



March 7, 2019

TECHNICAL STAFF REPORT

Planning Board Meeting of March 21, 2019

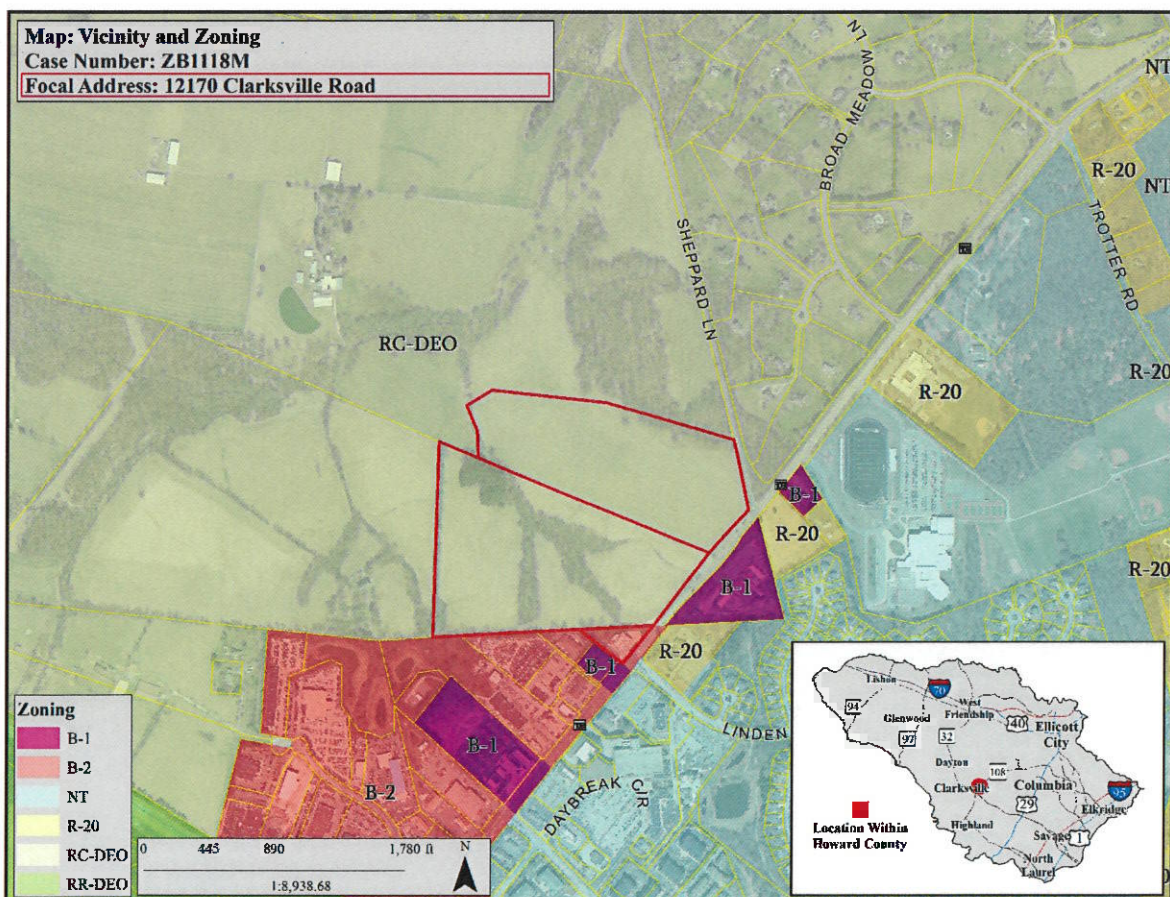
Case No./Petitioner: ZB-1118M – Erickson Living Properties II, LLC

Location: West of MD 108, approximately 2,500 feet northeast of MD 32;
Tax Map 34, Parcel 185; portion of Tax Map 28, Parcel 100; 5450 Sheppard Lane
Tax Map 35, Parcel 259; 12170 Clarksville Pike (the “Property”).

Area of Site: 62.116 acres

Current Zoning: RC-DEO (Rural Conservation - Density Exchange Option) and B-2 (Business: General)

Proposed Zoning: CEF-M (Community Enhancement Floating–Mixed Use)



I. DESCRIPTION OF PROPOSAL

On November 6, 2018, Erickson Living Properties II, LLC (the Petitioner) submitted a Petition to amend the Howard County zoning map (the Petition) to rezone the Property from B-2 (Business: General) and RC-DEO (Rural Conservation–Density Exchange Option) to CEF-M (Community Enhancement Floating–Mixed Use) for a continuing care retirement community (CCRC) and a redeveloped motor vehicle fueling station/convenience store. On February 28, 2019, a Supplement to that Petition was filed (the Supplement), which revised the narrative and 24 sheets of the Development Concept Plan. The CEF District requires a Development Concept Plan (DCP) that shows proposed uses, environmental features, and a site layout.

Development Concept Plan for CCRC

The DCP depicts a CCRC consisting of 1,200 independent living units, 240 assisted living/memory care/skilled nursing units, and 108,000 square feet of resident amenities, including a pool, hair salon, library, bank, theater, pharmacy, medical care, restaurants, and fitness centers. The CCRC contains 11 independent living buildings, a care center, a “main commons” building, and structured parking, all of which are interconnected via walkways and/or overhead pedestrian bridges. Buildings range from one to five stories and outdoor amenities consist of park space, a pavilion and amphitheater, resident gardens, a dog park, and outdoor recreation courts.

The Petitioner proposes 1,560 parking spaces (351 surface parking spaces and 1,209 structured), to be provided at a rate of not less than 1.3 spaces per unit.

Development Concept Plan for Service Station

The existing motor vehicle fueling station/convenience store on Parcel 259 is to be demolished and redeveloped. The 68,000-square foot lot will consist of a 4,500-square foot, one-story convenience store, fuel pumps, and 49 parking spaces.

Community Enhancements

The Petitioner proposes streetscape, transportation, and recreation enhancements to comply with Sec. 121.0.G. of the zoning regulations and notes that if the required approvals to construct any enhancement have not been secured prior to the occupancy of the first CCRC residential dwelling, they will place the estimated costs for the enhancement into an escrow account. Proposed enhancements are described and evaluated in Section IV.A.8 below.

Moderate Income Housing

The Petitioner is committed to meeting the 10% Moderate Income Housing Units (MIHUs) requirement and is presently coordinating with the Department of Housing and Community Development (DHCD) to determine the best approach. This includes meeting the obligation through Alternative Compliance.

II. ZONING HISTORY OF PROPERTY

The 1977 Zoning Map shows all three parcels zoned R (Rural). In 1985, Parcels 185 and 100 were rezoned to the current RC-DEO zoning district and Parcel 259 retained its R zoning. In 1992, Parcel 259 was rezoned to R-20, which remained until 2013 when it was rezoned to the current B-2 zoning district.

III. BACKGROUND INFORMATION

A. Site Description

The site is located northwest of Clarksville Pike and west of Sheppard Lane. It consists of three parcels totaling approximately 62.116 acres - Parcel 185 (zoned RC-DEO), a portion of Parcel 100 (zoned RC-

DEO), and Parcel 259 (zoned B-2). Parcels 185 and 100 are currently undeveloped and Parcel 259 contains a motor vehicle fueling station/convenience store.

B. Vicinal Properties

Direction	Zoning	Land Use
North	RC-DEO (Rural Conservation)	Agricultural/Residential
South	R-20/B-2 (Residential Single)/(Business General)	Residential/Commercial
East	R-20/B-1 (Residential Single) (Business Local)	Residential/Commercial
West	RC-DEO (Rural Conservation)	Agricultural/Residential

C. Roads

MD 108/Clarksville Pike is a Minor Arterial. It has a 45 mile per hour speed limit with one lane in each direction, except for the eastbound approach to Sheppard Lane where there is a dedicated left-turn lane. MD 108 is approximately 28 feet wide within a variable width right-of-way, which widens at Sheppard Lane.

Sheppard Lane is a Minor Collector with a 35 mile per hour speed limit and one lane in each direction. It is approximately 25 feet wide within a variable width right-of-way.

Access to the CCRC and the motor vehicle fueling facility will be from MD 108, approximately 480 feet south of the Sheppard Lane/Clarksville Pike intersection. A second access point is from the public access road (Linden- Linthicum Lane extended) along the site's southern boundary.

According to 2016 State Highway Administration data, traffic volume on Sheppard Lane was 4,415 AADT (Annual Average Daily Traffic) while on Clarksville Pike it was 20,804 AADT.

D. Water and Sewer Service

The Property is in the Planned Service Area for water and sewer and the proposed development will be served by public utilities.

E. General Plan

Parcel 185 and a portion of Parcel 100 are designated Growth and Revitalization areas on the Designated Place Types Map of PlanHOWARD 2030 while Parcel 259 is designated as an Established Community area.

F. Agency Comments

Comments from the Office of Transportation, State Highway Administration, DPZ- Comprehensive and Community Planning, DPZ- Land Development, and DPZ- Development Engineering are attached.

The Department of Public Works commented that "the Developer will need to work closely with the County to ensure that the needed utility system components can be accommodated on the property."

The Recreation and Parks, Department of Fire and Rescue, and Health Department had no comments.

EVALUATIONS AND CONCLUSIONS

A. Evaluation of petition according to Section 121.0.I of the Zoning Regulations (Criteria for a CEF District):

1. *The proposed CEF District is located within the planned service area for both public water and sewer service.*

The Property is within the Planned Service Area for public water and sewer, accomplished through Council Bill CB59-2018 (Exhibit F) which amended the General Plan by adding approximately 61 acres (Parcels 185 and 100) to the PSA. Additionally, the Property was designated from Growth Tier IV to Growth Tier I and from a Rural Resource Area to a Growth and Revitalization area. These designations were conditioned on the Zoning Board issuing a Decision and Order approving a rezoning to CEF-M to develop a CCRC within three years of the bill's effective date (10/6/2018).

2. *A proposed CEF-C District shall have frontage on and access to an arterial or major collector road. A proposed CEF-R or CEF-M District shall have frontage on and access to an arterial or collector roadway, or a local road if access to the local road is safe based on road conditions and accident history and the local road is not internal to a residential development.*

The proposed CEF-M District fronts and has direct access to MD 108, a Minor Arterial.

3. *For all properties, the minimum development size for any CEF District shall be five acres.*

The Property is 62.116 acres.

4. *The proposed CEF District is not located in an existing M-2, TOD, NT, MXD, or PGCC District.*

The Property is zoned RC-DEO and B-2.

5. *A proposed CEF-R District is not located in an existing non-residential zoning district unless the proposed CEF-R District adjoins a residential zoning district.*

A CEF-R District is not proposed; therefore, this criterion does not apply.

6. *The proposed CEF District is not permitted within the interior of a neighborhood comprising only single-family detached dwellings.*

The Property is not within the interior of a single-family detached neighborhood.

7. *A CEF development at the proposed location shall be compatible with surrounding residential neighborhoods, existing land uses in the vicinity of the site in terms of providing a transitional use between different zoning districts and/or land uses and the scale, height, mass, and architectural detail of proposed structures.*

See responses to #9d and #9e below.

8. *The proposed CEF development shall include enhancements as provided in Section 121.0.G. The enhancements shall be proportionate to the scale of the CEF development. The standard in that section is that the CEF development must contain one or more design features or enhancements which are beneficial to the community as delineated in accordance with Section 121.0.J.2.A and that exceed minimum standards required by County regulations, excluding bulk regulations. Such features or enhancements must be proportionate to the increase in development intensity and impacts associated with the CEF rezoning compared to the previously existing zoning.*

DPZ and reviewing agencies evaluated proposed enhancements to determine whether they exceeded the minimum standards required by County regulations. The minimum standards are

those that apply to a development of a similar size and intensity. Therefore, any improvements or benefits exceeding the minimum requirements for a 1200-unit mixed-use development are considered enhancements.

While all streetscape and recreation enhancements exceed county requirements, DPZ determined that certain transportation improvements would be required anyway based on APFO, MD SHA, or Design Manual requirements for a project of a similar size and intensity. Summarized below are the proposed enhancements with an * denoting items that exceed minimum standards, followed by a further explanation in the footnotes.

