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# THE MALL Neighborhood

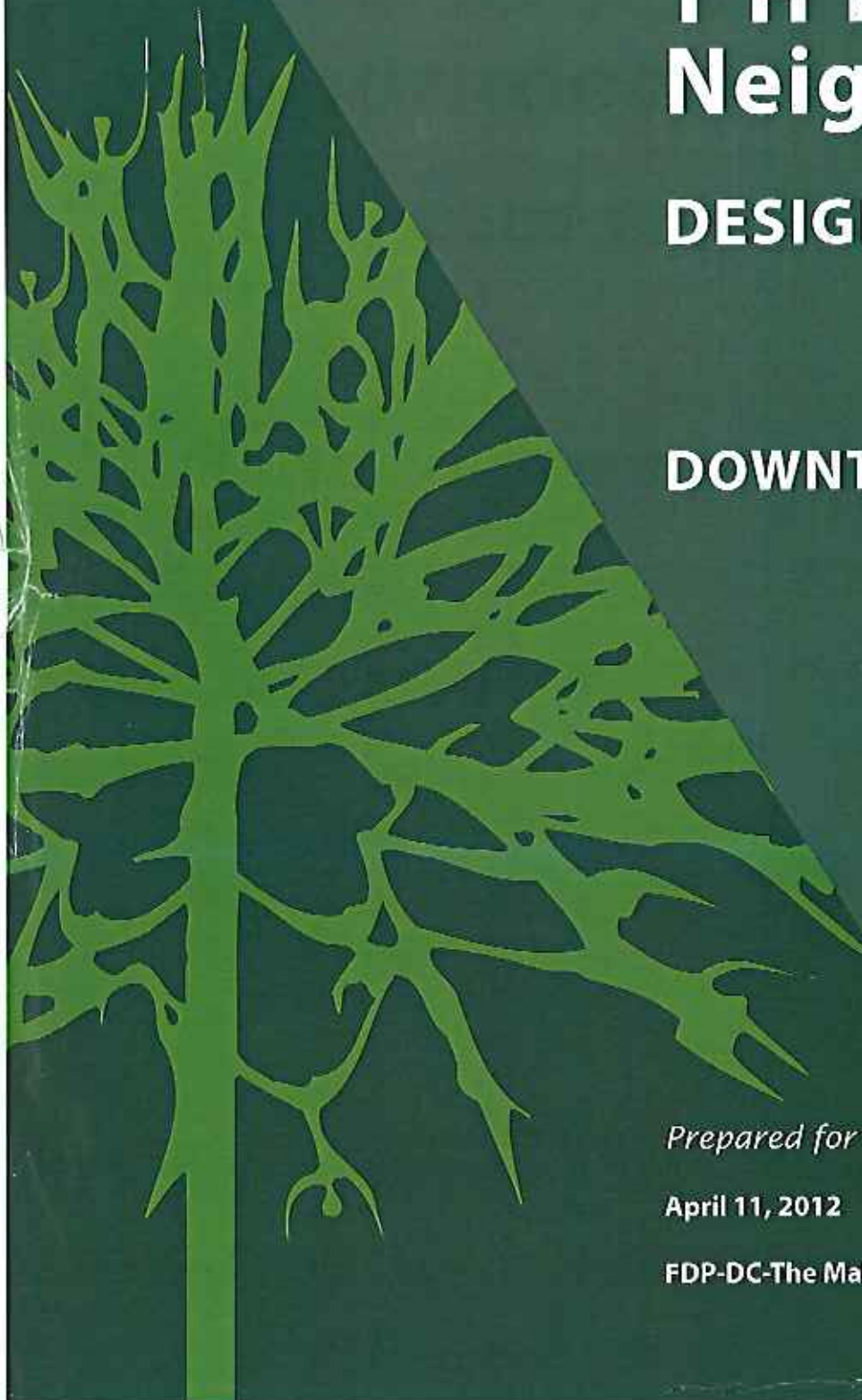
## DESIGN GUIDELINES

### DOWNTOWN COLUMBIA

*Prepared for* **General Growth Properties**

**April 11, 2012**

**FDP-DC-The Mall-1**



*Prepared for:*                    **General Growth Properties**

*Prepared by:*                    **Design Collective, Inc.**

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# 1.0 | INTRODUCTION

- 1.1 BACKGROUND
- 1.2 PURPOSE
- 1.3 VISION

## 1.1 Background

Howard County Council Bill No. 58-2009 formally adopted the *Downtown Columbia Plan, a General Plan Amendment* for the purpose of revitalizing and redeveloping Downtown Columbia. Resolution No. 138-2010 subsequently adopted the *Downtown-wide Design Guidelines* to ensure that Downtown Columbia will be attractive, aesthetically coherent, practical, environmentally sensitive, and of beauty and value.

In accordance with the Howard County Department of Planning and Zoning, Division of Land Development, all new development in Downtown must include a Final Development Plan (FDP) with accompanying documentation as prescribed in the *Application for Downtown Columbia Revitalization* checklist. Neighborhood Specific Design Guidelines are a component of this FDP requirement and checklist.

*The Mall Neighborhood Design Guidelines* build upon and compliment the vision as described in the documents referenced above and others. These documents, identifying the required elements and expectations for the level of detail, include:

1. Bill No. 58-2009, *Downtown Columbia Plan, a General Plan Amendment*;
2. Resolution No. 138-2010, *Downtown-wide Design Guidelines*;
3. Bill No. 56 -2010, Sign Code Amendment specific to Downtown Columbia;
4. Final Development Plan: *Application for Downtown Columbia Revitalization* (2011); and
5. Bill No. 59-2009, *New Town Zoning District Amendment*

*The Mall Neighborhood Design Guidelines*, although built upon the *Downtown-wide Design Guidelines*, further develop the character of this individual district, defining the details for achieving this character in materials and methods. As such, for the Mall neighborhood only, the *Downtown-wide Design Guidelines* are superseded fully by *The Mall Neighborhood Design Guidelines*.

## 1.2 Purpose of The Mall Neighborhood Design Guidelines

*The Mall Neighborhood Design Guidelines* are comprehensive and complete and serve as the guide for the redevelopment within the Mall neighborhood. All redevelopment in this district shall comply with these guidelines unless amended by future FDP submissions. The previously prepared master plan for Downtown Columbia and the accompanying *Downtown-wide Design Guidelines* remain important reference documents, but specific quantitative and/or qualitative design considerations for the Mall are governed by *The Mall Neighborhood Design Guidelines*. These guidelines apply to elements within the public realm including exterior building elevations, landscape and hardscape areas, but do not apply to interior spaces. In addition, minor modifications to existing structures with no additions of usable/rentable space are excluded from compliance with these design guidelines and should be designed in concert with the existing building and context. (see Section 125 G. of the *Zoning Regulations* for further details)

The intent of these guidelines is to provide developers and designers with criteria for the redevelopment of, or exterior renovations, or additions to the Mall and/or its peripheral exterior areas. Moreover, these guidelines provide a basis from which the County Staff, Planning Board, and the Design Advisory Panel (DAP) will evaluate development proposals for compliance with the vision for Downtown and the Mall neighborhood specifically. The *Guidelines* are specifically prepared to ensure that all new development fulfills the vision for design excellence, sustainability, and unique character as described in previous Downtown Columbia efforts and documents. Moreover, certain elements within *The Mall Neighborhood Design Guidelines* are envisioned to be consistent throughout Downtown Columbia to create a coherent



## Purpose of The Mall Neighborhood Design Guidelines

character. These elements include street lighting, benches, trash and recycling receptacles, tree grates, primary sidewalk material, Downtown Columbia permanent identification signs, neighborhood/district permanent identification signs, vehicular and pedestrian directions signs, and parking signs.

As a primary goal of the Downtown Columbia vision, sustainability has been elevated as a priority for all elements of design and, therefore, is integrated throughout *The Mall Neighborhood Design Guidelines*. Specific sustainable criteria are incorporated in all sections, including Street Design, Amenity Space, and Architecture. Additionally, the *Downtown Columbia Sustainability Program Guidelines* are included in Appendix A.1 and cover Livability and Transportation topics.

