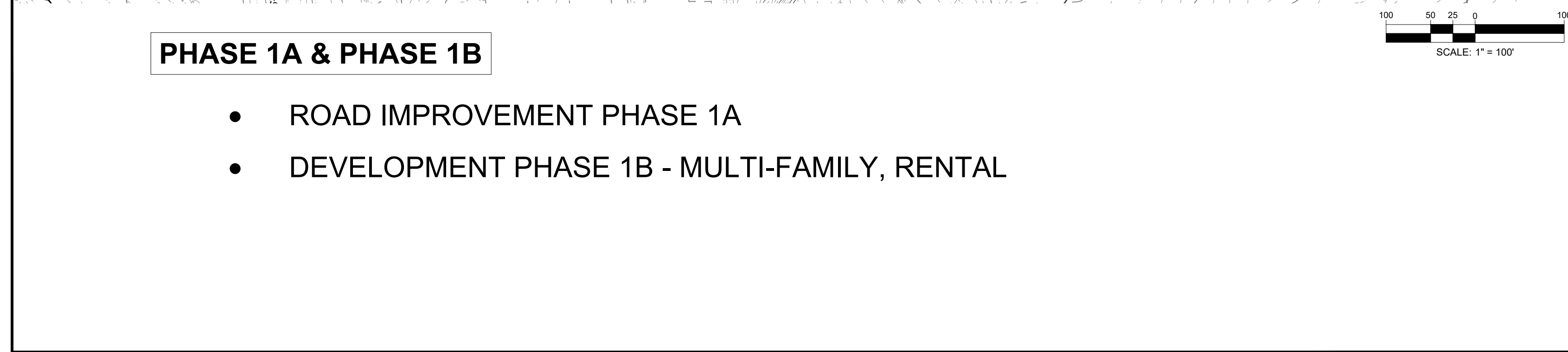
**OPEN SPACE
AND
RECREATION
EXHIBIT**

C-401

S. DATE - 09/02/2025

50 25 12.5 0 50

SCALE: 1" = 50'

[illegible]

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PROJECT NO.:	MDA250025.00
DRAWN BY:	TEF
CHECKED BY:	BTG
DATE:	09/02/2025
CAD I.D.:	P-FDP-PHASE

PROJECT:

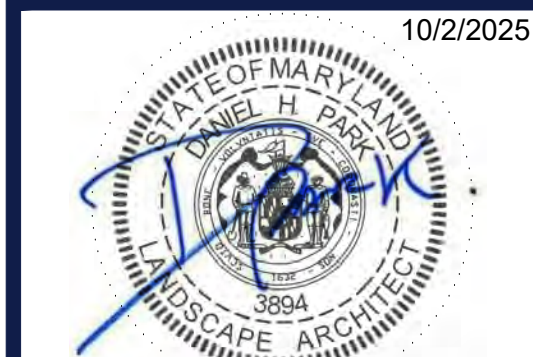
***PRELIMINARY
DEVELOPMENT
PLAN***

**LONG REACH
VILLAGE CENTER**

**PROPOSED
DEVELOPMENT**

**8775 CLOUDLEAP CT,
COLUMBIA, MD 21045
HOWARD COUNTY
COLUMBIA, MD**

901 DULANEY VALLEY ROAD, SUITE 801
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Phone: (410) 821-7900
Fax: (410) 821-7987
MD@BohlerEng.com



SHEET TITLE:

PHASING EXHIBIT

SHEET NUMBER:
C-601

ORG. DATE - 09/02/2025

APPENDIX C

VISIONING

DESIGN CONCEPT

LONG REACH VILLAGE CENTER COLUMBIA ARTS & STONEHOUSE COMMUNITY CENTER

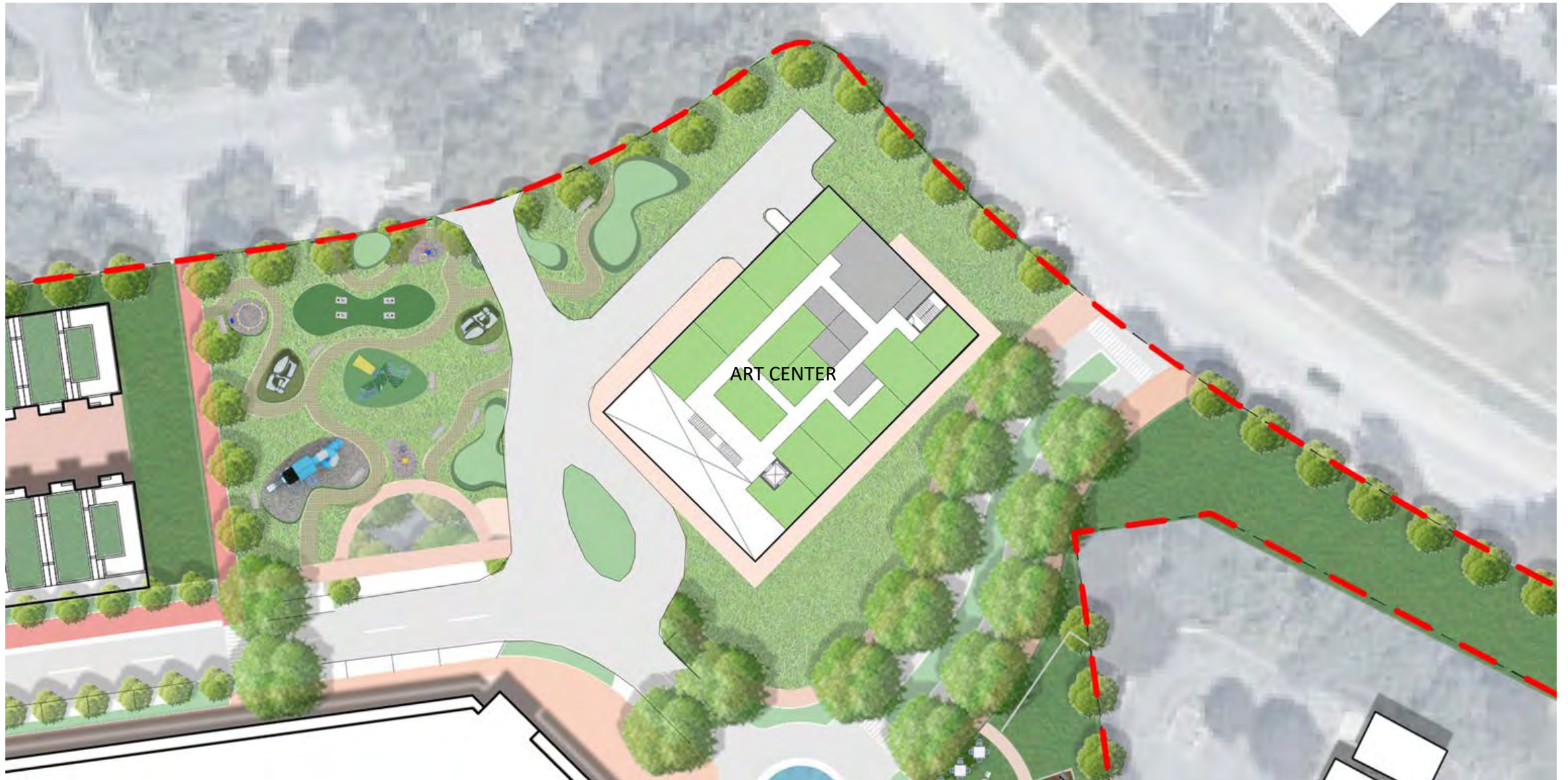
HOWARD COUNTY, MARYLAND

PREVIOUS AERIAL RENDERING

NEW PROPOSED
COMMUNITY &
ART CENTER







APPENDIX D

TECHNICAL MEMORANDUM

To: Brian Kim
Columbia Community Concepts, LLC

From: Anila Moorthy, EIT
Maribel Donahue
Katie Wagner, PE, PTOE

Date: October 3, 2025

Subject: Long Reach Village Center Parking Needs Study

Introduction

This memorandum presents the findings of a Parking Needs Study for the proposed development located at Long Reach Village Center in Howard County, Maryland. This parking needs study was conducted in support of the proposed parking quantity.