Streetscape Enhancements * - all proposed streetscape enhancements exceed minimum requirements

- Streetscape enhancements along the site's Route 108 frontage, designed in accordance with the Clarksville Pike Streetscape Plan and Design Manual, including but not limited to a multi-use pathway with related crosswalks, seating areas, and ornamental and shade trees.
- A multi-use pathway extending from the site to the northeast along Route 108 to Meadow Vista Way opposite Trotter Road. In addition, a pedestrian crosswalk at the traffic signal serving River Hill High School and Clarksville Elementary School.
- A multi-use pathway extending from the site to the southwest, connecting to existing multi-use pathways along the Clarksville Commons frontage on Route 108 near Great Star Drive.
- A multi-use pathway extending along the east side of Route 108 from the former River Hill Garden Center site to Linden-Linthicum Lane.
- A sidewalk extending along Route 108 from Linden-Linthicum Lane southwest to where it connects with an existing sidewalk that extends to Great Star Drive. Alternatively, the Applicant proposes a multi-use pathway along this same section of Route 108, subject to securing adequate right-of-way and/or easements to accommodate the improvements.

Transportation Enhancements

MD 108

- Expand MD 108 to a five-lane section, matching MD 108 west of Linden-Linthicum Lane.¹ * **to be determined (see footnote)**
- Lengthen the existing right turn lane on MD 108 at River Hill High School. * **considered an enhancement**

Linden-Linthicum Lane

- Install a traffic signal as approved by MD SHA² * **some portion could be considered an enhancement.**
- Extend Linden-Linthicum Lane (a public road) on the north side of MD 108 to provide access and future connections to commercial properties to the west * **considered an enhancement.**
- Convert the existing right turn lane on eastbound MD 108 to a shared thru/right turn lane * **considered an enhancement.**
- Convert the westbound MD 108 auxiliary lane to a shared thru/right turn lane.

¹ SHA may require this improvement but the determination will be based on a Traffic Impact Study. Therefore, DPZ cannot determine if it is an enhancement at this time.

² If the public access road is built and after traffic is tested a signal is required, then it would be considered a requirement. Erickson's future obligation toward constructing a signal is unknown at this time.

Sheppard Lane

- Realign Sheppard Lane to the west with a minimum intersection angle of 70 degrees, as determined by MD SHA³ * **considered an enhancement.**
- Widen the Sheppard Lane approaches and provide two lanes onto MD 108, including dedicated right and left turn lanes.
- Provide a continuous left turn lane along eastbound MD 108 approaching Sheppard Lane.
- Widen the westbound MD 108 approach providing two thru lanes and a dedicated right turn lane.
- Reconstruct the existing traffic signal and provide pedestrian crossings as required by MD SHA.
- Provide interconnected traffic signals along MD 108 to MD 32.

Recreation Enhancements * all proposed recreation enhancements exceed minimum requirements (see footnote for meeting space)

- Public use recreation area (park/playground)
- Public use outdoor amphitheater adjacent to Rt. 108
- Public use pavilion
- Public use of meeting space in the Welcome Center (located in Building 3)⁴
- Public dog park
- Public pickleball courts
- Public use of a 48-space parking lot

Section 121.0.G of the zoning regulations requires one of the following enhancements:

1. Community parks or gathering spaces, playgrounds, dog parks, or recreation facilities that are open to the general public;
2. Enhanced environmental open space which incorporates environmental restoration of streams, wetlands or forests, or enhanced landscaping;
3. Bicycle, pedestrian or transit improvements which provide connections to off-site destinations or bicycle, pedestrian or transit facilities; or
4. Other community enhancements identified on the Development Concept Plan.

Recreation and streetscape improvements are available to the public and benefit neighbors and the greater community. Off-site multi-use pathways and sidewalks are proposed to connect with destinations in the surrounding community. Transportation improvements that are considered enhancements benefit all roadway users and will significantly improve existing traffic conditions. Section 121.0.G requires only one category of enhancement; however, the Petitioner proposes enhancements that comply with categories 1, 3, and 4 and exceed minimum County requirements.

³ The Supplement, DCP Sheet-43 contains the following statement regarding the realignment of Sheppard Lane: *“In the event that the above described MD 108 and Sheppard Lane Road improvements are completed by other developers and/or by Howard County prior to the commencement of the construction of the CCRC contemplated under the Petition, the Applicant commits that it will reimburse Howard County the full cost of the above described MD 108 and Sheppard Lane improvements incurred by Howard County pursuant to any major facilities agreement and/or capital project.”* Therefore, the Petitioner’s contribution toward the Major Facilities Agreement would be considered an enhancement.

⁴ To be an enhancement, the space must provide open, friendly access for public use. Page 9 of the Supplement to the petition explains that the marketing/sales center (Welcome Center) has been relocated from a stand-alone building to inside a residential building. Additional information regarding this change and plans for how public access would be realized would assist in determining if this could be considered an enhancement.

When compared to other approved CEF projects, the enhancements in each category are generally proportional to the comparable increase in development intensity.

Since CB 59-2018 changes the Growth Tier designation and expands the PSA specifically for a CCRC, any other residential development of the Property would be subject to Tier IV requirements and could only develop as a minor subdivision (four dwellings or less). If the site were developed according to the base density of the existing RC zoning district approximately eight single family lots could be realized. Consequently, a subdivision of eight lots would not trigger the previously listed enhancements, and therefore the proposed CCRC enhancements are proportionate to the increase in the development intensity and potential impacts, as measured against a development of similar size and intensity and/or a development according to the base zoning.

The Office of Transportation noted potential issues with implementing certain enhancements such as acquiring necessary rights-of-way, construction easements, and SHA approvals that could preclude constructing certain streetscape projects. If the petitioner is unable to construct all or a portion of a streetscape project, they have agreed provide funding so that the county could take over the project. Additionally, other developers and/or Howard County may construct certain transportation projects that are currently proposed by the Petitioner as an enhancement. Therefore, the Petitioner has agreed to fund any such projects prior to occupancy of the first CCRC residential dwelling. Plan sheet DCP-43 of the Supplement includes language that states, *"In the event that the above described MD 108 and Sheppard Lane Road improvements are completed by other developers and/or by Howard County prior to the commencement of the construction of the CCRC contemplated under the Petition, the Applicant commits that it will reimburse Howard County the full cost of the above described MD 108 and Sheppard Lane improvements incurred by Howard County pursuant to any major facilities agreement and/or capital project prior to the issuance of a use and occupancy permit for the first CCRC residential dwelling unit."*

DPZ recommends revising this language to require construction of the project or a payment in-lieu, prior to building permits for the first residential unit or prior to construction. Tying requirement to Use and Occupancy permits is generally discouraged by the Department of Inspections, Licenses and Permits, as units are often purchased or leased prior to being built and the burden is then placed on the future occupant.

9. *The proposed CEF District shall meet the criteria of the purpose statement.*

Purpose: "The Community Enhancement Floating (CEF) District is established to encourage the creative development and redevelopment of commercial and residential properties through flexible zoning so that the proposed development complements and enhances the surrounding uses and creates a more coherent, connected development."

The CEF District is intended to:

- a. *Allow greater design flexibility and a broader range of development alternatives than the existing zoning district.*

The site primarily consists of two undeveloped parcels zoned RC-DEO and development is limited to a low-density residential subdivision. The Petitioner proposes to consolidate the undeveloped properties into a single unified site to develop a CCRC that emphasizes environmentally responsive site design and provides transportation/streetscape

improvements to MD 108 and Sheppard Lane. It also provides approximately five acres of public amenity space consisting of a park/playground, dog park, amphitheater, pickle ball courts, and pathways. These improvements are unlikely to be developed under existing zoning. The proposed CEF zoning broadens the extent and magnitude of development to fund such improvements and provides greater design alternatives for senior housing and care, which would not be possible under the RC-DEO zoning. The proposed CEF also allows the existing gas station site to be redeveloped as part of a cohesive site design.

- b. *Provide features and enhancements which are beneficial to the community in accordance with Section 121.0.G.*

See response to #8 above.

- c. *Provide a higher quality of site design and amenities than is possible to achieve under the standard provisions of existing zoning district requirements.*

Since Parcels 100 and 185 are currently zoned RC-DEO, uses are limited to low density residential subdivisions. The potential to rectify current traffic conditions with costly MD 108 and Sheppard Lane improvements, provide expansive sidewalk/pathway connections, public parks, and fund/construct a traffic signal at Linden-Linthicum Lane are highly unlikely under existing zoning.

The proposed CCRC incorporates high quality site design and provides an integrated network of roads, buildings, walkways/bike paths, public amenities, and open spaces. Additionally, the development incorporates streams and wetland buffers, provides overhead pedestrian bridges to limit stream disturbance, preserves many specimen trees, and minimizes impervious paving by placing parking under buildings. The proposed transportation and streetscape improvements along MD 108 address existing issues related to traffic congestion, traffic signals, and safety issues that are unlikely to be addressed under the RC-DEO zoning.

- d. *Encourage creative architectural design with the most favorable arrangement of site features, based on physical site characteristics and contextual sensitivity to surrounding developments.*

The proposed CCRC campus consists of two neighborhoods, each with residential buildings and community/amenity spaces. This approach preserves and integrates existing stream/wetland features and focuses development to preserve many specimen trees. The buildings range in height from 1 to 5 stories with the tallest at the interior of the site and at a lower elevation to minimize impacts on adjacent properties. Parking below buildings is provided for residents, guests, and employees. This increases open space, reduces impervious surfaces, and mitigates the impacts of stormwater runoff on environmental features.

Adjacent properties to the south and east are zoned B-1 and B-2 and contain commercial land uses. Properties to the northeast contain low-density, single-family homes on three-acre lots and are buffered from the Property by dense vegetation. The proposed buildings respond to nearby homes by stepping down to three stories, thereby reducing their visual impact. Additionally, building facades contain recesses and projections to reduce massing

and scale and are designed with lap siding, gable roofs, and appropriate fenestration to blend with the adjacent residential and commercial development.

The Design Advisory Panel (DAP) reviewed the initial CEF Plan on December 6, 2017, (see minutes attached). The DAP recommended the Petitioner redesign the MD 108 frontage to: better interface with the community; provide pedestrian and bike connections to the wider community; study the loop road to provide better access to Linden Linthicum Lane; and open views to woodlands/wetlands and fields beyond.

The Petitioner addressed the recommendations by relocating the loop road to improve access, removed the L-shaped building along MD 108, and replaced it with public amenities consisting of an amphitheater, dog park, and playground. Public parking around the amenity area was increased to 92 parking spaces and the multi-use path was extended north to Meadow Vista Way, past the elementary/high schools, and south to Great Star Drive. Additionally, a building was removed and another shortened to open up views of open space and natural areas.

The DAP reviewed the revised CEF Plan on January 24, 2018, (see minutes attached) and commended the Petitioner for incorporating most, if not all, recommendations. The revised plans enhanced the streetscape to better comply with the Clarksville Pike Streetscape Plan and Design Guidelines, reduced the scale of buildings along Route 108, opened vistas to the interior of the site, and improved use of and access to public amenities. The DAP requested that the Petitioner consider reducing the amount of fencing by exploring alternatives such as electronic security that would appear less imposing. The Petitioner agreed to do that.

- e. *Serve as a transitional area by providing a mix of uses compatible with the surrounding community or developments.*

The property is bordered by B-1 and B-2 zoned commercial and institutional uses to the south and east, undeveloped RC-DEO zoned agricultural preservation properties to the west and north, and a nearby cemetery. Low density single-family detached homes are across Sheppard Lane to the northeast. The DAP provided guidance on how best to establish compatibility with surrounding development. In response, the Petitioner located the tallest buildings toward the center of the site and along the western property line – away from homes. Building heights along Sheppard Lane are one to three stories and four stories along MD 108 to limit visual impacts on these nearby communities. Additionally, the site design takes advantage of topography and grade changes by locating taller buildings at lower elevations, further mitigating visual impacts from view points.

The proposed development provides a mix of commercial, institutional, and residential uses in a campus-like setting and serves as an appropriate transition between the surrounding commercial uses to east and undeveloped agricultural/residential uses to the west.

- f. *Encourage aggregation of underutilized properties.*

The site consists of two undeveloped parcels and a B-2 zoned parcel with an existing motor vehicle fueling facility, located along an arterial road, adjacent to an active commercial area. According to the Petitioner, the proposed CEF-M consolidates these parcels into a unified and interconnected design that blends with existing development, provides optimal use of the land and accommodates community enhancements.

10. *The proposed CEF Development does not comprise parcels which were added to the Planned Service Area to achieve Bay Restoration goals articulated in PlanHoward 2030.*

The parcels were not added to the Planned Service Area to achieve Bay Restoration goals articulated in PlanHoward 2030.

B. Evaluation of the Petition Concerning the General Plan

The proposed development is in harmony with following policies that encourage well designed, compact development in designated growth areas, and that provide housing options for residents at diverse income levels and life stages:

The Property is within a Growth and Revitalization Area, as designated in the PlanHoward 2030 General Plan. Page 74 of that plan describes such areas as “...areas where current policies, zoning and other regulations, as well as policies suggested in PlanHoward 2030, seek to focus most future County growth.”