*The Mall Neighborhood Design Guidelines* are not a prescription for a specific design mandate. Variations from these guidelines that conform to the goals of the *Downtown Columbia Plan* are permitted on the basis of unusual programmatic requirements, peculiar site or economic constraints, or architectural/site design merit as determined by the County and where shown on appropriately submitted documents. Design review and approval are governed by County regulations as stipulated in the zoning ordinance and the FDP process for Downtown including the *Application for Downtown Columbia Revitalization*.

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by *The Mall Neighborhood Design Guidelines*. Additionally, Mall tenant guidelines/agreements may apply; where criteria overlap or conflict, the more restrictive standard shall apply.

Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Mall neighborhood.

Throughout this document, illustrative examples of building types, architectural design styles, open space design, streetscape, and similar are offered. These images are for illustrative purposes only and not intended to suggest a specific architectural style or design.

The *Guidelines* apply to all redevelopment within the boundaries of the Mall neighborhood only. These guidelines may be modified from time to time with Howard County Planning Board approval through future FDP submissions. In the future, if or when, wholesale deconstruction of the Mall is contemplated, these design guidelines should be revisited.

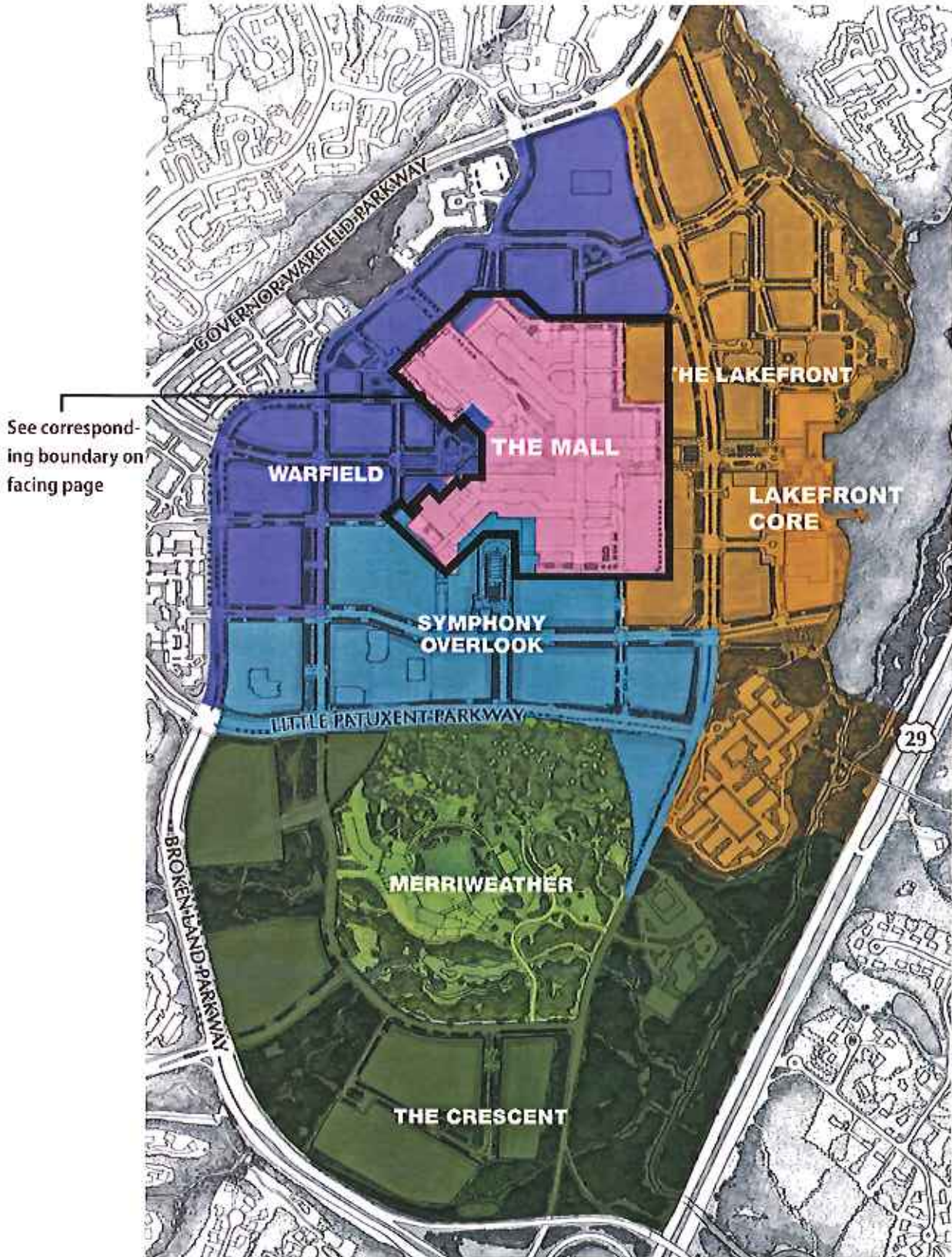
## Mall Neighborhood Boundary

While maintaining the general neighborhood boundaries depicted in the Downtown Columbia Plan, Exhibit E. The Neighborhoods diagram, as shown on the following page, further refinements have adjusted the Mall neighborhood boundary as follows:

- a. In the west, near the in-line restaurants, the existing bank has been included in the Mall neighborhood boundary;
- b. In the northwest corner, near the existing Nordstrom department store, the boundary has shifted to follow the proposed street as it bends near the Warfield Mews; this shift includes area for future Nordstrom expansion within the Mall neighborhood boundary;
- c. In the northeast, the existing parking garage near the Macy's department store has been included in the Mall neighborhood boundary, similar to the inclusion of the parking garage to the south; and
- d. The area to the south of Sears is an area that Sears has rights to an expansion and as such it should be part of the Mall.



Downtown Columbia Plan - Neighborhoods Plan



Downtown Columbia Plan, Exhibit E: Neighborhoods Diagram

Changes to neighborhood boundaries, as proposed in FDP submissions, are subject to Planning Board approval.



Mall Neighborhood Block Plan



Mall Neighborhood Block Plan

KEY

- EXISTING MALL
- FUTURE BLOCKS
- EXISTING BUILDINGS
- AMENITY SPACES
- DISTRICT BOUNDARY



## 1.3 The Vision for The Mall Neighborhood

### Overview:

A primary goal for the Mall neighborhood is to create a sustainable place through the creation of pedestrian connections to the surrounding neighborhoods' amenity spaces; the design of "Complete Streets" where residents and visitors can walk or bike to destinations or public transit; the design of buildings that are healthy and use natural resources more efficiently; and the creation of a healthy environment with clean water, clean air, and increased connections to the natural environment.

The Mall neighborhood is envisioned as a commercial center that serves as a hub of social activity and economy for Downtown and Howard County. Essentially, the Mall is the core of Downtown, surrounded by Warfield, Symphony Overlook, and the Lakefront neighborhoods. Redevelopment within the district and improvements to underutilized areas around the Mall including new sidewalks, hardscape and landscape, street furnishings and lighting, and public art will establish a character that is consistent with the surrounding neighborhoods and allows for a seamless integration. New buildings within the Mall neighborhood should aim to bridge between the existing, contemporary architecture of the Mall and other Downtown buildings and the redevelopment to occur in surrounding neighborhoods. New buildings along proposed major pedestrian connections to other neighborhoods may be designed with gateway elements, welcoming pedestrians to the Mall.

Within the Mall neighborhood itself, a range of commercial uses currently includes services, restaurants, and retail. Future development should compliment these uses and enhance them while providing a diversity of pedestrian-oriented activities and functions that support users within the district as well as existing, nearby residents and tenants.