As shown in Figure 1, the site located at 8775 Cloudleap Court is bounded by Cloudleap Court and Tamar Drive to the north, Foreland Garth to the east, Longwood Apartments to the south, and Timber Apartments and Route 175 to the west.

The Project proposes redeveloping the existing office and retail uses to include approximately 200 senior multi-family units, 255 multifamily units, 50 townhomes and 258,330 sf commercial space. The construction is expected to occur in five (5) phases. For the full build-out scenario, the project proposes 781 garage parking spaces, 90 surface lot spaces, and 72 on-street parking spaces.

The objective of this study is to identify the parking needs of the project as required by Howard County Zoning Regulations based on a review of the nature of the proposed land use, community context, surrounding multimodal network, and parking ratio standards. The parking needs are also compared to the proposed parking supply to determine whether the project provides sufficient parking. The following summarizes the findings of this study:

- The project site is surrounded by a robust existing and planned multimodal network with high-quality pedestrian and bicycle infrastructure and convenient direct access to transit that reduce demand for site parking.
- Parking demand was estimated using ITE Parking Generation, ULI Shared Parking, and Howard County Parking ratios.
- Contextual adjustments were informed by adjacent multimodal facilities, the Tamar Drive Complete Streets improvements, and ridesharing trends.
- Due to shared parking efficiencies and enhanced multi-modal connectivity, a right sized supply is anticipated to meet peak concurrent demand while minimizing excess capacity. Based on the project's mixed-use program and multimodal access, the parking needs will be satisfied with 943 on-site spaces.

Project Overview

The project site encompasses approximately 16.1 acres and is bounded by Cloudleap Court and Tamar Drive to the north, Foreland Garth to the east, Longwood Apartments to the south, and Timber Apartments and Route 175 to the west. This setting places the LRVC within a well-established suburban context framed by residential neighborhoods, community-serving uses, and regional transportation infrastructure.

Surrounding land uses include a mix of multifamily and single-family residential, educational, and recreational facilities. Long Reach High School and associated athletic fields lie to the northeast, while adjacent communities such as Longwood and Timber

provide higher-density residential uses directly to the south and west. Nearby open spaces including the Elkhorn Branch Trail, offer community access to recreation and connect to the broader Columbia pathway system.

The site is currently developed with six buildings containing 71,886 square feet of retail and 15,000 square feet of office, served by 404 paved parking spaces. The proposed redevelopment would replace these uses with approximately 200 senior multifamily units, 255 multifamily units, 50 townhomes, and 258,330 square feet of commercial space, implemented in five phases:

- Phase 1: Street network with 61 on-street parking spaces; existing Arts Center and adjacent 90-space lot to remain
- Phase 2: 255 multifamily units, 19,650 sq ft retail, and 316 garage spaces
- Phase 3: 200-unit senior multifamily, 41,920 sq ft retail, 31,890 sq ft arts center, and 210 garage spaces
- Phase 4: 136,260 sq ft sports complex with 150 garage spaces
- Phase 5: 50 townhomes, 105 garage spaces, and 28,610 sq ft retail

The site is well connected to surrounding neighborhoods and commercial areas via 5-foot sidewalks on both sides of Tamar Drive, providing direct and convenient links to Downtown Columbia and nearby residential areas. As shown in Figure 3, the project also benefits from access to the Elkhorn Branch Trail, which extends from Old Annapolis Road to Lake Elkhorn.

Bicycle access is available on a growing network of facilities, including existing separated bike lanes on southbound Old Dobbin Lane and shared bike lanes on northbound Old Dobbin Lane. The Tamar Drive Complete Streets study proposes a road diet with 6-foot dedicated bicycle lanes in both directions, further enhancing bicycle safety and connectivity.

As shown in Figure 2, the project also has direct access to the “Maroon Bike Wayfinding Route” which extends from Quarterstaff Road & Freetow Road intersection west of the site to the Main Street & Levering Avenue intersection east of the site. This wayfinding bike route is part of the larger county-wide bicycle wayfinding network that aims to promote active transportation with improved access and wayfinding.

Transit service is immediately adjacent to the site. RTA Routes 402 and 408 provide connections to the Mall in Columbia, Dobbin Center, Snowden Square, Waterloo Park, and the Homewood Center, with additional regional connectivity via MTA Route 345.

Given the site’s high-pedestrian context and strong multimodal access including direct connections to nearby schools, existing conditions support a lower on-site parking supply than would typically be expected for a conventional suburban site.