Policy 9.4 Expand housing options to accommodate the County’s senior population who prefer to age in place and people with special needs.

Policy 9.6 Promote design innovation for all housing types, utilizing cost-effective sustainability principles, to meet the housing and transportation needs of the County’s diverse households.

C. Moderate Income Housing Units

The CEF petition shall comply with the Moderate-Income Housing Unit requirements that were in effect for the zoning district for the property immediately before the CEF District was established on the property. If there were no Moderate-Income Housing Unit requirements for the previous zoning district, a minimum of 10% of the total number of dwelling units shall be Moderate Income Housing Units.

The Petitioner has committed to meet the 10% Moderate Income Housing Unit (MIHUs) requirement and is presently coordinating with the Department of Housing and Community Development (DHCD) to determine the best way to achieve this, including meeting the obligation through Alternative Compliance.

IV. RECOMMENDATION

For the reasons noted above, the Department of Planning and Zoning recommends that that the request to rezone the Property from RC-DEO and B-2 to CEF-M, with the development as depicted on the DCP submitted on November 6, 2018, and revised in the Supplement dated February 28, 2019, be **APPROVED** with the following conditions:

1. The Site Development Plan shall comply with the Design Advisory Panel’s recommendations, as determined by the Director of Planning and Zoning.
2. Many of the proposed enhancements require approvals from the MD SHA and other regulatory agencies. In the event that an enhancement required per the Decision and Order has not received a full approval prior to

the issuance of building permits or construction of the first CCRC residential dwelling, the Petitioner will pay into an escrow account the full cost of constructing that enhancement.

3. The Petitioner shall provide details concerning the maintenance over time of the multi-use pathway(s) to ensure safe access and use by the broader community.
4. The Petitioner shall work closely with the County to ensure that the needed utility system components can be accommodated on the property.

Approved by:

 3-7-19
Valdis Lazdins, Director Date

NOTE: The file on this case is available for review at the Public Service Counter by appointment in the Department of Planning and Zoning.



Howard County

Internal Memorandum

Subject: Erickson Living Properties
ZB1118M

To: Geoffrey Goins
Howard County Department of Planning and Zoning, Zoning Division

From: David Cookson
Howard County Office of Transportation

Date: March 4, 2019

The Howard County Office of Transportation (OoT) has reviewed the plans and documents provided in support of ZB1118M, Erickson Living Properties by:

- reviewing the proposed transportation enhancements and whether they exceed county requirements under the Community Enhancement Floating criteria as detailed in Sections 121.0.a and 121.0.G.
- reviewing the proposed transportation enhancements for issues and challenges if project was to be presented to the subdivision review committee.
- assessing impacts on public transit

Community Enhancement Floating Criteria

The petitioner proposed a series of roadway and streetscape enhancements, detailed in Exhibit A, pages 29-44, and the narrative support statement. In the narrative support statement, the petitioner argues the scale and scope of the proposed transportation improvements under the proposed zoning far exceeds the transportation improvements that would be required under the existing APFO tests and by-right zoning for these properties. Based on OoT's review of the sidewalk and pathway improvements, the proposed improvements exceed what is required under County regulations.

However, as stated by the petitioner, these transportation enhancements are subject to both SHA and Howard County approval and the specifics will likely change as the project progresses. The petitioner should provide information on how the petitioner would, in the event one, or more, of the proposed transportation enhancements cannot be built in the manner proposed in the submission, how the petitioner would alternatively comply.

Plan Deficiencies

Oot reviewed the proposed transportation enhancements for any deficiencies that would prevent approval of a future site development plan and related plans. At the scale and level of detail provided, it is not possible to develop a definitive list of issues, however, OoT is able to offer some general comments:

Rights of Way/Constructability-the shared use pathway elements of the enhancements will likely need both use and construction easements. These could be significant hurdles in implementing the enhancements.

Pathway maintenance: The petitioner should provide information and detail how they propose the pathway will be maintained to ensure access and usability to the community.

Impact on Paratransit services

The petitioner is proposing to operate a shuttle bus service for residents, and has indicated that implementation of this service would be phased in parallel to the phased development plan for the project. The applicant also stated that service levels would be based on demand.

Following implementation of the shuttle service in the first phase of the project, the applicant should, as part of site development plans for subsequent phases or in an annual report, provide information on frequency, routes and ridership and types of vehicles.

Gowan, Amy

From: Scott Newill <SNewill@sha.state.md.us>
Sent: Monday, December 10, 2018 6:55 AM
To: Sheubrooks, Kent; Russell, Kristin
Subject: ZB 1118M - Erickson

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Kent/Kristin,

As noted in Thursday's SRC meeting, MDOT SHA has the following comments concerning the rezoning of the proposed Erickson parcel:

- We have no objection to the proposed zoning change.
- MDOT SHA previously supplied comments to the General Plan Amendment.
- Any work within MDOT SHA r/w will require an access permit and any proposed/required work is subject to MDOT SHA review and approval.
- The TIS for the project was approved by MDOT SHA in September 2017. The TIS referred to a signal at MD 108/Linden Linthicum Lane. The signal will only be allowed if warrants are met through the review/approval of a Traffic Signal Warrant Analysis.

Should you have additional questions or concerns, please contact me directly.

Regards,
Scott

D. SCOTT NEWILL

Regional Engineer
District 7 Access Management
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HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING

3430 Courthouse Drive

Ellicott City, Maryland 21043

410-313-2350

Voice/Relay

Valdis Lazdins, Director

FAX 410-313-3467

Subject: ZB-1118M Erickson Living Properties, II, LLC CEF Petition

To: ^{EG} Amy Gowan, Deputy Director
^{GG} Geoff Goins, Chief, Zoning Division

From: ^{VO} Kristin O'Connor, Chief, Division of Comprehensive and Community Planning

Through: ^{RL} Randy Clay, AICP, Planner, Division of Comprehensive and Community Planning

Date: March 7, 2019

The Division of Comprehensive and Community Planning (DCCP) has reviewed the Community Enhancement Floating (CEF) District petition referenced above. This memorandum is twofold. First, it provides details from the county's Design Advisory Panel (DAP) review of the project and outlines recommendations made by the DAP, responses made by the project team and endorsements by DPZ's director. The DAP meeting summary and DPZ director endorsement matrix for this project are included as attachments. Second, the project is located along Clarksville Pike (Route 108) and is subject to the requirements of the Clarksville Pike Streetscape Plan and Design Guidelines. As such, a comparison of the enhancements proposed by the petition with the guideline requirements is provided. We appreciate the opportunity to evaluate the project and are available for additional review as needed.

Background: DAP

DAP is responsible for reviewing and providing design advice on new development and redevelopment projects in specified areas and for specified zoning designations as outlined in the County Code. The DAP initially reviewed the CEF plan at the December 6, 2017 meeting (see attached meeting summary). The DAP recommendations are followed by the project team's responses below:

1. Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108. (see CEF Criteria I.9)

The applicant will move the loop road entrance ~350 feet east to align with the perimeter of the public amenity area. This move shortens the distance from the entrance to the signalized Linden Linthicum Lane extended and Route 108 intersection and balances the travel distance to the intersection in both directions on the loop road.

2. Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community. (see CEF Criteria I.7, I.8 and I.9)

The applicant will remove the L-shaped building, previously located along Route 108, and open the area for public recreation, which includes an amphitheater, dog park, and expanded playground. The Welcome Center is also available for public use during off hours. The revised plan shows approximately 1.75 acres of public open and amenity space that can be programmed for public recreation use, such as pickle ball or other amenities desired by the community. Typically, these kinds of facilities are within an Erickson Senior Living site, for use by residents only. The applicant will also switch buildings along the frontage. A shorter building now fronts Route 108, replacing a taller one that was moved to the interior.

3. Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design. (see CEF Criteria I.7, I.8 and I.9)

The applicant will revise the entire Route 108 frontage and expanded public amenity spaces, provide public parking, and relocated buildings, as described above. The gas station convenience store will shift so it has a better presence on the corner. It will include an outdoor patio with seating and the gas station site will be heavily landscaped along the adjacent open space.

4. Provide parking for public amenity spaces. (see CEF Criteria I.8 and I.9)

The applicant will incorporate a 40-space, surface parking lot adjacent to the public amenity areas and provide the 52 parking spaces, next to the Welcome Center, available to the public for a total of 92 parking spaces.

5. Review the letter (December 6, 2017) from River Hill Community Association and discuss with them the proposed public amenities. (see CEF Criteria I.7, I.8 and I.9)

The applicant will present feedback to address concerns expressed within the River Hill Community Association December 6 letter. It concerned the improvements to public amenities, including the playground, enhanced views into the property, and co-location of amenities to create community gathering spaces as part of the revised plan. The applicant will continue to work with the River Hill Community Association and other members of the community to program the space.

6. Open up views to woodlands, wetlands and fields beyond. (see CEF Criteria I.7)

The applicant will remove one building and shorten another to open up views to open space and natural areas interior to the site.

7. Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character. (see CEF Criteria I.7, I.8 and I.9)

The applicant will refine the Welcome Center making it a more contemporary design that still reflects agrarian precedents. Materials include stone, a transparent glass storefront, and simple gable forms. The clubhouse will also be refined and will include warmer materials that provide a better transition to adjacent buildings.

8. Develop pedestrian and bike connections to the wider community. (see CEF Criteria I.7, I.8 and I.9)

The applicant will conduct surveys to determine the feasibility and easement requirements to extend paths beyond the site to the overall community. The design team is looking at options to extend the multi-use path to the northeast, up to Meadow Vista Way. This is past the elementary school and high school and to the south of Great Starr Drive. Crosswalks at signalized intersections on Route 108 are proposed, including at relocated Sheppard Lane and Linden Linthicum Lane.

9. The applicant return to DAP for a second review after revising the plans.

The applicant will present revised plans at the January 24, 2018, DAP meeting.

Evaluation

The DAP reviewed a revised CEF plan at the January 24, 2018 meeting and stated most, if not all, recommendations had been addressed (see attached meeting summary). The DPZ director endorsed the following DAP recommendations and applicant responses (see attached DAP Director Endorsement Matrix):

1. The developer consider the amount of fencing needed for the property and consider electronic security and gated courtyards as an alternative to better integrate with the wider community.

The applicant agrees to further consider the amount of fencing needed for the property including consideration of electronic security and gated courtyards.

The illustrative CEF plan for both the initial and second DAP review are shown below, along with the November 6, 2018 Illustrative CEF plan submitted for ZB1118M.



DAP Illustrative CEF Plan, December 6, 2017 (Initial Review)



DAP Revised Illustrative CEF Plan, Jan 24, 2018 (2nd review)



ZB 1118M Illustrative CEF Plan, November 6, 2018

Site Design

The ZB1118M illustrative site plan includes minimal changes from the January 24, 2018 DAP illustrative to the internal configuration of buildings and site improvements (roads, parking, resident areas, etc.) within the central and eastern portions of the site. The western and frontage portions remain unchanged, except for the following:

1. The DAP submission included a one story building south of the project's main entry along Clarksville Pike, which was proposed as a welcome center. The petition's CEF plan replaces the welcome center with an outdoor pavilion at the same location.