While the *Downtown-wide Design Guidelines* do not require specific primary amenity spaces in the Mall neighborhood, creating pedestrian connections that link the surrounding primary amenity spaces throughout the Downtown is a main goal of these guidelines. Through the use of streetscape, landscape, architectural, and signage improvements, Downtown connections can be defined and enhanced through the Mall neighborhood. Additionally, five percent (5%) of



Diagram A

## The Vision for The Mall Neighborhood



Diagram B

the Mall neighborhood land area is required to be secondary outdoor amenity spaces.

The primary proposed east-west pedestrian and bicycle circulation route through Downtown connects Wilde Lake Village to Lake Kittamaquidi. From Wilde Lake Village in the northwest, a planned shared-use pathway will connect to the Warfield Neighborhood, transitioning to bike lanes and urban sidewalks as it enters Downtown along Twin Rivers Road Extended. The terminus of Twin Rivers Road Extended includes an important public amenity space, Warfield Plaza directly west of the Mall. The connection from Warfield Plaza to the Lakefront transitions to interior walkways through the Mall, providing sheltered passage during business hours, emerging as the Lakefront Connection to the east, and leading to the Promenade along Lake Kittamaquidi. (See Diagram A)

When the Mall is closed, pedestrians have the option to travel along the northern and southern perimeter of the Mall along a series of connected primary and secondary pedestrian streets, as shown in the Pedestrian Circulation diagram on p. 21.

As Downtown Columbia is redeveloped, physical and visual connectivity to adjacent neighborhoods via streets, view corridors, and pedestrian connections are important to support the notion of the Mall neighborhood being the commercial center of Downtown.

Exterior pedestrian spaces along the Mall neighborhood boundary, that connect to adjacent neighborhood's amenity spaces, will act as transition zones of heightened pedestrian activity, providing access into the Mall. (See Diagram B)

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## 2.0 | STREET DESIGN

2.1 OVERVIEW

2.2 STREETScape ZONE

2.3 MATERIALS AND ELEMENTS

## 2.1 Street Design Overview

The Downtown Columbia Plan calls for a more urban, pedestrian-oriented, mixed-use community that requires an approach to street design that anticipates small, walkable blocks. Moreover, the streets within Downtown are an important part of the amenity space system. While not as green or planted as the amenity spaces, the streets provide visual openness and spatial definition and are vital to the vibrancy of Downtown Columbia. Importantly, the streets should be designed as "Complete Streets," accommodating the needs of people, bicycles, cars, and transit vehicles.

With this vision in mind, the design of streets within the Mall neighborhood must consider the mobility and safety of pedestrians and bicycles, ensuring that maximizing traffic capacity and speed is not the dominant consideration in street design. The streets and sidewalks should include design elements that provide appropriate visual and physical clues for drivers to indicate that pedestrians and bicyclists are integral users of the circulation system in Downtown. These guidelines, therefore, recommend changes in material, colors, and texture for such components as crosswalks, medians/pedestrian refuge areas, turn lanes, and on-street parking, which may vary from Howard County's typical street design criteria. It is also essential that streets comply with the Americans with Disabilities Act standards and consider the range of users' mobility.

To create this unique urban environment, it is anticipated that streets within Downtown Columbia will vary from the current standards in the Howard County Subdivision and Land Development Regulations and the Design Manual, Volume IV.

### Purpose

The purpose of the Street Design Criteria for the Mall neighborhood is to guide the design and character of the peripheral roads and the streetscape for redevelopment areas. The streets within the Mall neighborhood should be designed to connect to and support the envisioned street network established for Downtown. These criteria apply to new elements within the public realm including the streets and streetscape, but do not apply to existing roadways or minor modifications to existing roadways. The criteria include both text and diagrams that specify: 1) typical street standards, 2) types of right-of-way zones, 3) types of streetscape zones, and 4) acceptable materials and components for the streetscape. (see Section 125 G. of the *Zoning Regulations* for further details)

For the purpose of these guidelines, streets are divided into two zone areas: 1) the Right-of-Way Zone, containing vehicle travel lanes and bike lanes, and 2) the Streetscape Zone, containing parking and sidewalk areas.

### Sustainability Goals

One of the objectives for the development of Downtown Columbia is to create a street network that provides a diverse set of options for traversing the neighborhoods, while providing safe routes, creating comfortable microclimates including shaded areas, and reducing overall pollution and impervious infrastructure in order to meet sustainability goals. Through innovative streetscape design, bicycle and pedestrian access can provide safe alternatives to automobile use. By integrating stormwater Best Management Practices (BMPs) including rainwater tree pits, rainwater planters, and porous pavement in parking lanes and bike lanes, stormwater runoff quality can be improved and quantities can be decreased. Using native plants reduces the need for potable water for irrigation and contributes to a sense of place by supporting the flora, birds, and pollinators reflective of the mid-Atlantic Piedmont province. Stormwater runoff will be reduced and improved through Integrated BMPs, so that impurities in road and sidewalk runoff are reduced prior to draining to the Chesapeake Bay. These practices have the added benefit of providing more opportunities for microclimate and microhabitat enhancements as part of a larger green infrastructure framework. Trees and plants are selected and sited



## Street Design Overview

to encourage pedestrian use by providing shade. Finally, planted areas are designed and managed to foster health by limiting the use of pesticides, herbicides and fertilizers.

Primary sustainability measures for streets include:

- Promote a walkable environment with connections to adjoining neighborhoods for healthy lifestyles. For redevelopment areas, the design of streets should include street trees, appropriate landscaping, and furnishings.
- To improve stormwater runoff quality and groundwater recharge, consider using rainwater tree pits, rainwater planters, porous pavement, and vegetated buffer areas.
- Create a connected and diverse network of transportation options to reduce vehicle miles traveled per individual in single-occupancy vehicles.
- To facilitate and encourage cycling as transportation, use sharrow markings on streets (or designate bike lanes on appropriate streets) and provide connections to all major parks and amenity spaces, residential neighborhoods, and commercial centers.
- Reduce vehicular trips through “park once” design scenarios and alternative transportation measures and in redevelopment areas, limit surface parking areas by accommodating 80% of required parking with on-street parking and parking structures, where feasible and approved by the County.
- Reduce heat island effect from paving by using lightly colored or high albedo materials for paved surfaces, where feasible and approved by the County.