Figure 1: Site Location

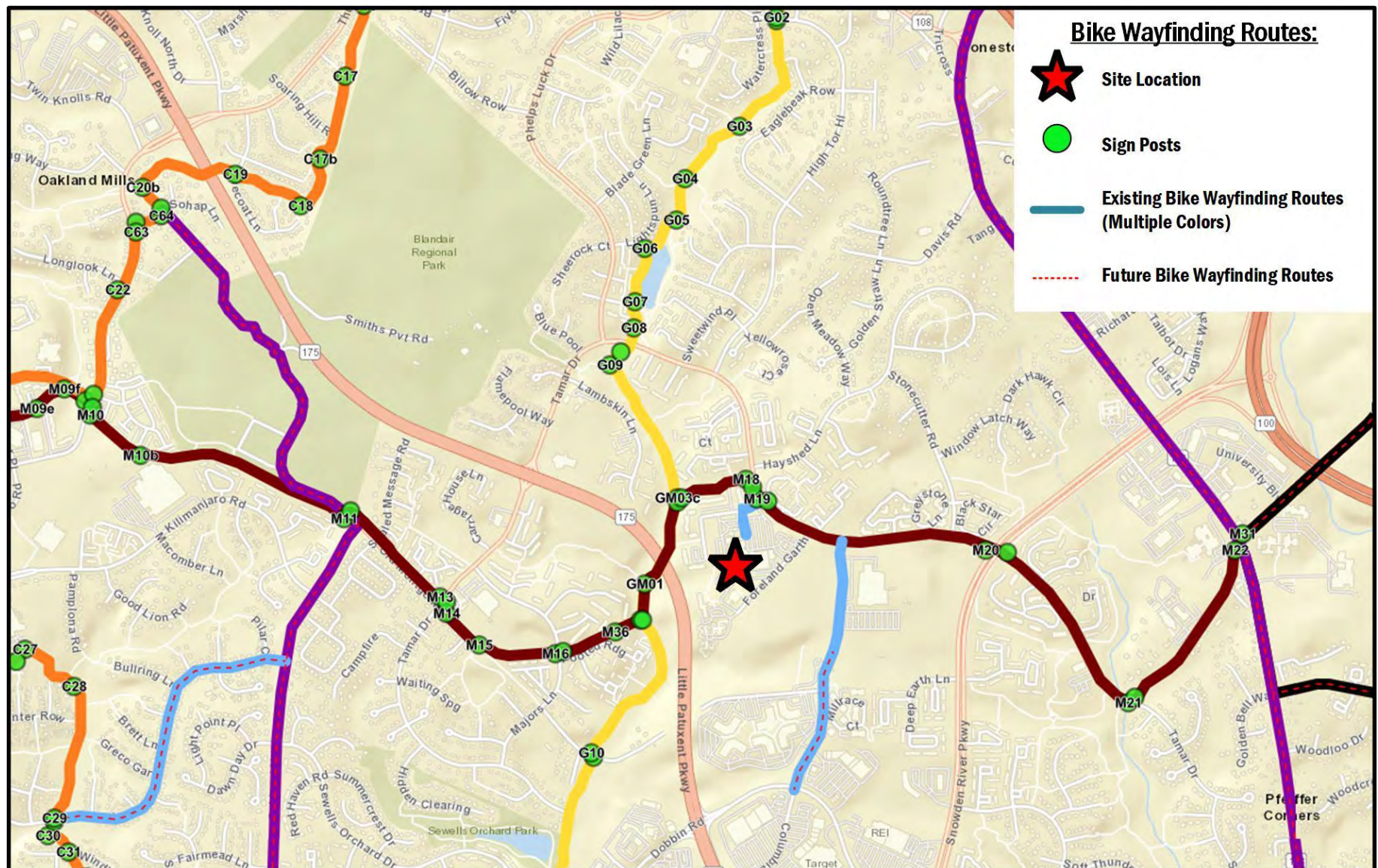


Figure 2: Bike Wayfinding Routes

Parking Demand Calculations

Given the unique mix of uses included at the proposed project, no similar or comparable existing sites were found in the region that could be used to estimate parking demand for the proposed project. Parking needs were instead calculated using the Institute of Transportation Engineers *Parking Generation Manual* and the Urban Land Institute *Shared Parking* manual as discussed below.

ITE Parking Generation Manual

Parking demand for the project was calculated using the methodology from the 6th Edition of the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*.

The average parking demand rate for "Single-Family Attached Housing" (Land Use 215), "Multifamily Housing – 1BR (Mid-Rise)" (Land Use Code 218), "Multifamily Housing – 2 + BR (Mid-Rise)" (Land Use Code 221), "Senior Adult Housing – Multifamily" (Land Use Code 252), "Recreational Community Center" (Land Use Code 495), and "Strip Retail Plaza(<40k)" (Land Use Code 822) located in a general urban/suburban setting were calculated based on the fitted curve equation published by ITE, which estimates an average parking demand of 970 parking spaces, as shown in Table 1. This parking rate is based on a national context and is an average from studies conducted throughout the USA.

Given the new proposed direct access to the Elkhorn Branch Trail, bus stops along Tamar Drive and Foreland Garth, and the planned Tamar Drive Complete Streets improvements, the Project applies a 10% non-auto mode shift reduction to base parking demand. An additional 5% captive-market reduction is applied to reflect visitors who park once and visit multiple on-site destinations within the mixed-use environment. With these adjustments, the average peak parking demand is estimated at approximately 830 spaces.

Table 1: ITE Parking Generation

Land Use	Land Use Code	Quantity	ITE Parking Rates
Single-Family Attached	215	50 du	71 (1.42 spaces per du)
Multifamily Housing - 1BR (Mid-Rise)	218	179 du	122 (0.68 spaces per du)
Multifamily Housing – 2+BR (Mid-Rise)	221	76 du	81 (1.06 spaces per du)
Senior Adult Housing - Multifamily	252	200 du	122 (0.61 spaces per du)
Recreational Community Center	495	60500 sf	309 (5.11 spaces per 1,000 sf)
Retail	821,822	90,180 sf	265 (2.94 spaces per 1,000 sf)
Total			970
w/ Mode Split Reductions (10%)			873
w/ Non Captive Reductions (5%)			830

Urban Land Institute (ULI) Based Parking Ratio

Parking demand was also calculated using the 3rd edition of ULI *Shared Parking*, an industry-standard publication that provides base parking ratios for various land uses in suburban contexts with limited transit access. ULI's parking ratios are commonly used to inform parking supply for mixed-use developments.

The following methodology was used to determine the shared parking demand:

Step 1: Determine individual Weekday and Weekend Peak Parking Ratios for each land use

The base parking ratios for weekdays and weekends were calculated according to the ULI Shared Parking manual. Gross Leasable Area (GLA) was estimated at 80% of total floor area. The ULI weekday base parking ratios and demands are shown in Table 2. The ULI weekend base parking ratios and demands are shown in

Table 3.

Table 2: ULI Weekday Base Parking Ratios and Demands

Phase	Land Use	Quantity*	Weekday Parking Demand Rate		Parking Demand		
			Visitors	Employees	Visitors	Employees	Total
Phase 2	Retail	15,720 sf	2.9 spaces per ksf	0.7 spaces per ksf	46	12	58
	Residential - Studio (20%)	51 du	0.1 spaces per du	0.85 spaces per du	5	43	48
	Residential - 1 bedroom (50%)	128 du	0.1 spaces per du	0.9 spaces per du	13	115	128
	Residential - 2 bedroom (25%)	64 du	0.1 spaces per du	1.65 spaces per du	6	106	112
	Residential - 3+ bedroom (5%)	12 du	0.1 spaces per du	2.5 spaces per du	1	30	31
	Residential Total	255 du			25	294	319
Phase 3	Age restricted Adult housing Apartments	200 du	0.55 spaces per du	0.3 spaces per du	110	60	170
	Art Center	25,512 sf	5.5 spaces per ksf	0.5 spaces per ksf	141	13	154
	Retail	41,920 sf	2.9 spaces per ksf	0.7 spaces per ksf	122	30	152
Phase 4	Athletic Center	109,008 sf	1.5 spaces per ksf	0.15 spaces per ksf	164	17	181
Phase 5	Retail	22,888 sf	2.9 spaces per ksf	0.7 spaces per ksf	67	17	84
	Single-Family Attached	50 du	0.1 spaces per du	2.5 spaces per du	5	125	130

*Gross Leasable Area was assumed to be 80% of the total floor area

Table 3: ULI Weekend Base Parking Ratios and Demands

Phase	Land Use	Quantity*	Weekend Parking Demand Rate		Parking Demand		
			Visitors	Employees	Visitors	Employees	Total
Phase 2	Retail	15,720 sf	3.2 spaces per ksf	0.8 spaces per ksf	51	13	64
	Residential - Studio (20%)	51 du	0.15 spaces per du	0.85 spaces per du	7	41	48
	Residential - 1 bedroom (50%)	128 du	0.15 spaces per du	0.9 spaces per du	19	115	134
	Residential - 2 bedroom (25%)	64 du	0.15 spaces per du	1.65 spaces per du	17	185	202
	Residential - 3+ bedroom (5%)	12 du	0.15 spaces per du	2.5 spaces per du	5	78	83
	Residential Total	255 du			48	419	467
Phase 3	Age restricted Adult housing Apartments	200 du	0.42 spaces per du	0.3 spaces per du	84	60	144
	Art Center	25,512 sf	5.5 spaces per ksf	0.5 spaces per ksf	141	13	154
	Retail	41,920 sf	3.2 spaces per ksf	0.8 spaces per ksf	108	27	135
Phase 4	Athletic Center	109,008 sf	1.8 spaces per ksf	0.2 spaces per ksf	197	22	219
Phase 5	Retail	22,888 sf	3.2 spaces per ksf	0.8 spaces per ksf	74	19	93
	Single-Family Attached	50 du	0.15 spaces per du	2.5 spaces per du	8	125	133

*Gross Leasable Area was assumed to be 80% of the total floor area

Step 2: Adjust Weekday and Weekend Parking Demand based on Time of Day factors for each land use

Weekday and Weekend Time of Day adjustment factors as shown in the ULI Shared Parking manual were used to estimate the parking demand from 6 AM to 12 AM for each land use. Weekday and Weekend Time of Day adjustment factors for the applicable land uses are shown in Table 4 and Table 5. Time of Day adjusted Weekday and Weekend Parking Demand is shown in Table 6 and Table 7. The highest hourly parking demand was calculated to be 1177 parking spaces.