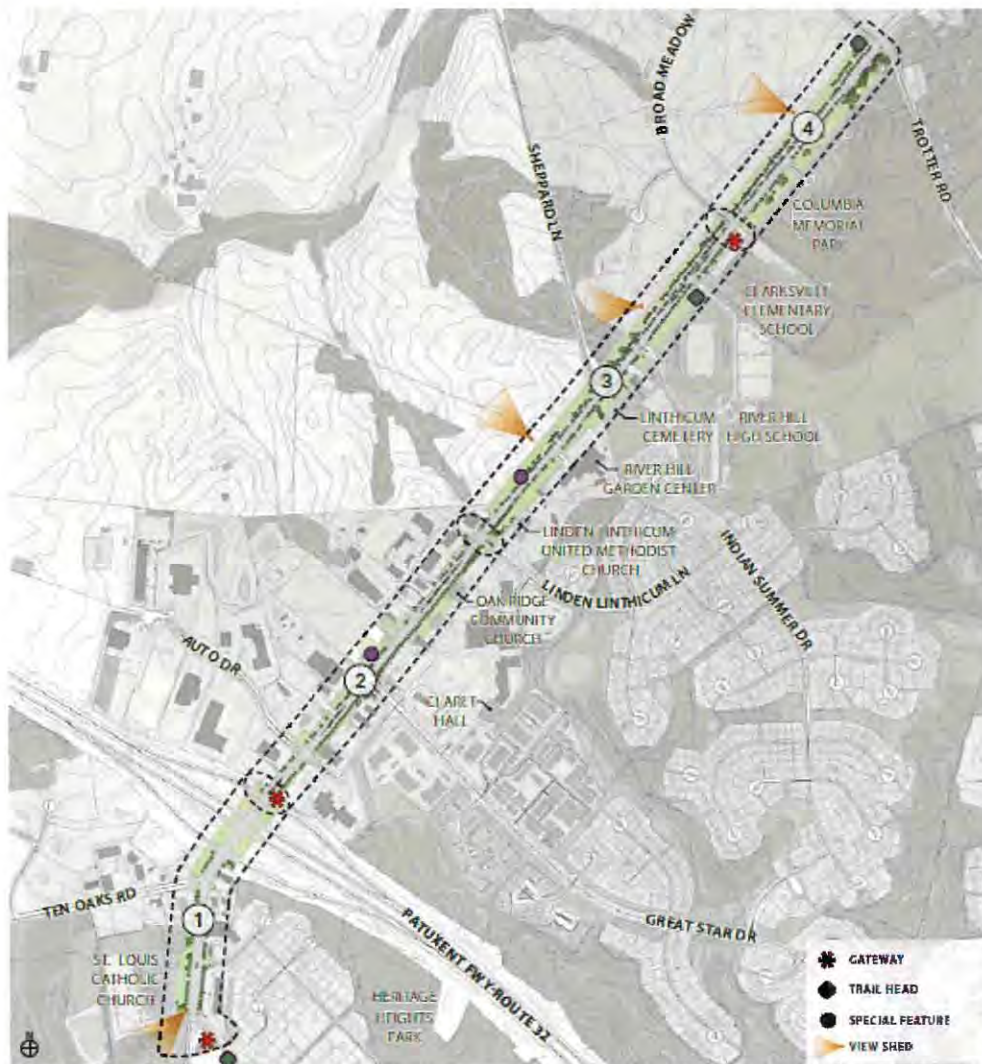
Also, unchanged between plans is the perimeter fence separation between the site and surrounding properties. The location of fencing along the frontage of the site is also consistently shown on both plans and provides access to the linear park features as proposed.

Architecture

Although some building layouts have changed, the architectural elevations submitted with the petition are consistent with those submitted for the DAP's second review.

Background: 2016 Clarksville Pike Streetscape Plan and Design Guidelines

The *Clarksville Pike Streetscape Plan and Design Guidelines* for the Route 108 Corridor – from Guilford Road to Trotter Road – include a detailed streetscape plan for frontage improvements along the Corridor and architectural design guidelines for buildings fronting onto Route 108. As shown below, the Corridor consists of four primary streetscape areas:



Area 1: Guilford Road to just north of the Route 32 overpass

Area 2: North of Route 32 to Linden Linthicum Lane

Area 3: Linden Linthicum Lane to Broad Meadow Lane

Area 4: Broad Meadow Lane to Trotter Road

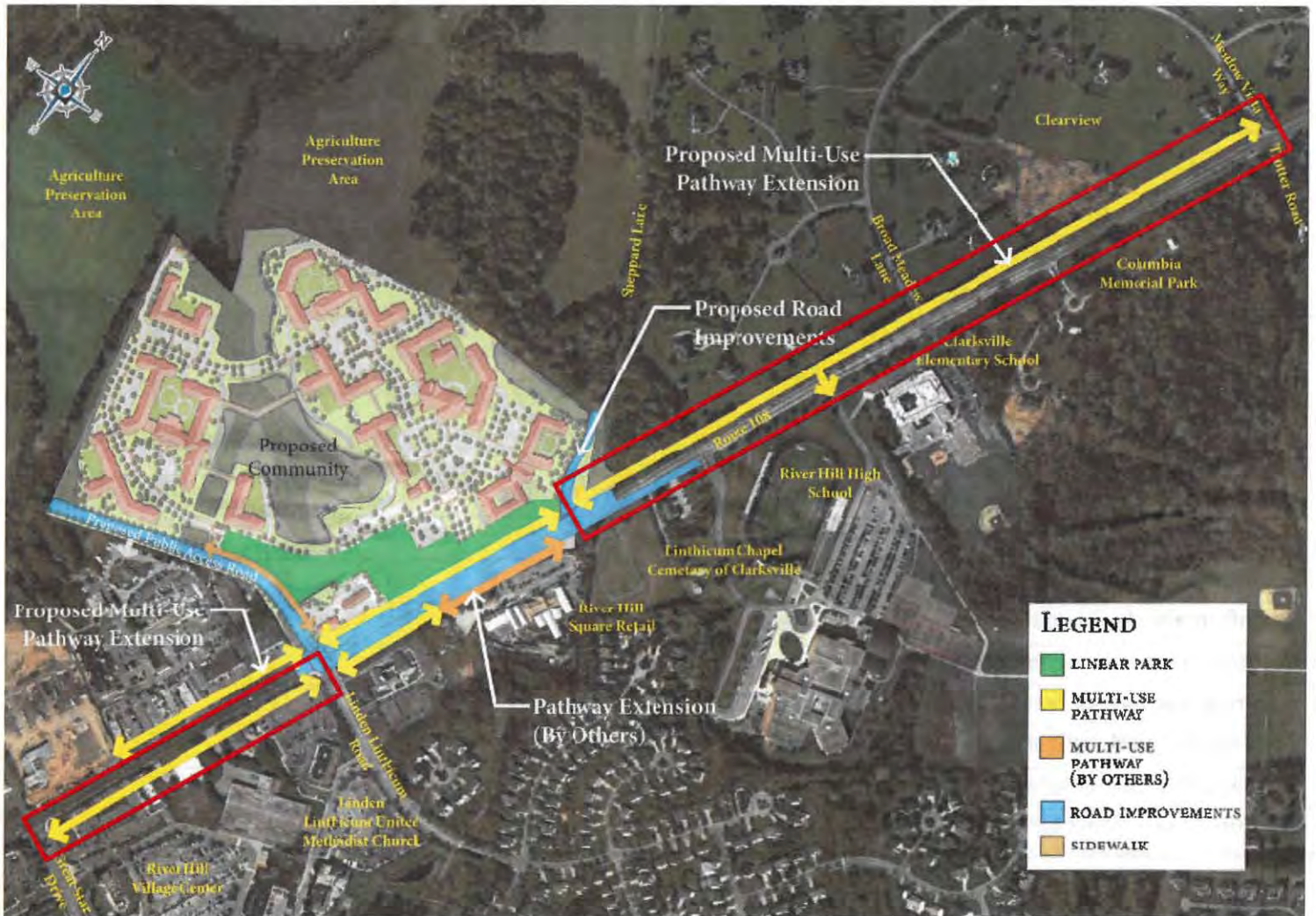
Streetscape improvements are incorporated as standards for enhancing the character of each area while establishing an overall coherent condition throughout the Corridor.

Streetscape elements include sidewalks/multi-use pathways, street trees, landscaping, lighting, furniture, paving materials and dimensional criteria.

2016 Clarksville Pike Streetscape Plan and Design Guidelines, Streetscape Plan

The diagram below illustrates the petition's on/off site CEF public enhancements. These include the following:

1. *Linear Park*: Consists of multi-use pathway, seating areas, outdoor pavilion and terrace, amphitheater, outdoor recreation area, playground, dog park and parking.
2. *Multi-Use Pathway along Clarksville Pike*: Clarksville Commons to Trotter Road (west side) and Great Start to River Hill Square (east side). CEF's proposed streetscape improvements are shown both within and outside the right-of-way. (Off-site improvements will require private agreements for land dedication and easements.)
3. *Road Improvements*: Including site frontage widening of Clarksville Pike, realignment of Sheppard Lane, public access road, signal at Linden Linthicum and crosswalks.



ZB 1118M Illustrative CEF Plan Enhancements, November 6, 2018. Areas denoted in red indicate the following revised enhancements submitted with a supplement to the petition on February 28, 2019:

1. To adjust the designation for pathway/sidewalk improvements along the east side of MD 108 from Great Star Drive to Linden Linthicum Road to be 5 ft. sidewalk or 8 ft. multi-modal pathway, pending availability of right-of-way or easement per coordination with the county.
2. To adjust the designation for multi-modal pathway from 10 ft. to 8 ft. per coordination with the county for the segment from Sheppard Lane to Meadow Vista Was as this area is expected to have light pedestrian activity.

Evaluation

Linear Park

The linear park proposed by the CEF plan is intended as a community enhancement and is not required by the streetscape design guidelines.

Street Improvements

Street design standards, other than for crosswalks connecting to existing and new sidewalks and paths, are not included as part of the streetscape design guidelines.

Streetscape Area Improvements

The following streetscape improvements matrix provides a comparison between the petition’s CEF public enhancements and those recommended by the guidelines for areas adjacent to the site (Areas 2 and 3). Note for comparison, the petition’s pathway segments (DCP Sheet 31 - 42, Multi-Use Pathway, Segment 1 -12) are grouped for consistency.

Streetscape Improvements Matrix	
Area Improvements: ○ Not Provided ● Partially Provided ● Provided	ZB 1118M CEF Enhancement
Area 2: North of Route 32 to Linden Linthicum Lane	
1. Continuous sidewalk along eastern edge	● ¹
2. Shared-use path along western edge	● ²
3. Crosswalks at all major street intersections	● ³
4. Mid-block crosswalk located between Great Star Dr. and Linden Linthicum Ln.	○
5. Consistent, evenly-spaced street trees along street edge	○
6. Stormwater management along street edge	○
7. Historic mile marker public space and special landscape features	○
8. Continuous street lights along the street edge	○
Area 3: Linden Linthicum Lane to Broad Meadow Lane	
1. Continuous sidewalk transitions to shared-use path along eastern edge	● ⁴
2. Continuous shared-use path along western edge	● ⁵
3. Crosswalks at all major street intersections and entrances to schools	● ⁶
4. Informally clustered trees next to natural and agricultural areas;	● ⁷
5. Stormwater management along street edge	○
6. Preserved special feature “H” tree across from River Hill Square	○
7. Views of rural, agricultural landscapes looking northwest	● ⁸
8. Bike path trail head/way side at River Hill HS entrance	○
9. Continuous street lights along the street edge	○

- 5 ft. sidewalk currently exists from the north end of Great Star Dr. to Verizon, which could include widening to 8 ft. and sidewalk/pathway improvements from Verizon to Linden Linthicum Ln. to be 5 ft. sidewalk or 8 ft. multi-modal pathway pending available right-of-way or easement. No improvements shown from North of Rt. 32 to south end of Great Star Dr.
- Includes 10 ft. multi-use path from Clarksville Commons to proposed new public access road. No improvements shown from North of Rt. 32 to south end of Great Star Dr.
- Includes improvements at Linden Linthicum Ln. No improvements shown at Great Star Dr.
- Includes 10 ft. multi-use path from Linden Linthicum Ln. to River Hill Square. No improvements shown from River Hill Square to Broad Meadow Ln.
- Improvements required along site frontage for compliance with guidelines. Includes 8 ft. multi-use path from Shepperd Ln. to Broad Meadow Ln.
- Includes improvements at Linden Linthicum Ln., Shepperd Ln. and mid-block crossing at River Hill HS entrance. No improvements shown to Clarksville ES entrance.
- Improvements required along site frontage for compliance with guidelines modified to evenly-spaced planting. No improvements shown for off-site eastern/western edge of Area 3.
- Required along site frontage for compliance with guidelines.

Architecture

The architectural elevations submitted with the CEF plan are consistent with the architecture design guidelines. However, there is no information provided with the petition regarding perimeter fence and gate materials. All architectural elements would be reviewed at a subsequent site plan stage for compliance with CEF zoning decisions and the guidelines.

Attachments:

1. DAP 17-15 Meeting Summary
2. DAP 17-15 Director Endorsement
3. DAP 18-03 Meeting Summary
4. DAP 18-03 Director Endorsement



Howard County
Internal Memorandum

Subject: ZB 1118M- Erickson Living Properties II, LLC

To: Geoff Goins, Chief
Division of Public Service and Zoning Administration

From: Kent Sheubrooks, Chief
Division of Land Development

Date: December 10, 2018

This Division is in receipt of your request for comments on the above-referenced rezoning petition. Our comments are provided below:

1. The proposed roads and pathways contain multiple stream crossings and wetland impacts which will require state and/or federal permits. Any disturbance to streams, stream/wetland buffers, floodplain and steep slopes may require approval of Alternative Compliance to Section 16.115 and Section 16.116 of the Subdivision and Land Development Regulations or a determination by DPZ of essential or necessary disturbances in accordance with Section 16.116(c).
2. Any proposed impacts to specimen trees will require approval of Alternative Compliance to Section 16.1205(a)(7) of the Subdivision and Land Development Regulations.
3. Parcels 100 & 185 will require subdivision to create the parcels as shown on the exhibit plans. Parcel 259 (existing gas station) will need to be reconfigured to accommodate the relocated gas station.
4. Adjacent Parcels 186 and 244 (Tax Map 34) appear to be landlocked. The proposed public access road will provide public road frontage to both parcels in accordance with Section 16.119(a)(8) of the Subdivision and Land Development Regulations.
5. Sheppard Lane is a designated scenic road. The proposed development shall comply with Section 16.125 of the Subdivision and Land Development Regulations.
6. Street trees, perimeter landscaping and parking lot/loading area landscaping will be required in accordance with Section 16.124 of the Subdivision Regulations and the Landscape Manual.
7. Forest conservation must be addressed in accordance with Section 16.1200 of the Howard County Code.
8. Moderate Income Housing Units (MIHU) must be addressed in accordance with Section 121.0.E of the Zoning Regulations.
9. Environmental restoration projects should be considered to restore the onsite streams, wetlands and forests.
10. Consider utilizing retaining walls to reduce grading and other disturbances to the stream and wetland buffers.
11. Consider providing on-street parking along the proposed Public Access Road to provide additional parking opportunities for the public to access the dog park and recreation areas.