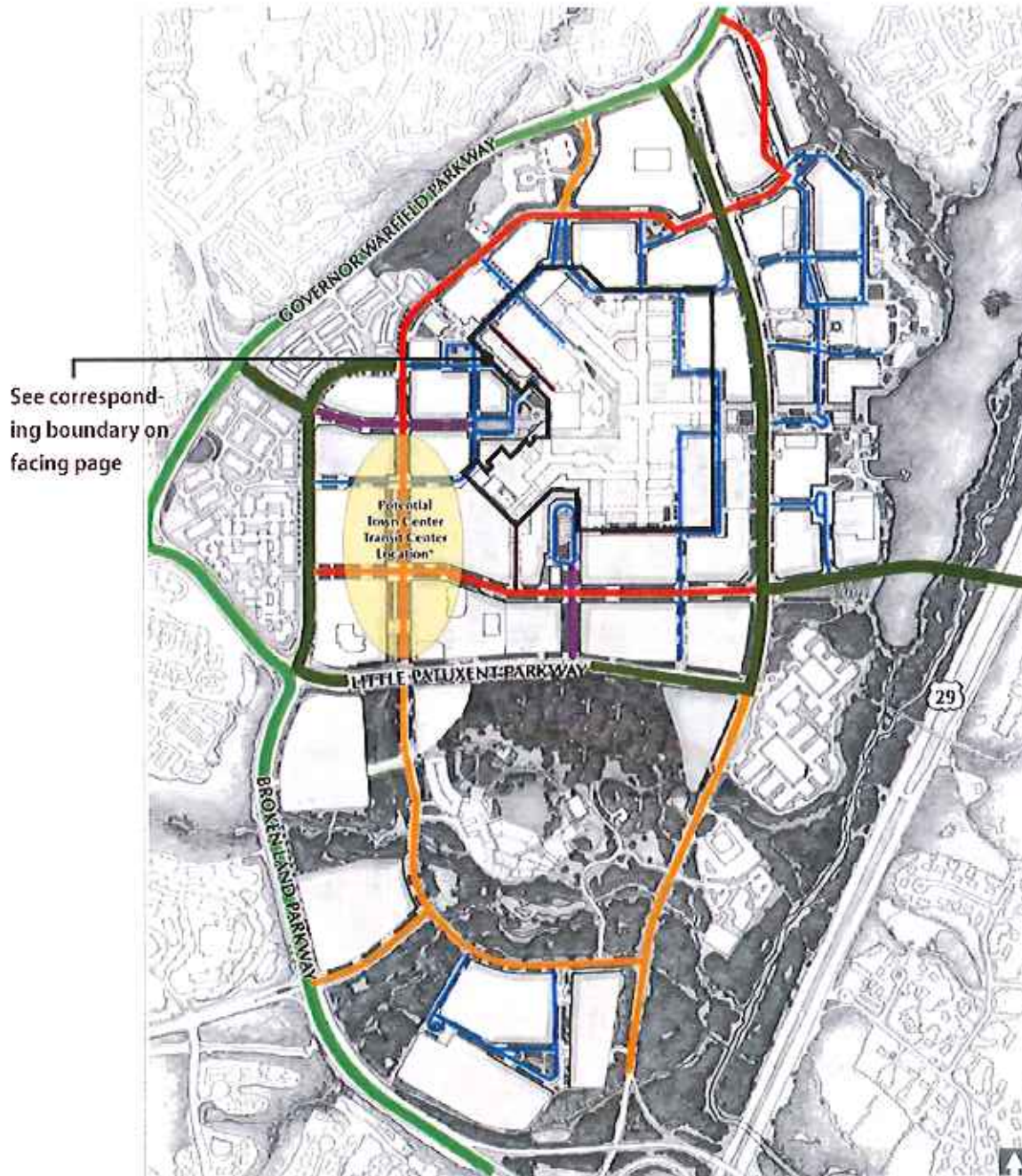
For reference, the *Downtown Columbia Sustainability Program*, as developed for the *Downtown-wide Design Guidelines*, can be found in Appendix A.1.

## Street Framework Plan

*The Mall Neighborhood Design Guidelines* are consistent with the street types proposed in the *Downtown Columbia Plan, General Plan Amendment - Street Framework Plan* (as shown on the following page), with two exceptions. Street Type 3 shown in these *Mall Neighborhood Design Guidelines* includes two travel lanes and optional parallel parking on both sides, as opposed to optional parallel parking only on one side, as shown in the *Downtown Columbia Plan*. Also, the existing roadways between the Mall and the existing parking garages are proposed as Alleys in *The Mall Neighborhood Design Guidelines*, as opposed to Streets, as shown in the *Downtown Columbia Plan*. The Alley locations include the roadway in the northeast corner of the neighborhood between Macy’s and the parking garage and north of Lord and Taylor; the roadway in the southeast corner of the neighborhood between JC Penney and the parking garage and south of Lord and Taylor; and the roadway between Nordstrom and the parking garage. As the current function of these roadways are not proposed to change and will continue to service mainly as vehicular access to the existing structured parking garages with no new building frontage, it is appropriate that they are classified as alleys, rather than streets.



### Street Design Overview: Framework Plan



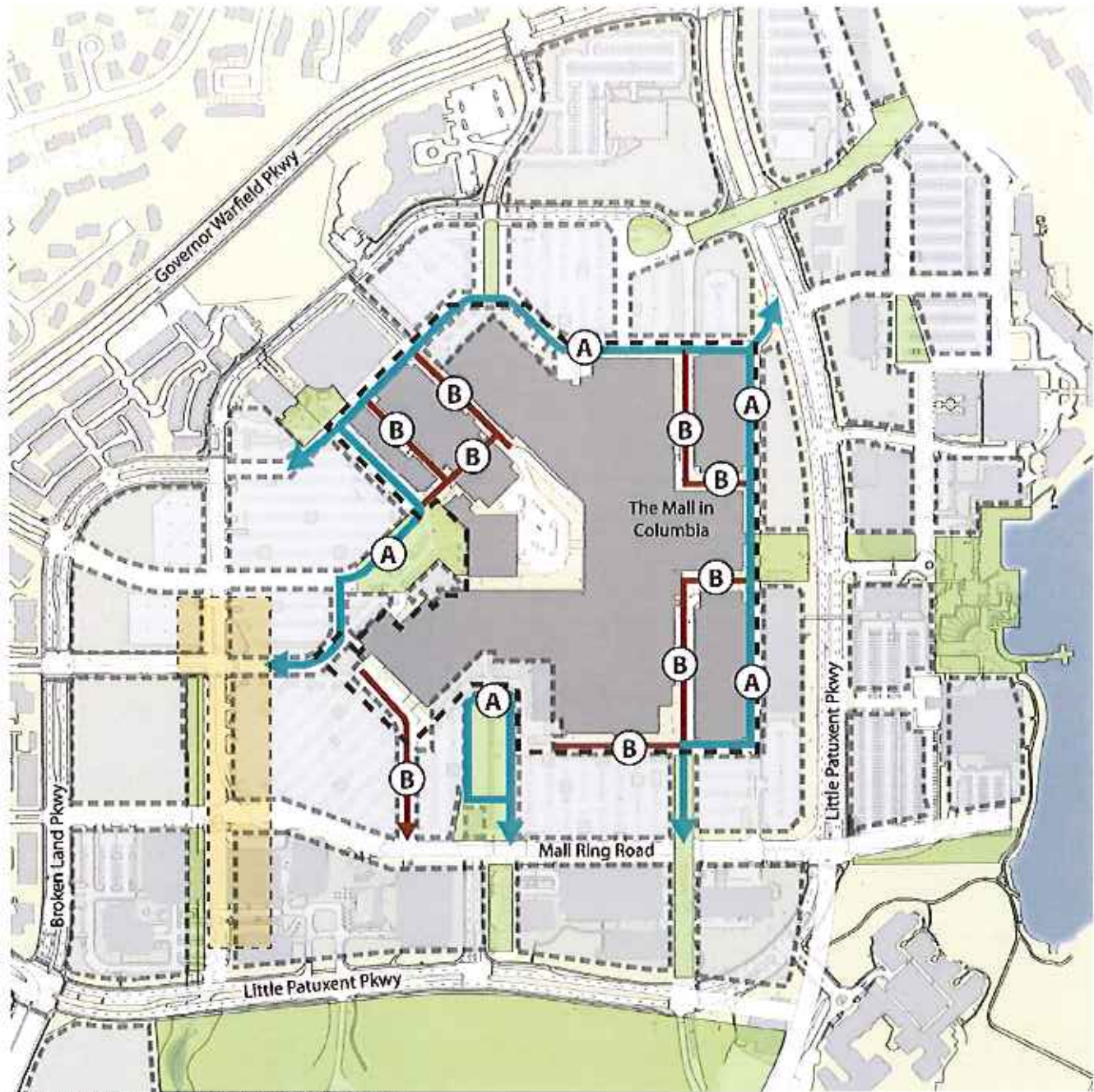
Downtown Columbia Plan - General Plan Amendment: Street Framework Plan

**KEY**

-  PARKWAY -  
(Intermediate Arterial/ Minor Arterial)
-  BOULEVARD -  
(Minor Arterial/ Major Collector)
-  AVENUE TYPE 1 -  
(Major Collector/ Minor Collector/ Local Street)
-  AVENUE TYPE 2 -  
(Major Collector/ Minor Collector/ Local Street)
-  AVENUE TYPE 3 -  
(Major Collector/ Minor Collector/ Local Street)
-  STREET -  
(Minor Collector/ Local Street)



Street Design Overview: Framework Plan



2.0 STREET DESIGN

The Mall Neighborhood Street Framework Plan

KEY



**STREET TYPE 3 - Minor Collector/ Local Street**  
(2 LANES, PARALLEL PARKING (OPTIONAL), SHARROWS)

**ALLEY**  
(2 LANES, PARALLEL PARKING (OPTIONAL))

Alleys may be placed within blocks for internal circulation, servicing, and parking. Final locations of alleys will be proposed at the SDP stage. See *Architecture* for further criteria on alleys, p. 76 and p. 99.