Table 4: Weekday Time of Day Adjustment Factors

Land Use		6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Retail	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
	Employees	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Apartments	Residential Guests	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Residential Suburban	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Single-Family Attached	Residential Guests	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Residential Suburban	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Age Restricted Adult Housing	Visitors and Employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
Art Center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Athletic Center	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%

Table 5: Weekend Time of Day Adjustment Factors

Land Use		6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Retail	Visitors	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
	Employees	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Apartments	Residential Guests	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Residential Suburban	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
Single-Family Attached	Residential Guests	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Residential Suburban	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
Age Restricted Adult Housing	Visitors and Employees	94%	98%	97%	95%	93%	94%	97%	99%	100%	10%	99%	98%	98%	98%	97%	95%	94%	98%	98%
	Residents	94%	98%	97%	95%	93%	94%	97%	99%	100%	100%	99%	98%	98%	98%	97%	95%	94%	98%	98%
Art Center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Athletic Center	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	75%	10%	5%	5%

Table 6: Time of Day Adjusted Weekday Parking Demand

Phase	Land Use		6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am	
Phase 2	Retail	Visitors	1	3	7	17	28	35	46	46	44	40	40	40	42	37	30	21	7	3	0	
		Employees	2	2	3	6	9	12	12	12	12	12	12	12	12	12	11	8	5	3	0	
	Apartments	Residential Guests	0	3	5	5	5	5	5	5	5	5	5	5	10	15	25	25	25	25	20	13
		Residential Suburban	280	236	197	162	147	133	118	118	118	118	118	133	147	177	206	236	250	280	286	294
Phase 3	Age Restricted Adult Housing	Visitors and Employees	105	107	110	110	109	108	108	109	108	110	109	104	106	108	107	107	107	108	108	
		Residents	57	59	60	60	60	59	59	60	59	60	60	57	58	59	59	59	59	59	59	
	Art Center	Visitors	0	0	71	141	141	141	141	141	141	141	141	141	71	43	43	15	0	0	0	
		Employees	1	4	5	5	13	13	13	13	13	13	13	12	10	6	4	3	3	1	0	0
	Retail	Visitors	1	5	15	35	59	74	98	98	94	84	84	84	89	79	64	45	15	5	0	
		Employees	3	4	6	11	18	23	24	24	24	24	24	24	24	24	24	22	15	10	5	0
Phase 4	Athletic Center	Visitors	0	0	0	0	41	107	140	148	156	156	148	156	164	156	148	107	17	0	0	
		Employees	1	1	1	5	13	17	17	17	17	17	17	17	17	17	17	13	2	1	1	
Phase 5	Retail	Visitors	1	4	11	24	41	51	67	67	64	57	57	57	61	54	44	31	11	4	0	
		Employees	2	3	5	8	13	17	17	17	17	17	17	17	17	17	16	11	7	4	0	
	Single-Family Attached	Residential Guests	0	1	1	1	1	1	1	1	1	1	1	2	3	5	5	5	5	4	3	
		Residential Suburban	119	100	84	69	63	57	50	50	50	50	50	57	63	75	88	100	107	119	122	125
Full Build Out Total:			573	532	581	659	761	853	916	926	923	905	917	941	937	934	930	822	670	624	603	
With Modal Reductions (10%)			516	479	523	593	685	768	824	833	831	815	825	847	843	841	837	740	603	562	543	
With Non-Captive Reductions (5%)			490	455	497	563	651	730	783	791	789	774	784	805	801	799	795	703	573	534	516	

Table 7: Time of Day Adjusted Weekend Parking Demand

Phase	Land Use		6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am	
Phase 2	Retail	Visitors	1	3	16	26	36	46	49	51	51	49	46	41	39	36	34	26	16	6	0	
		Employees	2	2	6	10	12	13	13	13	13	13	13	13	13	12	11	10	9	6	2	0
	Apartments	Residential Guests	0	10	10	10	10	10	10	10	10	10	10	10	20	29	48	48	48	48	39	24
		Residential Suburban	419	399	369	336	315	294	285	273	273	285	298	311	323	336	348	361	373	386	419	
Phase 3	Age Restricted Adult Housing	Visitors and Employees	79	83	82	80	79	79	82	84	84	9	84	83	83	83	82	80	79	83	83	
		Residents	57	59	59	57	56	57	59	60	60	60	60	60	59	59	59	59	57	57	59	59
	Art Center	Visitors	0	0	71	141	141	141	141	141	141	141	141	141	141	71	43	43	15	0	0	0
		Employees	1	4	5	5	13	13	13	13	13	13	13	12	10	6	4	3	3	1	0	0
	Retail	Visitors	2	6	33	54	76	98	103	108	108	108	103	98	87	81	76	71	54	33	11	0
		Employees	3	5	11	21	23	26	27	27	27	27	27	27	26	23	22	21	18	13	5	0
Phase 4	Athletic Center	Visitors	0	0	0	0	50	129	168	178	188	188	178	188	197	188	178	129	20	0	0	
		Employees	2	2	2	6	17	22	22	22	22	22	22	20	22	22	22	22	17	3	2	2
Phase 5	Retail	Visitors	1	4	23	37	52	67	71	74	74	71	67	60	56	52	49	37	23	8	0	
		Employees	2	3	8	15	17	19	19	19	19	19	19	19	19	17	16	15	13	9	3	0
	Single-Family Attached	Residential Guests	0	2	2	2	2	2	2	2	2	2	2	2	4	5	8	8	8	8	7	4
		Residential Suburban	125	119	110	100	94	88	85	82	82	85	89	93	97	100	104	108	112	115	125	
Full Build Out Total:			573	532	694	701	807	900	993	1104	1149	1157	1167	1097	1164	1177	1120	1104	1095	983	801	
With Modal Reductions (10%)			625	631	726	810	894	994	1034	1041	1050	987	1048	1059	1008	994	986	885	721	653	644	
With Non-Captive Reductions (5%)			594	599	690	770	849	944	982	989	998	938	996	1006	958	944	937	841	685	620	612	

Step 3: Apply Modal and Non-Captive Reductions

Given the new proposed direct access to the Elkhorn Branch Trail, bus stops along Tamar Drive and Foreland Garth, and the planned Tamar Drive Complete Streets improvements, the Project applies a 10% non-auto mode shift reduction to base parking demand. An additional 5% captive-market reduction is applied to reflect visitors who park once and visit multiple on-site destinations within the mixed-use environment. With the reductions, the highest hourly parking demand was reduced to 1006 parking spaces.

Howard County Parking Requirements

Under Howard County Zoning Ordinance Sec. 133.0.D, minimum parking requirements for the applicable land uses are presented in Table 8.

Table 8: Howard County Minimum Parking Requirement

Phase	Land Use	Zone Code	Quantity	Baseline		Visitor		Total
				Requirement	Spaces	Requirement	Spaces	
Phase 2	Retail	4q	19650 sf	5 spaces per ksf	99	-	-	99
	Apartments	2b	255 du	2 spaces per du	510	0.3 spaces per du	77	587
Phase 3	Age restricted Adult Housing	2c2	200 du	1 space per du	200	0.3 spaces per du	60	260
	Art Center*	6i	300 seats	1 space per every 3 seats	100	-	-	100
	Retail	4q	41920 sf	5 spaces per ksf	210	-	-	210
Phase 4	Athletic Center	6a	136260 sf	10 spaces per ksf of assembly area	1363	-	-	1363
Phase 5	Retail	4q	28610 sf	5 spaces per ksf	144	-	-	144
	Single-Family Attached	2a	50 du	2 spaces per du	100	0.5 spaces per du	25	125
*Current arts center assumed at 300 seats based on SDP								Total
								2888

The minimum parking requirements were adjusted based on time of day reductions as shown in Table 9.