Howard County

Department of Planning and Zoning

Subject: Planning Board Case No: ZB1118M
Applicant: Erickson Living Properties, LLC
Petition: To rezone the subject properties zoning district classifications from B-2 (Business: General) and RC-DEO (Rural Conservation – Density Exchange Option) to CEF-M (Community Enhancement Floating: Mixed) and update Development Standards.

To: Division of Zoning Administration and Enforcement
Department of Planning and Zoning

From: Development Engineering Division
Department of Planning and Zoning

Date: March 5, 2019

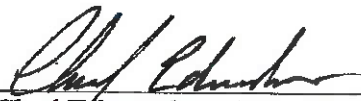
The Development Engineering Division has reviewed the above referenced petition and has no objection.

Based on an examination of the petition, we offer the following comments:

1. The request appears to have no adverse engineering impact on the adjacent properties.
2. All improvements must comply with current Howard County design criteria.
3. A water and sewer engineering report shall be required for this project due to the development having commercial and residential uses. This report is required to be submitted prior to a preliminary water and sewer plan being submitted.
4. An APFO Traffic Study shall be submitted with the proposed Sketch Plan and/or Site Development Plan. Based on the preliminary APFO Study submitted for this project it will generate between 100 – 399 peak hour trips which requires that a scoping meeting be conducted and a minimum of 2 intersections (Major Collector/Major Collector or higher classification) in all direction be analyzed from each access point.
5. An Environmental Concept Plan shall be submitted and be approved for the development of this property to ensure that ESD to the MEP stormwater management requirements are met prior to the submission of a Sketch Plan and/or Site Development Plan for this project.
6. A noise study with mitigation shall be submitted with the Preliminary Plan and/or Site Development Plan due to the residential uses proposed along Clarksville Pike (MD Route 108).
7. A Sight Distance Analysis is required to be provided for the access points along Clarksville Pike (MD Route 108) and is under the jurisdiction of the MSHA.

8. The developer provided DPZ an exhibit titled "Comparison of CEF versus APFO Improvements to MD 108 Corridor", dated September 1, 2017. This exhibit defines all improvements along MD 108 frontage as CEF improvements except for acceleration/deceleration lanes and a left turn lane eastbound on MD 108. The limits of these improvements have not been evaluated for capacity and operations by the State Highway Administration and the Department of Public Works to define their adequacy. For these reasons the Department of Planning and Zoning cannot determine which road improvements are required by subdivision regulations or which are State Highway Administration access requirements.
9. The right-of-way dedication for the realignment of Sheppard lane is not an APFO requirement associated with traffic generated by the Erickson Project but could be considered a CEF improvement.
10. The proposed public access road extension opposite Linden Linthicum Lane along the western boundary of the project is required to create a second access to a public road in accordance with Design Manual, Volume III, Section 2.3.A.3.e. For this improvement to be considered a CEF improvement, the developer would have to demonstrate another acceptable access can be achieved.

If you have any questions concerning this matter, please contact me at extension 2350.


Chad Edmondson, P.E., Chief

CE/pmt

cc: James M. Irvin, Director, Department of Public Works
Thomas E. Butler, Department of Public Works
Reading File
File



Meeting Summary December 6, 2017

Attendance

Panel Members: Don Taylor, Chair
Bob Gorman, Vice Chair
Hank Alinger (recused)
Fred Marino
Sujit Mishra (excused)
Juan Rodriguez (recused)
Julie Wilson

DPZ Staff: Valdis Lazdins, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:04 p.m.

2. **Review of Plan #17-15 Erickson Living at Limestone Valley – Clarksville, MD**

Developer: Erickson Living Properties II, LLC
Engineer: Bohler Engineering
Architect: Marks Thomas Architects

Background

Staff clarified the DAP review process and their responsibilities for the Erickson at Limestone Valley project. The project proposes a Community Enhancement Floating (CEF) zone, which involves multiple steps and review by different County boards. They are the County Council for the General Plan update, and the Zoning Board and Planning Board related to the CEF zone criteria and the site plan. The DAP's role is to provide design and planning recommendations to the Department of Planning and Zoning in order to better craft a report to the Planning Board when it considers the case. In turn, the Zoning Board will consider the Planning Board's recommendations, as well as DAP recommendations and the DPZ staff report, as it considers the case. Ultimately, the Zoning Board will decide on the CEF zone and the related site plan. The DAP's role is to advise on design related topics and issues, not the merits of changing the General Plan or whether it is a good idea to develop this site or not. DAP recommendations should address development character, scale, and fit within the confines of surrounding land uses and development patterns.

Applicant Presentation

The applicant gave a multimedia overview of the project. The site fronts the west side of Clarksville Pike, between Sheppard Lane and Linden Linthicum Lane, and is approximately 62 acres. It consists of portions of three different parcels, two of which are zoned Rural Conservation-Density Exchange Option (RC-DEO) and are used for agriculture. The third is zoned B-2 and contains a gasoline fueling station.

Erickson projects are continuum of care campuses with 85% of the units allocated for independent living and the remaining 15% for assisted care, memory care, and skilled nursing care. Ideally, for these

facilities, walking destinations should be within 750 feet. Facilities include direct access to medical care and robust activity spaces.

The development will consist of two neighborhoods, each with a community center to accommodate activities for residents, and 1,200 independent living units spread over multiple buildings. An additional ~240 units are for assisted living, memory care, and skilled nursing. Each clubhouse will have multiple restaurant areas to provide dining choices to residents. There are 1,680 parking spaces proposed, including 1,380 garage spaces and 300 surface spaces. Parking for residents will be underneath buildings rather than on surface lots, allowing for more green space. The project will likely be constructed in phases over 7-10 years, depending on market conditions.

Proposed architectural elements looked to nearby precedents, including gabled roofs, dormers, chimneys, and cupolas. Predominant materials will be stone, siding, and brick. Buildings will range in size from single to five stories and include features such as bay windows and porches. The buildings along Clarksville Pike will have a front yard feel, with intervening green spaces between the buildings and the road.

Outdoor amenity areas include walking paths, courtyards, seating areas, and gardens. Publicly accessible amenity spaces include a linear park, dog park, tot lot, and a community garden. The streetscape along Clarksville Pike includes a 10' wide multi-use pathway, a secondary 8' wide walkway, which is set back from the multi-use pathway and lined with trees. The linear park includes bike racks and seating areas. The intent is to delineate between private and public space using a low-profile fence that blends in with the site. Decorative acorn style street lights will be installed along Clarksville Pike to enhance the pedestrian feel.

The existing Freestate gas station will be relocated at the corner of the site and includes a retail store and canopy. The retail building is located closer to the road. Primary site access will be from Clarksville Pike. Secondary access will be from a new public road, extending west from the Clarksville Pike and Linden Linthicum Lane intersection, which also provides access to the gas station. Traffic related community enhancements include a five lane ROW, including two lanes each direction with a center turning lane on Route 108. The dedicated turn lane will mitigate left turn back-ups at Clarksville Pike and Sheppard Lane. The Sheppard Lane/Clarksville Pike intersection will be realigned to improve safety and to add a dedicated right turn lane. The extension of Linden Linthicum Lane will allow left turn access onto Clarksville Pike from a signalized intersection.

Staff Presentation

The project is located along Clarksville Pike and is subject to the Clarksville Pike Streetscape Plan and Design Guidelines (CPDG). The DAP is also reviewing the project because it proposes a CEF zone. Staff requested the DAP evaluate the orientation, layout, and configuration of the site plan, pedestrian and vehicular circulation, the primary entrance at Clarksville Pike, architecture, scale, building materials, functionality of building services, sustainable design elements, and amenity areas.

DAP Questions and Comments

Amenity Spaces:

DAP commented that the dog park, community garden, and tot lot are not ideally located for public use and there is no nearby parking. DAP also noted that these amenities are not within walking distance for many Erickson residents. The DAP recommended public amenity spaces be more centrally located and more responsive to the desires of the Clarksville community. Some DAP members said the public parks and amenity spaces shown on the plan are residual slivers of green space that lack parking for users. They are also not accessible to the greater River Hill Community and nor do they contribute to a dynamic main street concept, as defined in the Route 108 Design Guidelines. DAP suggested the

development should result in public spaces that also serve the broader Clarksville community. They should be accessible, carefully planned to support pedestrians and a dynamic main street concept. The current amenity spaces appear to be an afterthought, rather than a design driver.

Site Design:

DAP further said that the plan was too inwardly focused and that as a gated community, it would be difficult to integrate with the wider Clarksville community. The layout should activate the Clarksville Pike frontage and allow views through the site to the forests and fields beyond. Public and private spaces should be better integrated and maintain a welcoming and community friendly feel, paying attention to the scale and materials of walls and fences.

While the project includes dining and other community attractions, they are private and do not support, nor do they contribute to a dynamic main street character. The Route 108 frontage needs to be re-evaluated and connections should be made to the broader community, as recommended in the design guidelines. When DAP asked if the welcome center would be available for public use, the applicant responded that they are open to this idea. DAP also suggested a restaurant and other buildings and amenities should be open to the public along Clarksville Pike.

DAP asked about another access point given the number of units. The applicant said that residents typically stop relying on their cars after living in an Erickson facility 6-12 months. They also provide medical services on-site and shuttle residents off-site. DAP encouraged another curb cut on Linden Linthicum Lane extended, closer to Clarksville Pike, which would provide a more direct route to the new signalized intersection at Route 108.

DAP asked about internal walkways and connections between buildings. The applicant responded that the bridges and walkways will be enclosed.

DAP asked about trash and recycling operations and the applicant responded that buildings will have collection rooms on each floor. Materials will be picked up and brought to a central on-site collection facility and then be picked by a private vendor. All trash and recycling will be stored in a building in trash compaction and recycling rooms.

DAP recommended that the gas station building could be more visible from Clarksville Pike, but not necessarily the canopy and fueling area. The current line between public and private needs to be clear for retail along 108.

The DAP asked if standard 30' tall shoe box lighting is proposed? The applicant responded that shoe box lighting is proposed, primarily in parking areas, with LED fixtures mounted on 16' high poles.

Architecture:

DAP asked, if as shown on section C, whether the parking garage in the six and a half story building near Sheppard Lane would be seen from off-site. The applicant submission suggests that buildings will range from 4-5 stories, with taller ones located farther down the sloping site. However, Section C shows a 6.5 story structure at the care facility, which may be visible from Clarksville Pike. It is not described as such in the submittal. The DAP asked the applicant whether the text or Section C was correct and if the above grade parking would be visible from 108 and Sheppard Lane. The applicant responded that the building materials could be carried through this elevation so that the garage better blends with the building.

DAP commented that the design of the clubhouse and welcome center, both high profile and visible buildings, should be re-evaluated. The applicant concurred that the elevations were very conceptual at

this time. DAP commented that the clubhouse offered special opportunities for an architectural statement and that it was on a main axis with Clarksville Pike. As such, it is an important structure that needs to be designed appropriately. The welcome center also provides an opportunity for an architectural statement and the applicant should consider reflecting the precedent examples offered by the applicant. The welcome center should be an interface between the project and the public spaces and constructed of high quality materials.

DAP encouraged the applicant to locate lower profile buildings along Clarksville Pike.

DAP agreed that the architecture of the apartment buildings was compatible with nearby multi-family architecture.

DAP noted the architectural features such as the dormers, gables, and chimneys do a good job of breaking up the mass and scale of the larger residential buildings.

DAP asked what materials will be used for the gas station. The applicant responded the retail store will be brick and glass and the gas canopy will have a hipped or gabled roof.

The DAP asked what sustainable design elements are being proposed. The applicant responded that LED lighting, VRF mechanical systems, and sustainable stormwater management techniques will be installed.