**Potential Transit Center Location**

## Complete Streets

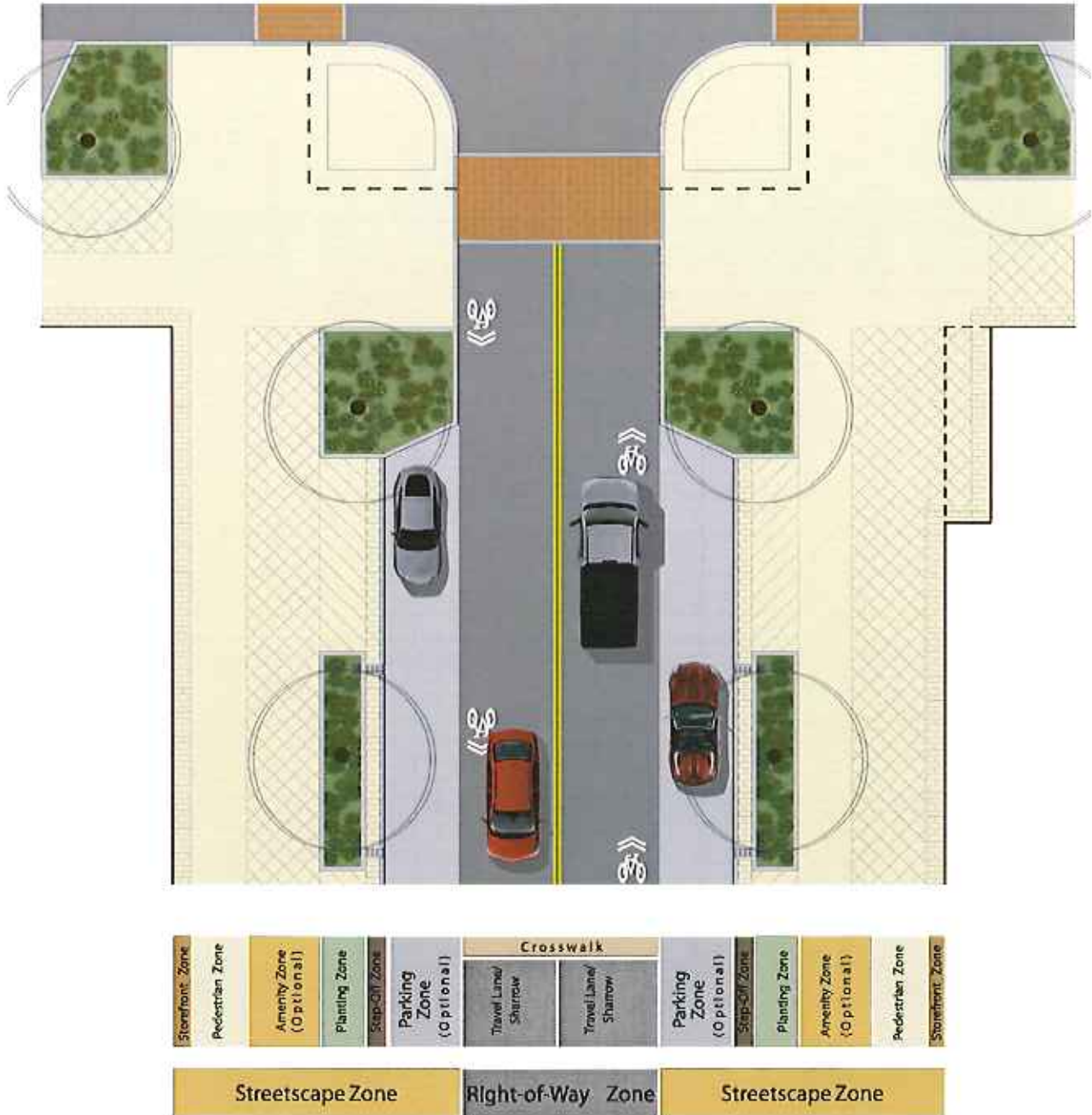
Complete Streets are streets that provide safe and convenient accommodation to all potential users, including pedestrians, cyclists, cars, and transit vehicles alike. Complete streets recognize that crossing the street, walking to shops, and cycling to work are equally important to driving. Complete streets enable transit to be an efficiently accommodated and recognized mode of transportation. Since streets will play an important role in the functionality of the Mall neighborhood, they must accommodate all users, whether young or old, motorist or cyclist, walker or wheelchair user, bus rider or shopkeeper. A network of complete streets, together with necessary physical, design, and visual elements, will enable the Mall neighborhood to be safer, more functional, and welcoming to everyone. Sustainable design elements including stormwater management, native planting, sustainable materials, and efficient lighting contribute to the overall comfort, safety, and natural resource benefits that are part of complete street design.

The Street Design criteria, therefore, address all of the necessary components of complete streets anticipated, including:

- 1) General provisions for all streets, including vehicle travel lanes, bicycle lanes, traffic calming devices (e.g., on-street parking and smaller blocks), pedestrian sidewalks, and the elements that comprise these components;
- 2) Right-of-Way Zone design criteria for bicycle and vehicular travel lanes;
- 3) Streetscape Zone design criteria for parking lanes, stormwater management, street trees, and all other elements within the sidewalk; and,
- 4) Materials and Elements Standards.

These guidelines describe the street system, identify specific design and dimensional criteria, and provide illustrative and photographic examples of street and streetscape design elements, as well as requirements for materials and elements that comprise the desired character for streets within the Mall neighborhood.

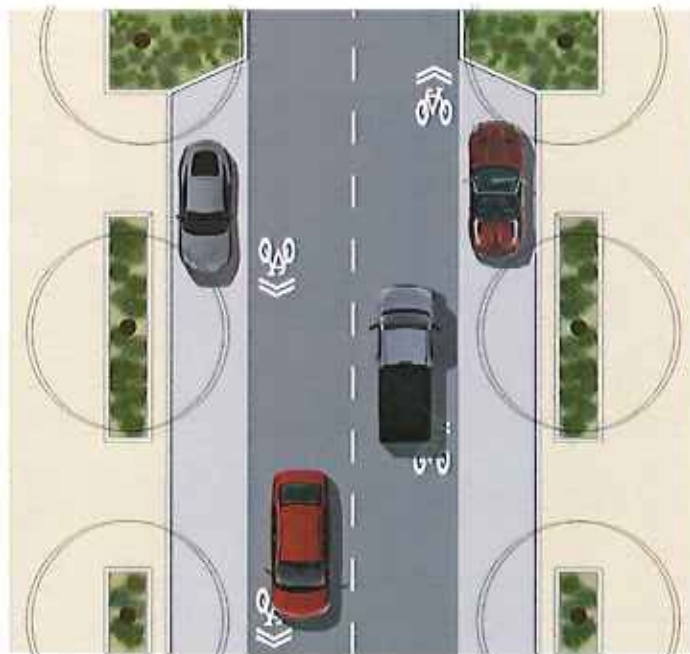
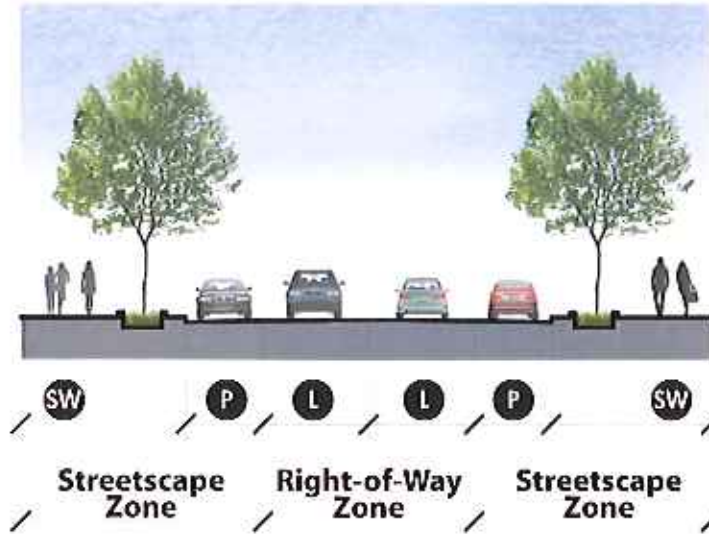