Given the new proposed direct access to the Elkhorn Branch Trail, bus stops along Tamar Drive and Foreland Garth, and the planned Tamar Drive Complete Streets improvements, the Project applies a 10% non-auto mode shift reduction to base parking demand. An additional 5% captive-market reduction is applied to reflect visitors who park once and visit multiple on-site destinations within the mixed-use environment. Minimum parking requirements with reductions are shown in Table 10.

Table 9: Howard County Time of Day Reductions

Land Use Category	Weekday				Weekend		Night
	6AM - 8AM	8AM - 3PM	3PM - 5PM	5PM - 12AM	6AM - 6PM	6PM - 12AM	12AM - 6AM
Residential	80%	60%	60%	100%	100%	100%	100%
Retail	20%	60%	60%	90%	100%	70%	5%
Commercial Recreation	40%	40%	40%	100%	80%	100%	10%

Table 10: Minimum Parking Requirements with Reductions

Phase	Land Use	Weekday				Weekend		Night
		5PM - 12AM	6AM - 6PM	6PM - 12AM	5PM - 12AM	6AM - 6PM	6PM - 12AM	5PM - 12AM
Phase 2	Retail	20	60	60	90	99	70	5
	Apartments	470	353	353	587	587	587	587
Phase 3	Age restricted Adult Housing	208	156	156	260	260	260	260
	Art Center*	40	40	40	100	80	100	10
	Retail	42	126	126	189	210	147	11
Phase 4	Athletic Center	546	546	546	1363	1091	1363	137
Phase 5	Retail	29	87	87	130	144	101	8
	Single-Family Attached	100	75	75	125	125	125	125
<i>Full-Buildout Total w/ Time of Day Reductions</i>		1455	1443	1443	2844	2596	2753	1143
<i>w/ Modal Reductions (10%)</i>		1310	1299	1299	2560	2337	2478	1029
<i>w/ Non Captive Reductions (5%)</i>		1245	1235	1235	2432	2221	2355	978
* Current arts center assumed at 300 seats based on SDP							Total	2432

As shown in Table 10, the minimum parking requirement based on Howard County's parking minimums is calculated to be **2432 parking spaces**. The Howard County minimum parking requirement is significantly higher than the ITE and ULI parking demand and would be more suitable for a site without pedestrian, bicycle, and transit access.

Additional Supporting Justification

Surrounding Transportation

The site location is surrounded by a robust network of transit, pedestrian, and bicycle amenities to help support the proposed parking reduction. The site has access to regional vehicular and transit-based transportation options, as shown in Figure 3, that connect the site to destinations throughout Virginia, the District, and Maryland.

Transit Service

The development has great access to local transit services such as Regional Transportation Agency of Central Maryland (RTA) and Maryland Transit Administration (MTA). The site is located adjacent to RTA and MTA Bus Stops along Tamar Drive which connects to other transit services. These transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region.

There are nine (9) bus stops within a quarter-mile from the site. The two (2) RTA bus routes (402 and 408) provide connections to the mall in Columbia. The RTA route 402 runs from 7:46 AM to 5:46 PM on weekdays, 8:46 AM to 5:46 PM on Saturdays, and 9:46 AM to 5:46 PM on Sundays, with frequencies of up to 60 minutes in each direction. The 408 route service runs from 6:16 AM to 11:16 PM on weekdays, 8:16 AM to 10:16 PM on Saturdays, and 9:16 AM to 8:16 PM on Sundays, with frequencies of up to 60 minutes in each direction.

The MTA bus route (345) is an express service operating between Ellicott City/Columbia and Washington DC. This route provides connections to the red, blue, orange, green and yellow line Metro Stations in DC. The MTA bus route 345 operates between 5 AM to 7:20 PM on the weekdays with a 40-minute headway during AM and PM Peak hours. The existing bus stops near the site are shown in Figure 3.

Bicycle Facilities

The project is located adjacent to the Elkhorn Branch Trail, a loop trail approximately 1.9 miles long running through Elkhorn Branch wetlands in the heart of Columbia. Existing separated bike lanes are located along southbound Old Dobbin Lane.

BikeHoward, the Howard County Bicycle Master Plan, guides transportation and recreational biking improvements both on-street and off-street. The proposed BikeHoward network is divided into short-term (10 years), mid-term (10 to 20 years), and long-term (20 to 30 years) improvements. Per BikeHoward Recommendations, short-term bike lanes are recommended along Tamar Drive and mid-term Sharrows are recommended along Cloudleap Court. The recommended bicycle facilities improvements are shown in Figure 4.

The Tamar Complete Street Study proposes a road diet along Tamar Drive, including 6' dedicated bike lanes in both directions. Further improvements as part of the Tamar Complete Streets are discussed later.

The proposed development will connect the Tamar Drive bike lanes with the Elkhorn Branch Trail via bike lanes on the site.

Pedestrian Facilities

In the vicinity of the site, the area has existing pedestrian facilities along the frontages on Tamar Drive, Cloudleap Court and Tamar Drive.

Per WalkHoward, new sidewalks are recommended south along Foreland Garth and around the site building with sidewalk improvements recommended along Cloudleap Court, Tamar Drive and north along Foreland Garth. The recommended improvements for pedestrian facilities are shown below in Figure 5.

The Tamar Complete Street Study proposes additional pedestrian improvements including high visibility crosswalks as discussed later.

A network of pedestrian and bicycle pathways will connect the Project with nearby properties and Columbia Association pathways. This includes new pedestrian crosswalks and internal streets. The redevelopment aims to make the Project visibly accessible, convenient, and comfortable, with well-lit and landscaped pathways.

A 10-, 20-, 30- minute walkshed and bikeshed graphics from the site are shown in Figure 6 and Figure 7.

The proposed project will substantially enhance the pedestrian environment and provide connections to surrounding residential, public and commercial areas. The development incorporates additional traffic calming measures and newly designed crosswalks to improve safety for non-motorized users. Dedicated pedestrian pathways will be included, effectively discouraging automobile usage within the site.