DAP Motions for Recommendations

DAP Vice Chair Bob Gorman made the following motion:

1. Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

2. Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

3. Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design. Seconded by DAP member Fred Marino.

Vote: 4-0 to approve

DAP Vice Chair Bob Gorman made the following motion:

4. Provide parking for public amenity spaces. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP member Fred Marino made the following motion:

5. Review the letter from River Hill Community Association and discuss with them the proposed public amenities. Seconded by DAP Chair Don Taylor.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

6. Open up views to woodlands, wetlands and fields beyond. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

7. Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character. Seconded by DAP Chair Don Taylor.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

8. Develop pedestrian and bike connections to the wider community. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

9. That the applicant return to DAP for a second review after revising the plans. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

3. Other Business and Informational Items

The DAP will have a special meeting on December 13, 2017, replacing the December 20, 2017, meeting, which was canceled.

4. Call to Adjourn

DAP Chair Don Taylor adjourned the meeting at 8:30p.m.

**Erickson at Limestone Valley Senior Living
Design Advisory Panel
2017-12-06 Review (17-15)**

Ref #	Design Advisory Panel Recommendation	Response by Applicant 2017-12-21	DPZ Director's Endorsement
1.	<p>Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108.</p> <p>Vote: 4-0 (approved)</p>	<p>We have studied the recommendation in concert with other recommendations from the panel and we are proposing to move the location of the secondary site entrance approximately 350 feet east; closer to the intersection of the proposed access road and Route 108 as suggested. The new location works in concert with the newly proposed public parking lot (see #4 below).</p>	<p><input type="checkbox"/> Accept DAP Recommendation <input type="checkbox"/> Accept Applicant Response</p>
2.	<p>Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community.</p> <p>Vote: 4-0 (approved)</p>	<p>We have removed the 4 story residential building adjacent to the Welcome Center and in its' place, we are proposing a public open space and park with an amphitheater, playground, bocce and pickle ball courts and benches and picnic tables (final programming of the park can be subject to needs and desires of the community). It is our hope that this area will be utilized concurrently by both the residents of Limestone Valley and the immediate surrounding community. The new park will be completely open and accessible from Clarksville Pike and also have a pedestrian connection through the woods to the parking and the proposed dog park located off the new access road.</p> <p>We will make the corner convenience store more inviting to the public by removing some of the street trees at the corner as was suggested by the Panel. We also added a front patio with a seating area.</p>	<p><input type="checkbox"/> Accept DAP Recommendation <input type="checkbox"/> Accept Applicant Response</p>
3.	<p>Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design.</p> <p>Vote: 4-0 (approved)</p>	<p>In addition to the removal of a residential building in favor of creating a public park noted above, Erickson Living will agree to make available, free of charge, the proposed Welcome Center to the community for appropriate community sponsored meetings and events when not in use by the senior community. When used for such events, the adjacent parking lot will also be made available to the public.</p>	<p><input type="checkbox"/> Accept DAP Recommendation <input type="checkbox"/> Accept Applicant Response</p>

**Erickson at Limestone Valley Senior Living
Design Advisory Panel
2017-12-06 Review (17-15)**

4.	<p>Provide parking for public amenity spaces.</p> <p>Vote: 4-0 (approved)</p>	<p>We are proposing the addition of a public parking lot of approximately 35 spaces adjacent to the secondary entrance with a pedestrian walkway through the woodlands to the park. Also, as noted above, the parking lot (approx. 50 spaces) adjacent to the Welcome Center will be made available to the public when the center is being used by the community. In addition the Welcome Center parking lot will be available to the public during “off-hours” throughout the week.</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>
5.	<p>Review the letter from River Hill Community Association and discuss with them the proposed public amenities.</p> <p>Vote: 4-0 (approved)</p>	<p>We are continuing to work closely with all adjacent community organizations, including the River Hill Community Association, to develop the design of the proposed senior community. We trust the proposed revisions address all of the concerns expressed within the December 6th letter including the creation of and public access to an intergenerational sense of place, a public park of a size 8 times larger than the suggested 10,000 square feet (approx. 2 acres), consideration of vehicular and pedestrian safety and access including the potential extension of the multi-use pathway per the Streetscape Plan.</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>
6.	<p>Open up views to woodlands, wetlands and fields beyond.</p> <p>Vote: 4-0 (approved)</p>	<p>Because we are proposing the removal of a 4 story residential building along Clarksville Pike, a view corridor is opened up to views of the wetlands and existing woodlands beyond. Because of the natural change in grade, the park will be approximately 6-7 feet below street grade allowing a view over the park and directly to the protected wetlands and woods.</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>
7.	<p>Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character.</p> <p>Vote: 4-0 (approved)</p>	<p>We are studying design options to the Clubhouse and Welcome Center based on DAP’s comments to become more “architecturally special.”</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>



8.	<p>Develop pedestrian and bike connections to the wider community.</p> <p>Vote: 4-0 (approved)</p>	<p>Erickson Living and Bohler, the civil engineer, are studying the feasibility of extending the proposed multi-use pathway in accordance with the Streetscape Plan to the south and north of the subject site along Clarksville Pike. They are studying the feasibility of the recommendation by identifying the extent of existing available public Right-of-Ways and studying grades. We hope to report on our findings during the next DAP presentation.</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>
9.	<p>That the applicant return to DAP for a second review after revising the plans.</p> <p>Vote: 4-0 (approved)</p>	<p>We will be happy to present details of our proposed revisions at our next DAP presentation.</p>	<p><input type="checkbox"/> Accept DAP Recommendation</p> <p><input type="checkbox"/> Accept Applicant Response</p>

December 21, 2017

Mr. George Saliba

Howard County Department of Planning & Zoning

George Howard Building

3430 Court House Drive

Ellicott City, Maryland 21043

Re: Erickson Living at Limestone Valley

Dear Mr. Saliba,

We are in receipt of the DAP Meeting Summary from the December 6, 2017 presentation. Please see below for our response to the Panel's motions and recommendations from the meeting:

1. ***Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108.***

We have studied the recommendation in concert with other recommendations from the panel and we are proposing to move the location of the secondary site entrance approximately 350 feet east; closer to the intersection of the proposed access road and Route 108 as suggested. The new location works in concert with the newly proposed public parking lot (see #4 below).

2. ***Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community.***

We have removed the 4 story residential building adjacent to the Welcome Center and in its' place, we are proposing a public open space and park with an amphitheater, playground, bocce and pickle ball courts and benches and picnic tables (final programming of the park can be subject to needs and desires of the community). It is our hope that this area will be utilized concurrently by both the residents of Limestone Valley and the immediate surrounding community. The



new park will be completely open and accessible from Clarksville Pike and also have a pedestrian connection through the woods to parking and the proposed dog park located off the new access road.

We will make the corner convenience store more inviting to the public by removing some of the street trees at the corner as was suggested by the Panel. We also added a front patio with a seating area.

3. Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design.

In addition to the removal of a residential building in favor of creating a public park noted above, Erickson Living will agree to make available, free of charge, the proposed Welcome Center to the community for appropriate community sponsored meetings and events when not in use by the senior community. When used for such events, the adjacent parking lot will also be made available to the public.

4. Provide parking for public amenity spaces.

We are proposing the addition of a public parking lot of approximately 35 spaces adjacent to the secondary entrance with a pedestrian walkway through the woodlands to the park. Also, as noted above, the parking lot (approx. 50 spaces) adjacent to the Welcome Center will be made available to the public when the center is being used by the community. In addition the Welcome Center parking lot will be available to the public during "off-hours" throughout the week.

5. Review the letter from River Hill Community Association and discuss with them the proposed public amenities.

We are continuing to work closely with all adjacent community organizations, including the River Hill Community Association, to develop the design of the proposed senior community. We trust the proposed revisions address all of the concerns expressed within the December 6th letter including the creation of and public access to an intergenerational sense of place, a public park of a size 8 times larger than the suggested 10,000 square feet (approx. 2 acres), consideration of vehicular and pedestrian safety and access including the potential extension of the multi-use pathway per the Streetscape Plan.



6. *Open up views to woodlands, wetlands and fields beyond.*

Because we are proposing the removal of a 4 story residential building along Clarksville Pike, a view corridor is opened up to views of the wetlands and existing woodlands beyond. Because of the natural change in grade, the park will be approximately 6-7 feet below street grade allowing a view over the park and directly to the protected wetlands and woods.

7. *Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character.*

We are studying design options to the Clubhouse and Welcome Center based on DAP's comments to become more "architecturally special."

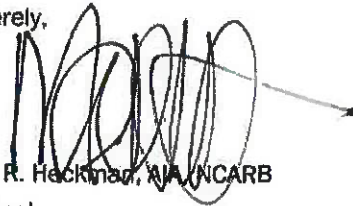
8. *Develop pedestrian and bike connections to the wider community.*

Erickson Living and Bohler, the civil engineer, are studying the feasibility of extending the proposed multi-use pathway in accordance with the Streetscape Plan to the south and north of the subject site along Clarksville Pike. They are studying the feasibility of the recommendation by identifying the extent of existing available public Right-of-Ways and studying grades. We hope to report on our findings during the next DAP presentation.

That the applicant return to DAP for a second review after revising the plans.

We will be happy to present details of our proposed revisions at our next DAP presentation.

Sincerely,



Mark R. Heckman, AIA, NCARB
Principal

Cc: Mr. Steve Montgomery, Erickson Living





Meeting Summary January 24, 2018

Attendance

Panel Members:

Don Taylor, Chair
Bob Gorman, Vice Chair
Fred Marino
Sujit Mishra (excused)
Juan Rodríguez (recused for review of plan #18-03)
Julie Wilson

DPZ Staff:

Valdis Lazdins, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:03 p.m.

2. **Review of Plan #18-02, Wilson Village (Age Restricted Adult Housing)**

Owner/Developer: Woodbine Brantley, LLC

Architect/Engineer: James Lloyd Architects P.A./Fisher Collins & Carter, Inc.

Background

The 5.88-acre site, zoned B-2, is located at 15850 Old Frederick Road, north of Route 70 and east of Woodbine Road. It is adjacent to a shopping center, the Lisbon Center, a PNC bank, and nearby homes. The project consists of four Age Restricted Adult Housing (ARAH) multiplex buildings, each with three dwelling units, proposed as a conditional use.

Applicant Presentation

The applicant gave a multimedia overview of the project. This site has had several development proposals over the years. Based on community meetings, the surrounding community wants to see residential development, as opposed to commercial. According to the applicant, the site is one of only two in Howard County that meet the criteria for age restricted housing as a conditional use in a B-2 zone.

The four multiplex buildings each have two lower level dwelling units and a two-story dwelling above with a first floor master suite. The buildings have been designed with no-step entries by the placement of retaining walls, which allow at-grade entrances at each level. Each building has a two-car garage and adjacent surface parking spaces. Exterior building materials consist primarily of cedar replica vinyl siding, asphalt shingles, and the potential for an optional stone veneer base at the front entrances. Buyers will be able to select paint colors and exterior materials at the time of purchase. The homes will have energy efficient lighting and mechanical systems.

So that all building entrances are at ground level, the large berm running across the front of the property will be regraded and filled to the appropriate elevations. The existing paved area will be removed and replaced with a new driveway and parking areas. The site is outside the Planned Service

Area; therefore, private wells and septic are proposed. The applicant has identified well locations and septic fields on the plans.

A fenced dog park is a possible amenity; however, if future owners want something else the developer is willing to make a change. A pathway is also proposed through the site, with a potential connection to the adjacent shopping center. Landscaping is proposed around the perimeter of the site.

Staff Comments

Howard County zoning regulations require DAP review of all conditional use, Age-Restricted Adult Housing (ARAH) projects. DAP review and recommendations are one step in the conditional use petition and the subsequent land development review process. The hearing examiner will consider DAP recommendations when reviewing the conditional use petition and will ultimately decide to approve, deny, or approve the petition with conditions. Staff took into account the criteria the hearing examiner must consider when evaluating a conditional use petition for age restricted housing on a B-2 zoned parcel:

The landscape character of the site must blend with adjacent residential properties. To achieve this:

(a) Grading and landscaping shall retain and enhance elements that allow the site to blend and be compatible with adjacent residential development.

(b) The project shall be compatible with adjacent residential development by providing either:

- (i) An architectural transition with buildings near the perimeter that are similar to neighboring dwellings in scale, materials and architectural detail as demonstrated by architectural elevations or renderings submitted with the petition, or*
- (ii) Additional buffering along the perimeter of the site, through retention of existing forest or landscaping, enhanced landscaping, berms or increased setbacks.*

Staff requested the DAP evaluate the site layout, architecture, amenity spaces, landscaping, paths and trails, trash and recycle pick-up, best practices for age restricted housing, and sustainable design elements. Specific attention should be paid to compatibility with adjacent residential development.