Complete Streets Diagram (Example above shows Street Type 3 with a Commercial A Streetscape)



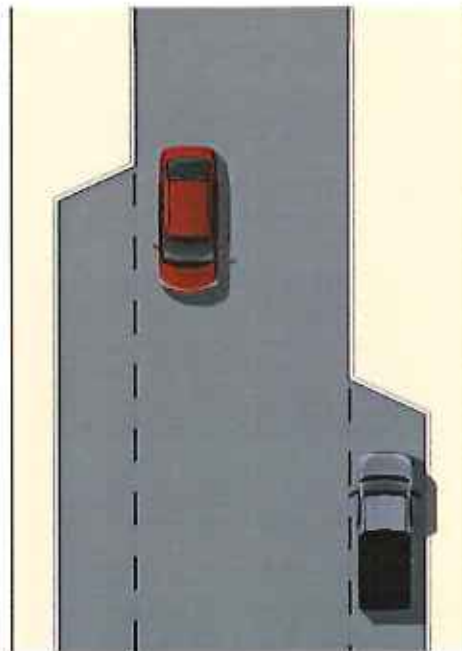
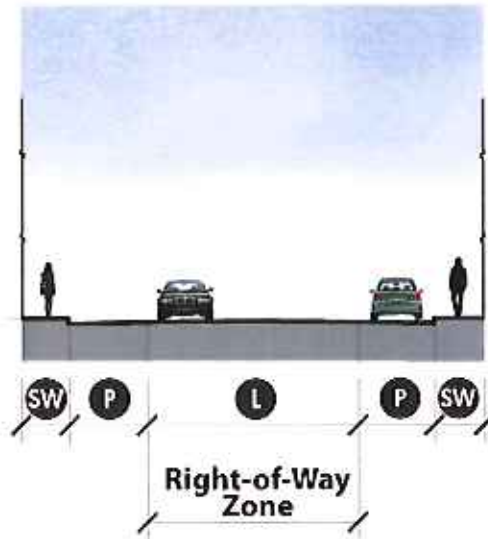
Street Design Overview: Street Type






**STREET TYPE 3 (2 LANES, SHARROWS, OPTIONAL PARALLEL PARKING)**

- L** 12' Travel Lane
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone - reference Street Design: Streetscape

## Street Design Overview: Street Type



 ALLEY

-  24' Minimum Travel Lane/ Pavement
-  8' Parallel Parking (Optional) - reference Street Design: Streetscape
-  Sidewalk Zone (Optional)- reference Street Design: Streetscape

If Sidewalk Zone components (i.e, pedestrian, amenity, and planting zones) are used in alleys, minimum dimensions shall be met as defined in these guidelines; see **Streetscape Zone, p. 27-28** for more details.

## Street Design Overview: General Provisions

1. Stormwater management practices shall be incorporated into the design of the streetscape, such as rainwater tree pits, rainwater planters, bioretention and/or bioswales. These elements will require a location-specific determination during the Site Development Plan review process.
2. Where site plan conditions warrant variations to the Street Types and Streetscape Zone (see p. 13), the lane widths and sidewalk widths shall remain the same while the number of lanes, planting zone width, parking type, and similar may vary. At an intersection where two different street types meet (with the exception of alleys) or where an existing street meets a new street, the larger curb radius range shall be used. Variations shall require approval by the Howard County Planning and Public Works and Utilities Departments.
3. Streets shall be designed with sidewalks along both sides throughout the Downtown, and the sidewalks shall be consistent along and on both sides of the entire length of a street, excluding existing streets. In addition, existing streets adjacent to existing structures with minor modification are excluded from compliance. (**see Section 125 G. of the Zoning Regulations for further details**) Where retail storefronts and building entrances front the street, the sidewalk shall be no less than 15 feet. 20 to 25 feet is preferred where restaurants and outdoor dining is anticipated. In all instances, where feasible, street trees should be planted in rainwater planters or tree pits. In instances where office or residential is the primary ground level use, the minimum sidewalk width of 15 feet is preferred. For all public access sidewalks, 6 feet minimum shall remain clear for pedestrians.
4. A native plant palette is suggested for rainwater planters or tree pits. Planting with a native groundcover or understory can help strengthen habitat potential, especially on roads near natural resources areas or open spaces.  
**\* See the Material and Element Standards section, p. 29-39, for additional criteria**
5. Parallel parking is encouraged, especially where ground floor retail is located, except where curb-side fire lanes are mandated.
6. Curb "bulb-outs" should be considered at intersections and crosswalks, particularly where there are large concentrations of retail and residential development and curbside parking. Within these areas, bulb-outs are a preferred element for corner construction except where there are extenuating design considerations such as the turning radius for certain vehicles or transit and on-street parking factors. When bulb-outs are not used, pedestrian safety concerns must be adequately met with other design elements or configurations. Additionally, curb radii shall be minimized at intersections to promote walkability and to reduce the pedestrian travel time a cross vehicular travel lanes.
7. To accommodate future bus stops in the Mall neighborhood, as required and approved by Howard County, parallel parking spaces may be removed, without requiring replacement parking spaces, such that the curb line moves out to accommodate a bus shelter and other furnishings/amenities.
8. Crosswalks of a different paving material, texture, and color from the asphalt street are encouraged where sidewalks traverse vehicular travel lanes. Paving materials shall be approved by the Howard County Planning and Public Works and Utilities Departments.
9. Landscaping within the right-of-way, if approved by the County, shall be planted and maintained by the property owner(s), developers, and/or other entities.
10. Plantings shall be setback a minimum of four feet from the edge of crosswalks and handicap curb cuts.