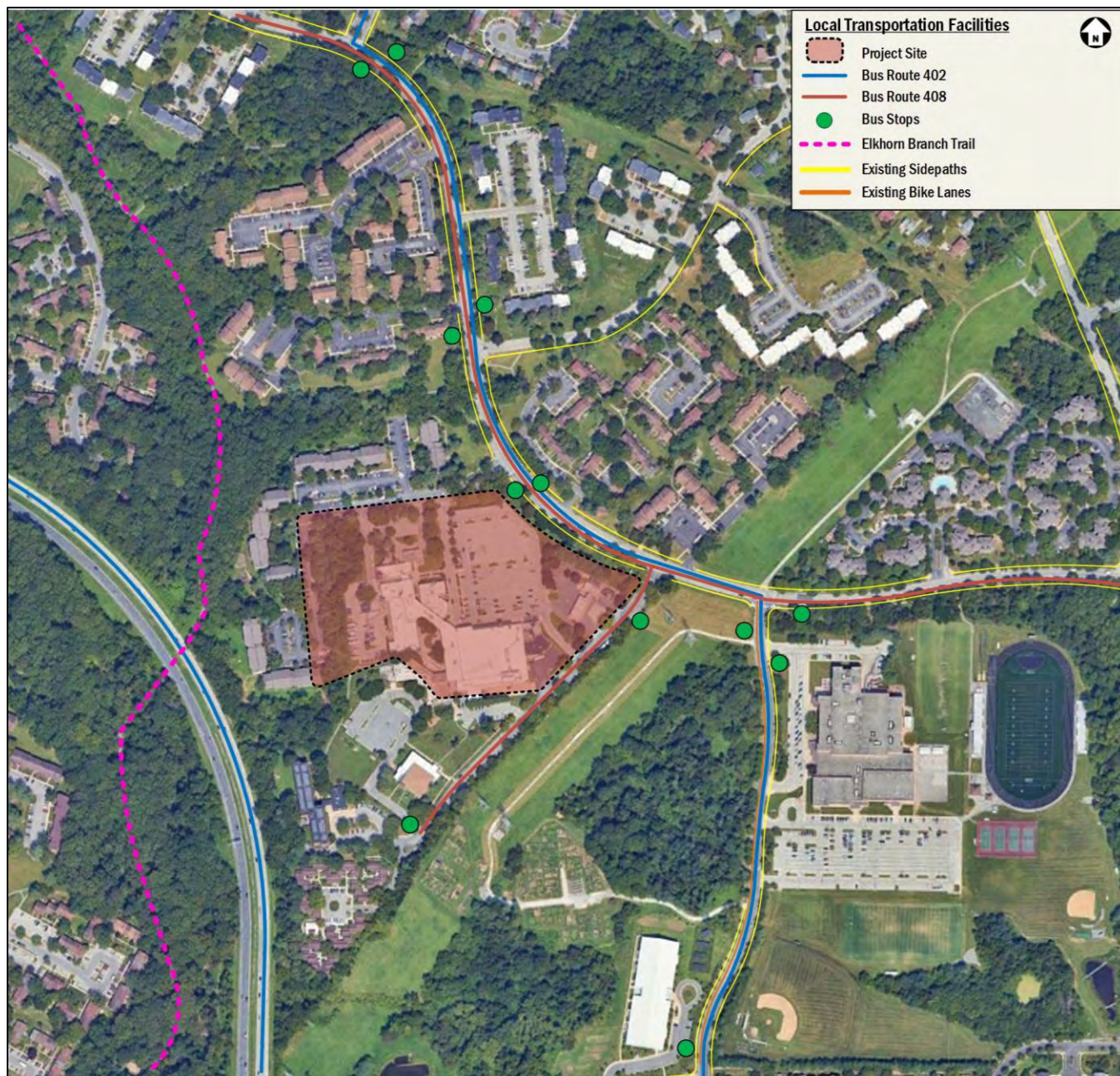


Figure 3: Local Transportation Facilities



Figure 4: BikeHoward Bicycle Facilities Improvement

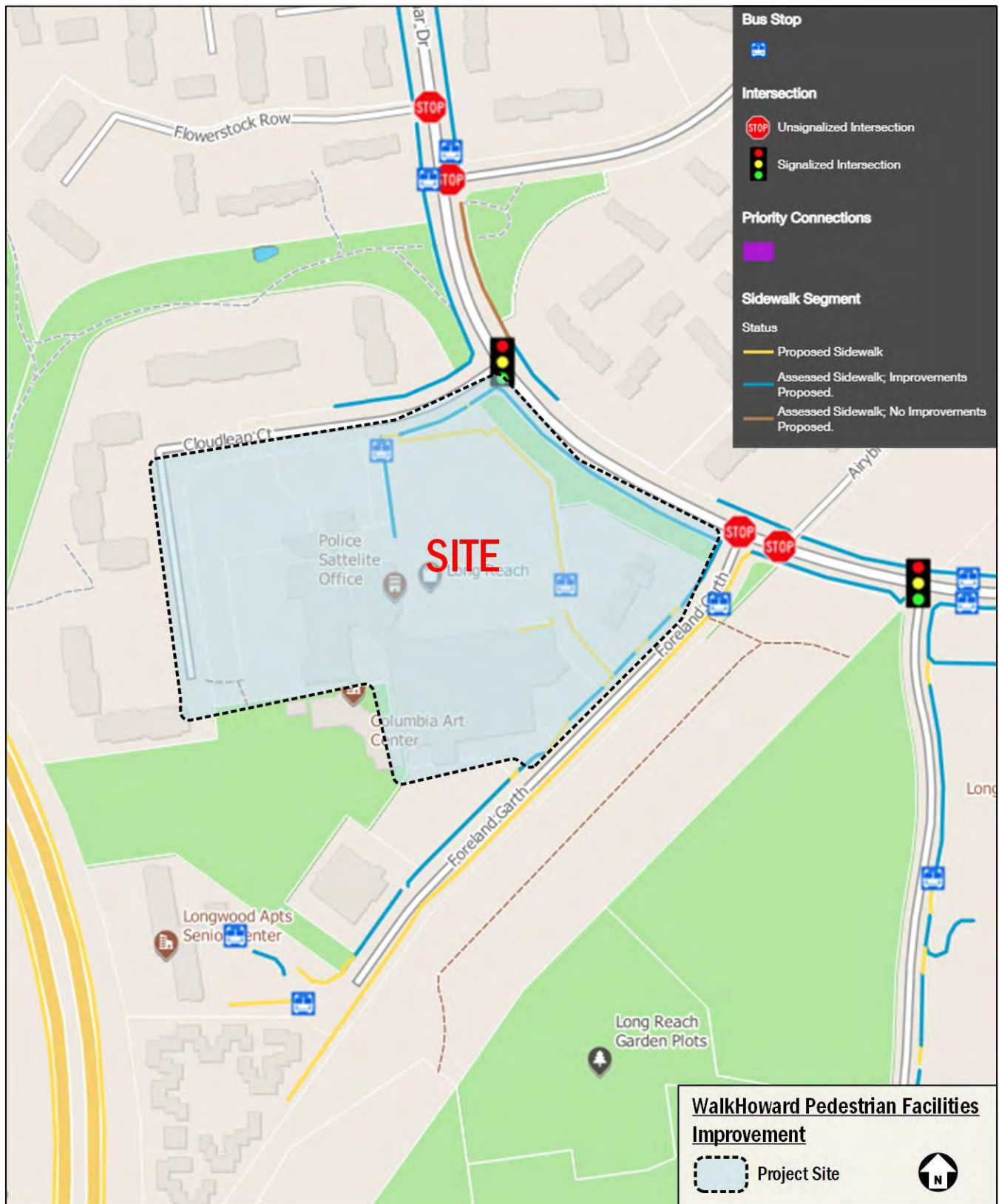


Figure 5: WalkHoward Pedestrian Facilities Improvements

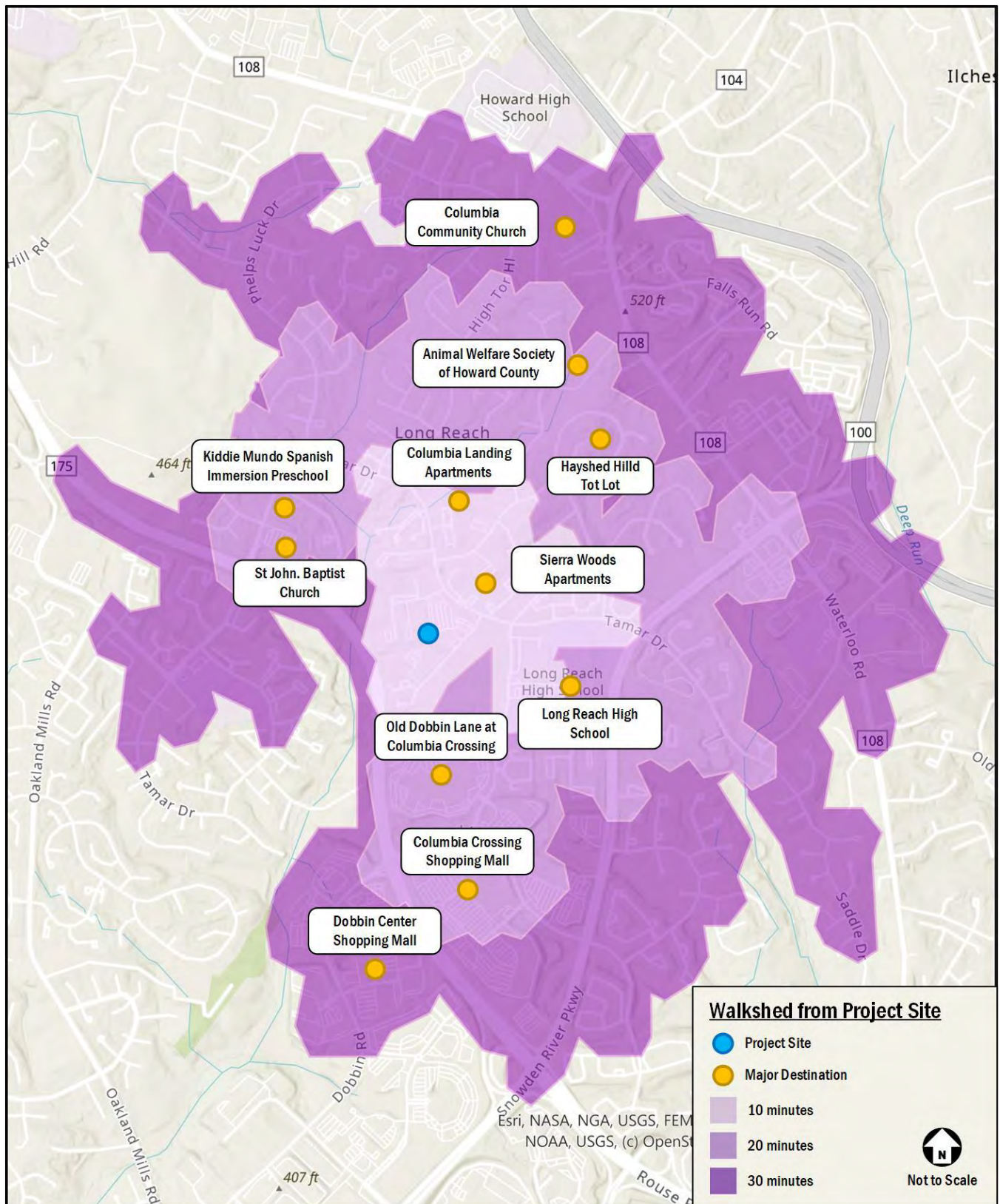


Figure 6: Walkshed from Project Site

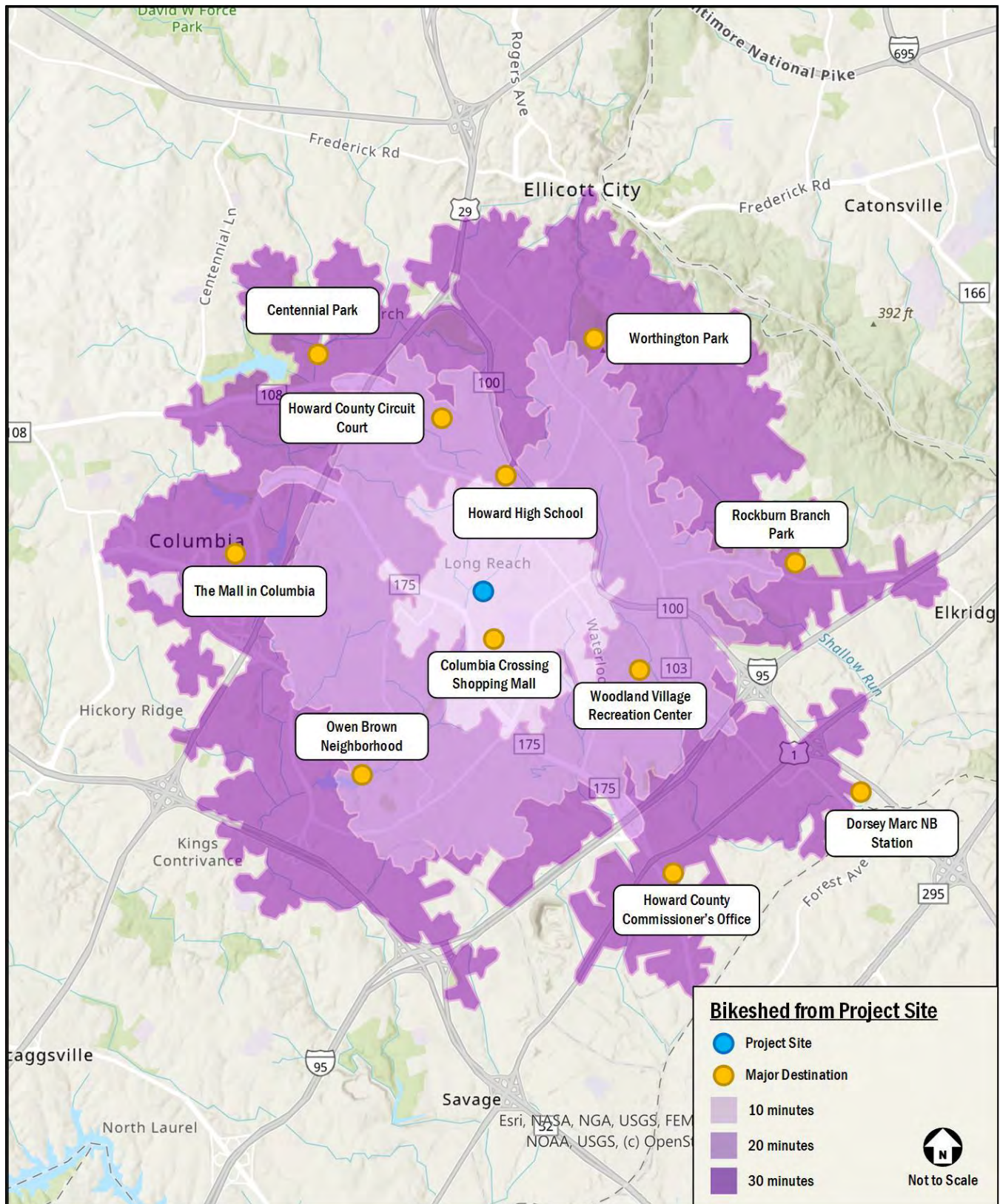


Figure 7: Bikeshed from Project Site

Tamar Complete Street Study

The Howard County Office of Transportation conducted a Complete Streets corridor feasibility study in June 2020 for the section of Tamar Drive extending from Flamepool Way to Snowden River Parkway. The objectives of the study were to:

- Formulate a collaborative vision for Tamar Drive that aligns with community objectives and adheres to the guidelines set forth by PlanHoward, BikeHoward, and WalkHoward.
- Determine cost-effective enhancements that are in line with this vision.
- Evaluate and quantify the safety, operational, and environmental impacts of the proposed modifications.

Improvements on Tamar Drive along the site frontage between Cloudleap Court and Old Dobbin Lane include:

- Single travel lanes along both directions with additional left and/or right turn storage lane where appropriate
- Addition of a 6' dedicated bicycle lanes along both directions
- Conversion of an 11' turn lane/ median into 10' center turn lane
- Additional pedestrian improvements including high visibility crosswalks

The proposed development aims to meet the study's objectives by enhancing pedestrian, bicycle, and transit facilities near the site and improving connectivity to nearby neighborhoods and community destinations.