DAP Questions and Comments

Architecture

The DAP noted that the architecture and building materials and scale appeared compatible with the adjacent residential development and the rural nature of the area. The DAP also said that the orientation of buildings toward Old Frederick Road was appropriate.

The DAP asked about building ownership and the applicant responded that there will be four separate lots, each with a building. An owner may choose to live in a unit and rent the others, rent all the units and act as a landlord, or live in a building with family members occupying the other units. The HOA rules require residents to be fifty-five years or older.

The DAP was concerned that lower level units will not have sufficient natural light, as it would be blocked by retaining walls. Therefore, the DAP recommended adding more windows and increasing their size and the applicant agreed.

The DAP asked the applicant to review floor plans to make sure that all units, rooms, turnarounds, and door swings meet universal design standards. They also noted that the bathrooms could be larger and that space could be borrowed from living areas to facilitate accessibility.

Site Design

The DAP noted the challenge of promoting community interaction when there are four freestanding, individually owned lots and buildings. The DAP commented that there is no unifying element, to which the applicant responded that the development isn't large enough to justify a community center or clubhouse, and the DAP agreed.

The DAP asked if the applicant has discussed the pathway connection to the adjacent shopping center with its owner. The applicant responded that they intend to do this.

The DAP asked if all pathways are ADA accessible. The applicant responded that some of the driveways are not and that access to the pathway from some of the units does not meet ADA requirements. The DAP encouraged the applicant to make all outdoor walks ADA accessible.

The DAP recommended the applicant redesign the pathway to make it more natural looking and more curvilinear and include landscaping.

The DAP asked how trash and recycling will function. The applicant responded that a trash pick-up pad will be located at the front of the lot and residents will have to wheel or drive their trash there. The DAP commented that this is a significant distance for a senior community.

The DAP noted that the proposed 16' wide common driveway is probably acceptable from an engineering standpoint for two-way traffic, but the applicant should consider making it a slightly wider driveway, since it will be shared by 12 units.

DAP Motions for Recommendations

DAP Vice Chair Bob Gorman made the following motion:

1. Design the path to be ADA accessible from all entry ways; make the path more curvilinear and add landscaping; connect the path to the adjacent shopping center. Seconded by DAP member Julie Wilson.

Vote: 5-0 to approve

DAP member Fred Marino made the following motion:

2. Make sure the floorplans meet the intent of age restricted housing. Seconded by DAP Chair Don Taylor.

Vote: 5-0 to approve

DAP member Fred Marino made the following motion:

3. Review how trash collection will function for residents. Seconded by DAP member Julie Wilson.

Vote: 5-0 to approve

DAP Vice Chair Bob Gorman made the following motion:

4. Add landscaping around the units, in addition to what is shown around the perimeter, and make the landscaping naturalistic, in keeping with character of surrounding area. Seconded by DAP member Julie Wilson.

Vote: 5-0 to approve

3. Review of Plan No. 18-03 Erickson Senior Living at Limestone Valley - Clarksville, MD

Developer: Erickson Living Properties II, LLC

Architect/Engineer: Marks Thomas Architects/Bohler Engineering

Background

The site fronts the west side of Clarksville Pike, between Sheppard Lane and Linden Linthicum Lane, and is approximately 62 acres. It consists of portions of three different parcels, two of which are zoned Rural Conservation-Density Exchange Option (RC-DEO) and are used for agriculture. The third is zoned B-2 and contains a gasoline fueling station. The applicant proposes 1,200 independent living units and ~240 assisted living, memory care, and skilled nursing units spread over fifteen 3 to 5 story buildings. An additional free standing welcome center is located near the primary entrance off Route 108. There are 1,680 parking spaces, including 1,380 garage spaces and 300 surface spaces. The existing Freestate fueling station will be replaced at the southwest corner of the site. The DAP first reviewed this project at the December 6, 2017, DAP meeting.

Applicant Presentation

In response to DAP recommendations from December 6, 2017, the project team gave a multimedia presentation highlighting revisions to the plan.

DAP Recommendation #1: Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108.

The applicant moved the loop road entrance ~350 feet east to align with the perimeter of the public amenity area. This move shortens the distance from the entrance to the signalized Linden Linthicum Lane extended and Route 108 intersection and balances the travel distance to the intersection in both directions on the loop road.

DAP Recommendation #2: Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community.

The applicant removed the L-shaped building, previously located along Route 108, and opened the area for public recreation, which includes an amphitheater, dog park, and expanded playground. The Welcome Center is also available for public use during off hours. The revised plan shows approximately 1.75 acres of public open and amenity space that can be programmed for public recreation use, such as pickle ball or other amenities desired by the community. Typically, these kinds of facilities are within an Erickson Senior Living site, for use by residents only. The applicant also switched buildings along the frontage. A shorter building now fronts Route 108, replacing a taller one that was moved to the interior.

DAP Recommendation #3: Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design.

The applicant revised the entire Route 108 frontage and expanded public amenity spaces, provided public parking, and relocated buildings, as described above. The gas station convenience store was shifted so it had a better presence on the corner. It will include an outdoor patio with seating and the gas station site will be heavily landscaped along the adjacent open space.

DAP Recommendation #4: Provide parking for public amenity spaces.

The applicant incorporated a 40-space, surface parking lot adjacent to the public amenity areas and made the 52 parking spaces, next to the Welcome Center, available to the public for a total of 92 parking spaces.

DAP Recommendation #5: Review the letter from River Hill Community Association (dated December 6, 2017) and discuss with them the proposed public amenities.

The applicant presented feedback from the River Hill Community Association in a letter dated January 24, 2018. It concerned the improvements to public amenities, including the playground, enhanced views into the property, and co-location of amenities to create community gathering spaces as part of the revised plan. The applicant will continue to work with the River Hill Community Association and other members of the community to program the space.

DAP Recommendation #6: Open up views to woodlands, wetlands and fields beyond.

The applicant removed one building and shortened another to open up views to open space and natural areas interior to the site.

DAP Recommendation #7: Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character.

The applicant refined the Welcome Center making it a more contemporary design that still reflects agrarian precedents. Materials include stone, a transparent glass storefront, and simple gable forms. The clubhouse was also refined and will include warmer materials that provide a better transition to adjacent buildings.

DAP Recommendation #8: Develop pedestrian and bike connections to the wider community.

The applicant conducted surveys to determine the feasibility and easement requirements to extend paths beyond the site to the overall community. The design team is looking at options to extend the multi-use path to the northeast, up to Meadow Vista Way. This is past the elementary school and high school and to the south of Great Starr Drive. Crosswalks at signalized intersections on Route 108 are proposed, including at relocated Sheppard Lane and Linden Linthicum Lane.

DAP Recommendation #9: That the applicant return to DAP for a second review after revising the plans.

The applicant presented revised plans at the January 24, 2018, DAP meeting.

Staff Presentation

The project is located along Clarksville Pike (Route 108) and is subject to DAP review and the Clarksville Pike Streetscape Plan and Design Guidelines (CPDG). Additionally, the applicant is proposing a Community Enhancement Floating (CEF) zoning district. DAP review and

recommendations are one step in the CEF petition and the subsequent land development review process, required by the Howard County zoning regulations.

Written comments from the public have been provided to the panel and the applicant. Staff recommended the DAP evaluate the revised concept plan and provide design recommendations.

DAP Questions and Comments

The DAP commended the applicant on the plan revisions and noted that most, if not all, comments had been addressed. The revised plan better contributes to creating the dynamic streetscape envisioned by the Clarksville Pike Streetscape Plan and Design Guidelines. The architecture of the Welcome Center is improved and reducing the scale of buildings along Route 108 and opening-up of vistas to the interior of the site enhances the development. The public amenity spaces along the front of the site are more accessible and user friendly. The DAP commented that based on the letter from the River Hill Community Association, the applicant was doing a good job collaborating with the community on the design of public amenity spaces.

The DAP asked if there is a sidewalk along the new access road back to the public parking lot and dog park. The applicant responded yes.

The DAP questioned the need for a fence separating the development from the rest of Clarksville. The applicant responded that resident safety is a top priority and a fence is part of this strategy. There has been a strong response from residents in other Erickson communities in favor of security fences. The proposed fence is lower than what most senior communities have. The DAP encouraged the applicant to reconsider the amount of proposed fencing, to better integrate with the community. The applicant responded that certain buildings, like the memory care facility, require a fence for the safety of residents. The DAP understood this and noted that gated courtyards, combined with electronics, might meet security needs, as opposed to a fence running the length of the property. The applicant responded that they will take a detailed look at fencing.

The DAP recommended continued refinement of the community building so that it has its own identity, but still blends with the architecture of nearby buildings.

DAP Motions for Recommendations

DAP member Julie Wilson made the following motion:

1. The developer consider the amount of fencing needed for the property and consider electronic security and gated courtyards as an alternative to better integrate with the wider community. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

4. Other Business and Informational Items

The DAP will meet on February 14, 2018.

5. Call to Adjourn

DAP Chair Don Taylor adjourned the meeting at 8:20 p.m.



W - 2-6-18

Ref #	Design Advisory Panel Recommendation	Response by Applicant 2018-2-05	DPZ Director's Endorsement
1.	The developer consider the amount of fencing needed for the property and consider electronic security and gated courtyards as an alternative to better integrate with the wider community. Vote: 4-0 (approved)	Erickson Living, the Applicant (developer), agrees to further consider the amount of fencing needed for the property including consideration of electronic security and gated courtyards.	<input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Applicant Response



Introduced 7/2/18
 Public hearing 7/16/18
 Council action 7/27/18
 Executive action 8/6/18
 Effective date 10/6/18

County Council of Howard County, Maryland

2018 Legislative Session

Legislative day # 10

BILL NO. 59 - 2018

Introduced by:

The Chairperson at the request of Erickson Living Properties II, LLC

AN ACT amending the General Plan for Howard County ("PlanHoward 2030") by adjusting the Planned Service Area boundary for water and sewer service to include approximately 61 acres of property located west of Clarksville Pike (MD Route 108) and south of Sheppard Lane, in Clarksville, Howard County, Maryland; to adjust the Growth Tier Maps of Howard County to reflect the incorporation of said property into the Planned Service Area and the designation of said property within the Growth Tier 1 area of Howard County; and further designating said property as a Targeted Growth and Revitalization Designated Place Type; and providing that certain adjustments will be null and void unless certain conditions are met; and generally relating to PlanHoward 2030.

Introduced and read first time July 2, 2018. Ordered posted and hearing scheduled.

By order Jessica Feldmark
 Jessica Feldmark, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on July 16, 2018.

By order Jessica Feldmark
 Jessica Feldmark, Administrator

This Bill was read the third time on July 27, 2018 and Passed , Passed with amendments , Failed .

By order Jessica Feldmark
 Jessica Feldmark, Administrator

Sealed with the County Seal and presented to the County Executive for approval this 30th day of July, 2018 at 11:00 a.m./p.m.

By order Jessica Feldmark
 Jessica Feldmark, Administrator

Approved Vetoed by the County Executive Aug 6, 2018

Alan H. Kittleman
 Alan H. Kittleman, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment.

1 **WHEREAS**, the General Plan for Howard County (“PlanHoward 2030”) establishes the Planned
2 Service Area, which is the area within which the County provides public water and sewer
3 service; and
4

5 **WHEREAS**, PlanHoward 2030 also establishes the Growth Tier Maps of Howard County which
6 maps were adopted by Howard County in fulfillment of its obligations under the Sustainable
7 Growth and Agricultural Preservation Act of 2012 (Senate Bill 236); and
8

9 **WHEREAS**, PlanHoward 2030 further establishes the Designated Place Type Maps of Howard
10 County which maps were also adopted by Howard County in fulfillment of its obligations under
11 the Sustainable Growth and Agricultural Preservation Act of 2012 (Senate Bill 236); and
12

13 **WHEREAS**, PlanHoward 2030 provides that any requests for a General Plan amendment for the
14 expansion of the Planned Service Area for water and sewer service should be denied unless the
15 following minimum criteria are met: the proposed expansion of the Planned Service Area is part
16 of a zoning proposal and is consistent with the General Plan and Smart Growth policies; or the
17 proposed expansion of the Planned Service Area is intended to provide for a public or
18 institutional use such as a religious facility, charitable or philanthropic institution, or academic
19 school; and
20

21 **WHEREAS**, the proposed expansion of the Planned Service Area boundary to include
22 approximately 61 acres of property located west of Clarksville Pike (MD Route 108) and south
23 of Sheppard Lane, in Clarksville, Howard County, Maryland is further identified as Tax Map 34,
24 Parcel 185 and a part of Tax Map 28, Parcel 100 (the “Property”), as shown on attached **Exhibit**
25 **A** and **Exhibit B**; and
26

27 **WHEREAS**, the proposed expansion of the Planned Service Area is a part of a specific zoning
28 proposal to rezone the Property from RC-DEO to CEF-M for the stated purpose of providing a
29 continuing care retirement community (“CCRC”) to consist of independent living units; assisted
30 living; and skilled nursing care; and
31

32 **WHEREAS**, the establishment of a CCRC on the Property in accordance with the Petitioner’s
33 stated purpose advances a number of stated land use policies within the General Plan and will
34 satisfy in part a growing and well documented need for continuing care retirement communities

1 within Howard County for people over the age of 62.