## Street Design Overview: General Provisions

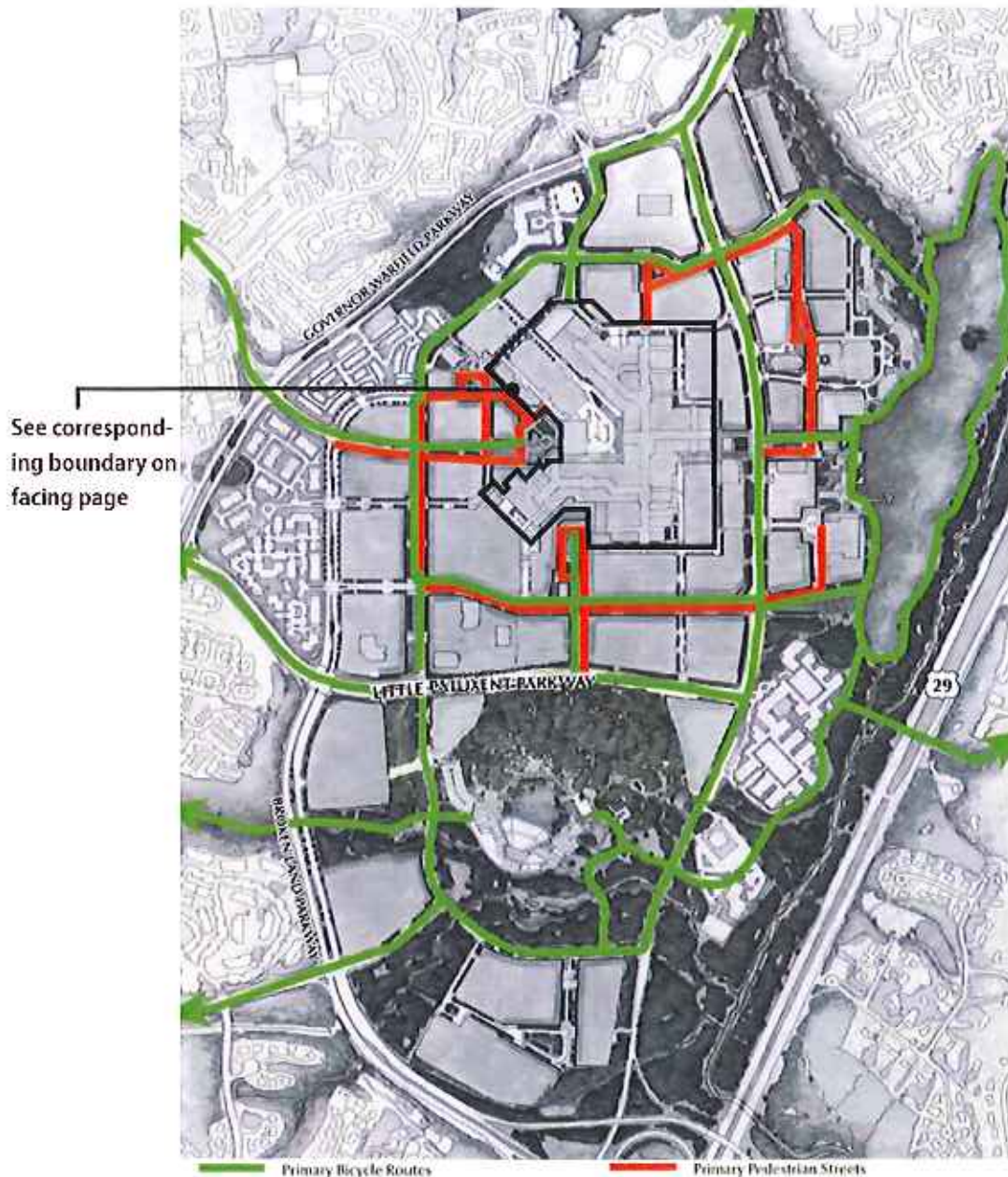
### 11. Street Tree Placement:

- a. A single species of tree shall be consistent along an entire street (the length of the street), but shall vary from one street to the next. For example, one street may have Red Maples, while the next street over may have Willow Oaks. (See Street Trees, p. 32).
- b. Howard County may approve or require variations in the dimensions of tree pits and grates between curb and sidewalk from those shown in the following Street Plans and Sections, depending on the species of street tree selected, planting technology or methods used and engineering design of the back of curb and sidewalk. Final dimensions will be determined at site development plan stage.
- c. Trees shall be planted at regular intervals along streets appropriate to the particular location and species.
- d. Street trees are required along all new internal streets, except where existing trees are sufficient as shown on a site development plan and approved by Howard County. Trees and other plantings within state controlled and maintained right-of-ways shall meet SHA standards.
- e. Street trees shall be set back from curb face and centered in the planting strip or within minimum 4 foot by 4 foot planting pits within sidewalks or hardscape areas. Planting pits may have tree grates or may be planted with a groundcover.
- f. The placement of street trees shall be coordinated with the placement of street lights, such that street trees are shifted to ensure adequate light levels. Street tree placement will be reviewed by the County at the Site Development Plan (SDP) stage. (see p. 46, Street Design, for additional information on Street Lights)
- g. Street trees shall be placed a minimum of 15 feet from all signs and intersections when planted between the curb and pedestrian zone of a sidewalk and located with consideration to underground utilities and structures. Street trees may not be planted within 5 feet of a drain inlet structure, within 5 feet of an open space access strip or within 10 feet of a driveway.
- h. Street trees shall be placed to align where possible with lot lines and demising walls of buildings and appropriately coordinated with storefronts so as to avoid blocking the front porches, storefronts, signage, and doors of buildings.
- i. In order to create comfortable pedestrian passage, street trees shall have their limbs pruned over sidewalks to approximately 9 feet above grade when reasonably mature. Street trees shall be straight and true, have healthy trunks and a full, balanced crown and branching habit. Street trees with unbalanced crowns, a poor branching habit, and excessively bent or curved trunks will be rejected.
- j. When a driveway or private roadway intersects a public right-of-way or when the site abuts the intersection of two or more public right-of-ways, landscaping must not obstruct visibility. No plant material taller than 2 feet above the curb shall be allowed in any sight triangle area except single trunk trees whose lower branches are pruned to a minimum height of 9 feet.

12. Along streets throughout Downtown, street lighting and street furniture should be consistent. (see p. 40-46)



## Street Design Overview: Pedestrian Circulation



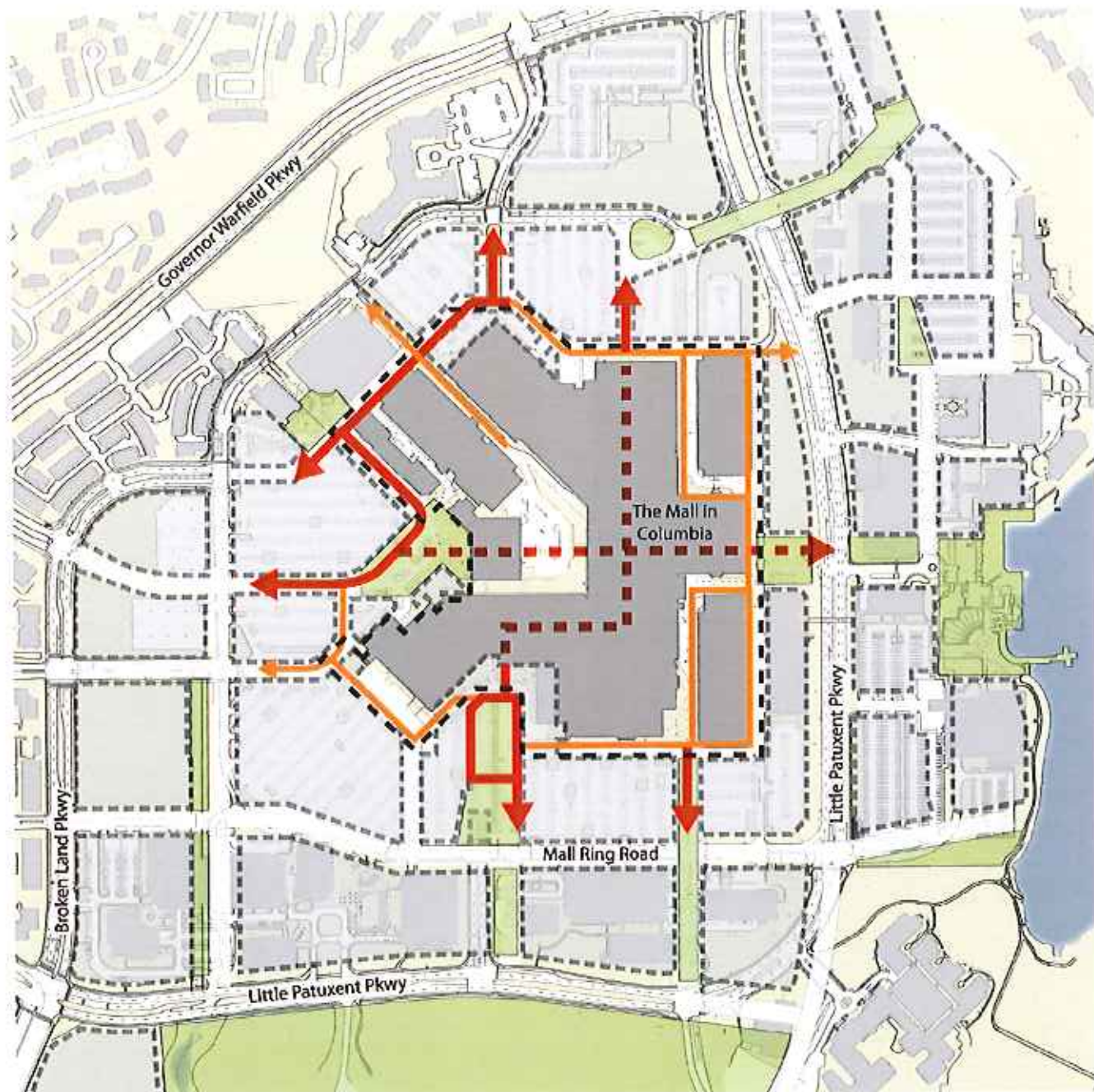
*Downtown Columbia Plan - General Plan Amendment; Bicycle and Pedestrian Circulation Plan*