The proposed Tamar Drive modifications along the site frontage per Complete Streets are shown in Figure 8.

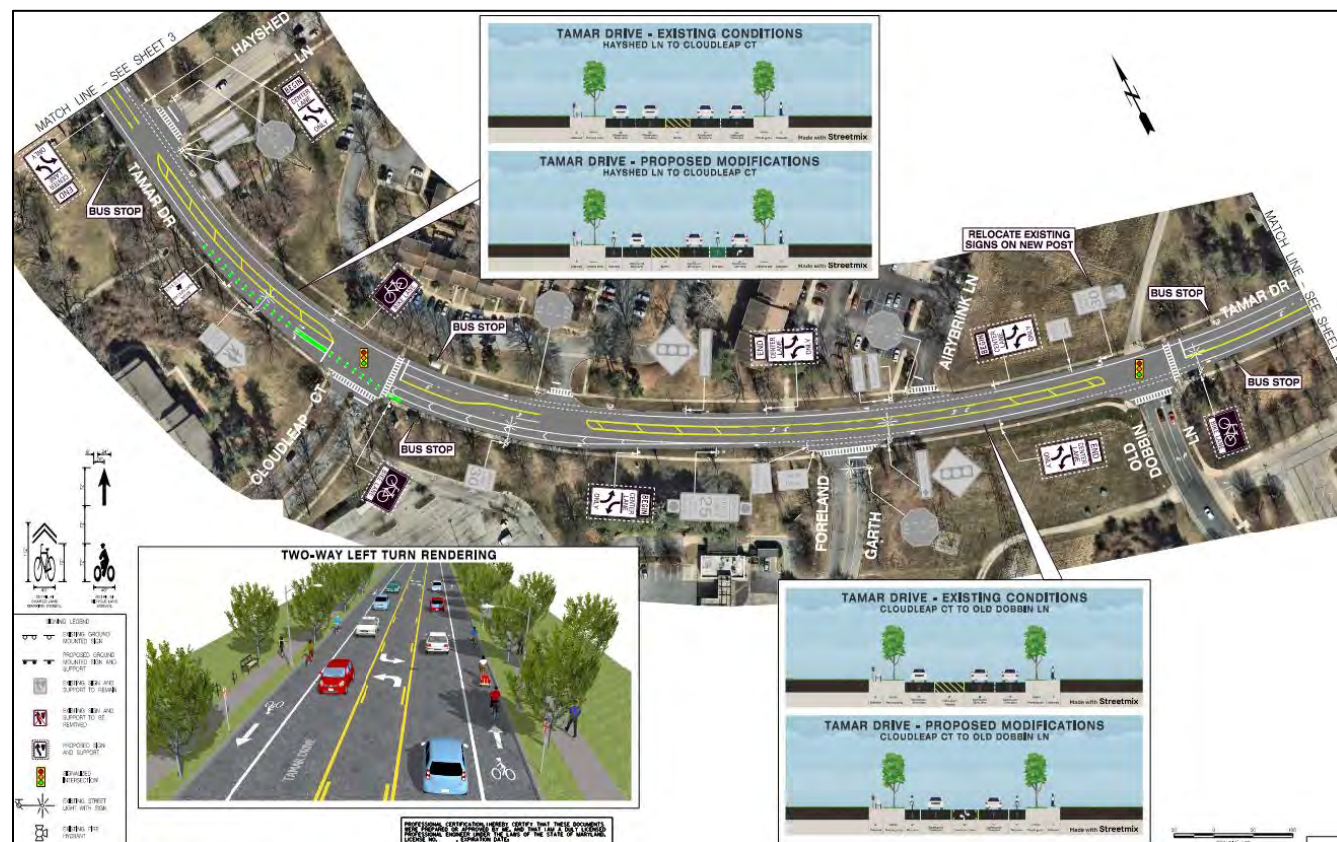


Figure 8: Tamar Drive Complete Street Design along Site Frontage

Ridesharing

Uber, Lyft, and other similar companies are a form of on-demand ridesharing where users of the app can request a ride and a nearby driver will take you where you need to go. Ridesharing is a convenient and accessible way for riders to request a ride at any time of the day for a multitude of reasons such as commuting to work, going to a vaccine or healthcare appointment, to access entertainment, or to visit family and friends.

The 2024 Rider Economic Impact Report conducted by Lyft for the state of Maryland is shown in Figure 9. As can be seen in this report summary, 50 percent of Lyft users do not own or lease a personal vehicle.



Figure 9: Ridesharing: Lyft's Economic Impact Report 2024, Maryland

Proposed Needs and Parking Supply

The Long Reach Village Center is situated within a robust multimodal context comprising continuous sidewalks, bikeways and trail connections, proximate transit service, and the planned Tamar Drive Complete Streets improvements. Collectively, these elements are expected to reduce auto reliance and, in turn, decrease on-site parking demand relative to conventional suburban conditions.

Parking need was determined using the Institute of Transportation Engineers (ITE) Parking Generation Manual, the Urban Land Institute (ULI) Shared Parking methodology, and applicable Howard County ratios. These baseline estimates were then calibrated for local conditions including existing and planned multimodal facilities, census indicators of vehicle availability, and observed ridesharing activity as well as mixed-use operating characteristics such as time-of-day variation and shared-parking efficiencies across complementary land uses.

A summary of all the parking rates and the proposed parking rates are shown in Table 11.

Table 11: Summary of Parking Rates

Land Use	Quantity	Howard County		ITE		ULI		Recommended	
		Rates	Spaces	Rates	Spaces	Rates	Spaces	Rates	Spaces
Retail	90,180 sf	3.9 spaces per 1,000 sf	350	4.1 spaces per 1,000 sf	370	2.3 spaces per 1,000 sf	210	2.4 spaces per 1,000 sf	216
Apartments	255 du	2.0 spaces per du	501	0.8 spaces per du	199	1.1 spaces per du	283	1.1 spaces per du	281
Senior Housing	200 du	1.1 spaces per du	222	0.6 spaces per du	115	0.7 spaces per du	122	0.6 spaces per du	120
Art Center	31,890 sf	2.7 spaces per 1,000 sf	86	2.0 spaces per 1,000 sf	64	4.0 spaces per 1,000 sf	128	2.0 spaces per 1,000 sf	64
Sports Complex	136,260 sf	8.6 spaces per 1,000 sf	1166	2.0 spaces per 1,000 sf	270	1.3 spaces per 1,000 sf	180	1.3 spaces per 1,000 sf	177
Townhomes	50 du	2.1 spaces per du	107	2.0 spaces per du	98	1.7 spaces per du	83	1.7 spaces per du	85
		Total	2432	Total	1116	Total	1006	Total	943

As outlined above, the project's estimated parking demand ranges from 1006 to 2432 spaces, depending on the methodology used before considering the synergies realized with the mix of land uses accommodated with the redevelopment. To meet this demand, the project proposes a total of 943 parking spaces.

- 943 on-site parking spaces
 - 781 on-site garage parking spaces
 - 90 on-site surface parking spaces
 - 72 on-site street parking spaces

The proposed parking supply is calibrated to the project's mixed-use program, which is expected to generate a high share of internal trips and attract patrons from nearby neighborhoods who are more likely to arrive by non-auto modes. The reduction is further justified by the site's extensive multimodal connectivity including a well-connected sidewalk network, direct transit access, and comfortable bicycle infrastructure. In addition, right-sizing the supply supports active transportation, reduces vehicle trip generation, and helps preserve capacity on the surrounding roadway network.