2
3 **WHEREAS**, the establishment of such a CCRC at the proposed location will afford the County’s
4 senior population much needed additional flexibility to age in place within the County; and

5
6 **WHEREAS**, Chapter 6 (Growth) of the Howard County General Plan notes the following:

7
8 *[w]hereas the total U.S. population grew by 9.7% from 2000 to*
9 *2010, those entering the 45 to 64 year age cohort, the approximate*
10 *ages of the baby boomers, increased by 31.5% during that time*
11 *period. Baby boomers currently make up about 29% of the*
12 *countywide population and are starting to move into the 65-plus age*
13 *cohort.*

14
15 *PlanHoward, Chapter 6 (Growth), pg. 66*

16
17 In addition, Chapter 6 (Growth) of the Howard County General Plan makes the following
18 pertinent finding:

19
20 *[w]hereas the overall County population increased by 16%, those*
21 *65 and over increased by 57%. There are now 10,577 more*
22 *residents 65 and older compared to ten years ago – 29,045 total in*
23 *2010 compared to 18,468 in 2000. Almost 27% of the total increase*
24 *of 39,243 residents over the decade was comprised of those aged 65*
25 *and older. The very old, 85 and over, increased by 47%. This trend*
26 *will continue as the baby boomers continue to age.*

27
28 *PlanHoward, Chapter 6 (Growth), pg. 66*

29
30 Furthermore, Policy 9.4 of the Howard County General Plan aims to “expand housing options to
31 accommodate the County’s senior population who prefer to age in place and people with special
32 needs.” In support of that Policy Goal, the Howard County General Plan finds that the

33
34 *County’s housing stock should support the aging population and*
35 *will need to continue General Plan 2000 policies to promote diverse*
36 *senior housing for those that wish or need to downsize to more easily*
37 *maintained units as they age. The policies should also continue to*
38 *support seniors who choose to age in place in their own homes or in*
39 *their own communities...The County also recognizes that as older*
40 *residents’ ability to live independently diminishes, they often need*
41 *to move to housing that provides support services. There are both*

1 (1) The Howard County Zoning Board shall fail to issue a Decision and Order approving a
2 Petition to Amend the Zoning Maps of Howard County to rezone the Property to CEF-M
3 for the stated purpose of developing a CCRC community within 3 years from the
4 effective date of this Act; or

5 (2) The connection between the Property and the public water and sewer infrastructure ~~are~~
6 for the purpose of serving a CCRC development is not made within 10 years of the effective date of
7 this Act.

8
9 **Section 3. Be It Further Enacted** by the County Council of Howard County, Maryland that this
10 amendment be attached to PlanHoward 2030.

11
12 **Section 4. Be It Further Enacted** by the County Council of Howard County, Maryland that if
13 any provision of this Act or the application thereof to any person or circumstance is held invalid
14 for any reason in a court of competent jurisdiction, the invalidity shall not affect other provisions
15 or any other application of this Act which can be given effect without the invalid provisions or
16 application, and for this purpose the provisions of this Act are severable.

17
18 **Section 5. Be It Further Enacted** by the County Council of Howard County, Maryland that this
19 Act shall become effective 61 days after its enactment.

EXHIBIT A

SURVEYED DESCRIPTION
PROPOSED PARCEL

BEING PART OF THE PROPERTY ACQUIRED BY LIMESTONE VALLEY FARM, A MARYLAND GENERAL PARTNERSHIP FROM BARBARA L. WARFIELD BY DEED DATED AUGUST 8, 1995 AS RECORDED IN LIBER 3583 FOLIO 234, AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

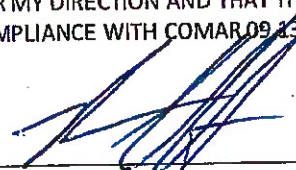
COMMENCING FROM THE INTERSECTION OF THE DIVISION LINE BETWEEN THE LANDS OF BREEDEN FAMILY LIMITED LIABILITY COMPANY (LIBER 5341 FOLIO 656) ON THE WEST, AND THE LANDS OF LENORE, LLC (LIBER 11056 FOLIO 243) AND SERVILLE LLC (LIBER 11119 FOLIO 401) ON THE EAST, WITH THE DIVISION LINE BETWEEN THE LANDS OF LIMESTONE VALLEY FARM (LIBER 3583 FOLIO 234) ON THE NORTH AND THE SAID LANDS OF LENORE, LLC AND SERVILLE LLC ON THE SOUTH, THENCE WITH SAID DIVISION LINE;

A. SOUTH 67° 25' 003" EAST, 365.13 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID DIVISION LINE AND WITH A LINE THROUGH THE SAID LANDS OF LIMESTONE VALLEY FARM, THE FOLLOWING FIVE COURSES AND DISTANCES

1. NORTH 07° 01' 21" WEST, 154.40 FEET, THENCE;
2. CONTINUING, NORTH 17° 32' 18" WEST, 123.97 FEET, THENCE;
3. CONTINUING, NORTH 64° 44' 46" EAST, 193.40 FEET, THENCE;
4. CONTINUING, SOUTH 86° 08' 09" EAST, 802.70 FEET, THENCE;
5. CONTINUING, SOUTH 74° 18' 35" EAST, 781.09 FEET TO THE CENTERLINE OF SHEPARD LANE (VARIABLE WIDTH AND PRESCRIPTIVE RIGHT-OF-WAY), THENCE WITH SAID CENTERLINE;
6. SOUTH 14° 10' 35" EAST, 458.61 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH THE SOUTHERLY SIDE OF CLARKSVILLE PIKE - MD RTE. 108 (PRESCRIPTIVE RIGHT-OF-WAY), THENCE WITH SAID SOUTHERLY SIDE;
7. SOUTH 39° 34' 56" WEST, 372.59 FEET; THENCE DEPARTING SAID SOUTHERLY SIDE OF CLARKSVILLE ROAD AND WITH A LINE THROUGH SAID CLARKSVILLE PIKE AND WITH THE EXTENSION OF THE DIVISION LINE OF THE SAID LANDS OF LIMESTONE VALLEY FARM ON THE NORTH, AND THE LANDS OF LENORE, LLC (LIBER 11056 FOLIO 243) AND SERVILLE LLC (LIBER 11119 FOLIO 401) ON THE SOUTH;
8. NORTH 67° 25' 03" WEST, 1674.87 FEET TO THE PLACE OF BEGINNING.

CONTAINING 1,054,111 SQUARE FEET OR 24.199 ACRES

I HEREBY CERTIFY THAT THE METES AND BOUNDS DESCRIPTION HEREIN WAS PREPARED BY ME PERSONALLY OR UNDER MY DIRECTION AND THAT THIS DESCRIPTION AND ANY SURVEY WORK REFLECTED HEREIN WAS PREPARED IN COMPLIANCE WITH COMAR 09.13.06.12.


ROBERT C. HARR, JR.
STATE OF MARYLAND
PROFESSIONAL LAND SURVEYOR NO. 21587
EXPIRATION DATE JANUARY 16, 2019



DATE

7/2/18

SURVEYED DESCRIPTION

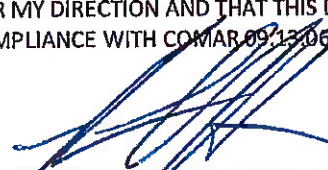
BEING PART OF THE PROPERTY ACQUIRED BY LENORE, LLC AS TO AN UNDIVIDED 50% INTEREST FROM LENORE R. SHAVELL BY DEED DATED NOVEMBER 29, 2007 AS RECORDED IN LIBER 11056 FOLIO 243 AND BY SERVILLE LLC AS TO AN UNDIVIDED 50% INTEREST FROM IRENE C. GLASER BY DEED DATED JANUARY 30, 2008 AS RECORDED IN LIBER 11119 FOLIO 401, AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE DIVISION LINE BETWEEN THE LANDS OF BREEDEN FAMILY LIMITED LIABILITY COMPANY (LIBER 5341 FOLIO 656) ON THE WEST, AND THE LANDS OF LENORE, LLC (LIBER 11056 FOLIO 243) AND SERVILLE LLC (LIBER 11119 FOLIO 401) ON THE EAST, WITH THE DIVISION LINE BETWEEN THE LANDS OF LIMESTONE VALLEY FARM (LIBER 3583 FOLIO 234) ON THE NORTH AND THE SAID LANDS OF LENORE, LLC AND SERVILLE LLC ON THE SOUTH, THENCE WITH SAID DIVISION LINE;

1. SOUTH 67° 25' 03" EAST, 2026.07 FEET TO THE INTERSECTION OF SAID DIVISION LINE, WITH THE DIVISION LINE BETWEEN THE SAID LANDS OF LENORE, LLC AND SERVILLE LLC ON THE WEST, AND THE LANDS OF STEPHEN KLEIN & ASSOCIATES, LLC (LIBER 5082 FOLIO 679) ON THE EAST, ALSO BEING THE CENTERLINE OF CLARKSVILLE PIKE – MD RTE. 108 (PRESCRIPTIVE RIGHT-OF-WAY), THENCE WITH SAID DIVISION LINE;
2. SOUTH 40° 23' 40" WEST, 548.04 FEET, THENCE CONTINUING WITH A LINE THROUGH SAID CLARKSVILLE PIKE;
3. SOUTH 17° 13' 42" EAST, 33.00 FEET, THENCE CONTINUING WITH SAID THROUGH LINE AND FURTHER CONTINUING WITH THE DIVISION LINE BETWEEN THE SAID LANDS OF LENORE, LLC AND SERVILLE LLC ON THE NORTH, AND THE LANDS OF CLARKSVILLE FREESTATE, LLC (LIBER 16629 FOLIO 30), CLARKSVILLE AUTO PROPERTIES, LLC (LIBER 3903 FOLIO 315), LOT 2, FOSTER PROPERTY (PLAT NO. 14068) AND THE LANDS OF CLARKSVILLE SQUARE, LLC (LIBER 4516 FOLIO 389) ON THE SOUTH;
4. SOUTH 86° 46' 18" WEST, 1582.00 FEET TO THE INTERSECTION OF SAID DIVISION LINE, WITH THE SAID DIVISION LINE BETWEEN THE LANDS OF BREEDEN FAMILY LIMITED LIABILITY COMPANY ON THE WEST, AND THE LANDS OF LENORE, LLC AND SERVILLE LLC ON THE EAST, THENCE WITH SAID DIVISION LINE;
5. NORTH 02° 21' 22" EAST, 1317.16 FEET TO THE PLACE OF BEGINNING.

CONTAINING 1,583,544 SQUARE FEET OR 36.353 ACRES

I HEREBY CERTIFY THAT THE METES AND BOUNDS DESCRIPTION HEREIN WAS PREPARED BY ME PERSONALLY OR UNDER MY DIRECTION AND THAT THIS DESCRIPTION AND ANY SURVEY WORK REFLECTED HEREIN WAS PREPARED IN COMPLIANCE WITH COMAR 09.13.06.12.


ROBERT C. HARR, JR.
STATE OF MARYLAND
PROFESSIONAL LAND SURVEYOR NO. 21587
EXPIRATION DATE JANUARY 16, 2019.



7/2/18
DATE

RT/rl

S:\Surveys\2017\SD172015\Admin\Metes and Bounds\SURVEYED DESCRIPTION-ROUTE 108.docx

BY THE COUNCIL

This Bill, having been approved by the Executive and returned to the Council, stands enacted on

August 6, 2018.



Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having been passed by the yeas and nays of two-thirds of the members of the Council notwithstanding the objections of the Executive, stands enacted on _____, 2018.

Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having received neither the approval nor the disapproval of the Executive within ten days of its presentation, stands enacted on _____, 2018.

Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, not having been considered on final reading within the time required by Charter, stands failed for want of consideration on _____, 2018.

Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having been disapproved by the Executive and having failed on passage upon consideration by the Council stands failed on _____, 2018.

Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, the withdrawal of which received a vote of two-thirds (2/3) of the members of the Council, is withdrawn from further consideration on _____, 2018.

Jessica Feldmark, Administrator to the County Council