The Downtown Columbia Pedestrian and Bicycle Map indicates desired locations for designated primary pedestrian paths within the downtown. Establishing primary routes will determine appropriate streetscape as well as ground floor uses along the paths. The Mall Neighborhood Pedestrian Circulation Map is guided by this intent and indicates which streets in the Mall neighborhood are designated as primary and secondary pedestrian paths. Primary pedestrian paths shall be located on streets connecting amenity spaces as well as primary retail streets. Secondary pedestrian paths shall be located along neighborhood edge streets as well as single-use streets, such as Residential or Office. No changes to the Primary Pedestrian Streets as designated in the Downtown Columbia Plan are proposed in the Mall neighborhood with the exception of an additional Primary Pedestrian route connecting Warfield Square to Warfield Mews. A Primary Pedestrian route connecting the Mall to Symphony Woods along the East Promenade is shown in the Symphony Overlook neighborhood to the southeast. No Bicycle Routes occur within the Mall neighborhood.

**See Streetscape Zone on p. 22-28 for details about the type and design of the Mall neighborhood streetscapes.**



Street Design Overview: Pedestrian Circulation



The Mall Neighborhood Pedestrian Circulation Plan

KEY

- PRIMARY PEDESTRIAN ROUTES
- SECONDARY PEDESTRIAN ROUTES
- PEDESTRIAN CONNECTIONS THROUGH THE MALL (INTERIOR)

See Streetscape Zone on pg. 22-28 for more detail about the types and design of the Mall neighborhood streetscapes.



## 2.2 Street Design: Streetscape Zone

### Overview

The streetscape zone addresses design criteria for on-street parking and elements of the sidewalk including street trees and plantings, street lights, outdoor dining/seating areas, clear pedestrian walking zones, and the storefront (building frontage) zone. The streetscape criteria address streetscape characteristics including the widths of sidewalks, clear pedestrian zones for through pedestrian movement, outdoor dining and seating, appropriate stormwater management systems, street tree types, landscaping, lighting, furniture, paving materials, dimensional criteria for the various zones, and other details in accordance with a particular streetscape type.

The Streetscape Zone includes:

- 1) On-street parking;
- 2) The Sidewalk Zone:
  - Step-off zone (curb edge adjacent to on-street parking);
  - Tree/planting zone (for trees, planting, street lights, signage);
  - Stormwater treatment;
  - Amenity zone (for outdoor dining and temporary/movable furniture);
  - Clear pedestrian zone;
  - Storefront (building frontage) zone or residential (frontage) transition zone.

Generally in Downtown, the streetscape design is guided by whether the building frontage is commercial (retail, office, storefront, or similar non-residential use) or residential. In the Mall neighborhood at this time, the primary use is retail and, therefore, the commercial streetscape types include variations for the placement of outdoor dining and amenity zones. The streetscape types include:

- 1) Commercial A Streetscape (with the clear pedestrian zone along the storefront and optional dining/amenity space outboard closer to the curb) and
- 2) Commercial B Streetscape (with optional dining/amenity space along the storefront and the clear pedestrian zone outboard closer to the curb).

Building frontage along a street may vary, including restaurants that may need outdoor dining and seating areas as opposed to retail that may not require outdoor dining or space, in accordance with the variety of streetscape types noted above. Therefore, building frontages and the streetscape may vary along a block or street and is not precisely coded to a plan diagram of streetscape types. However, once a Streetscape type is determined for a block, the following specific streetscape elements must be consistent along the entire length of a street:

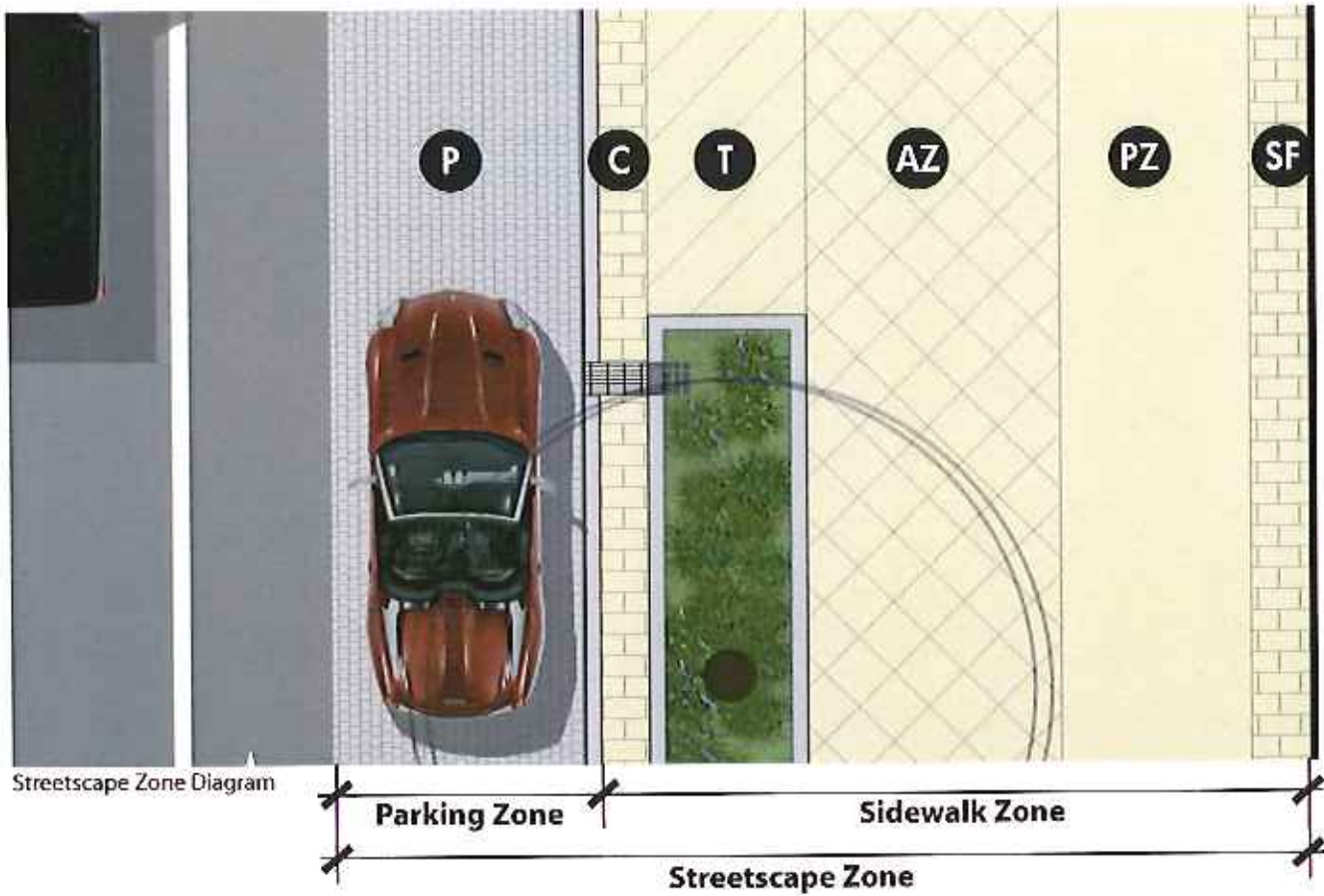
- 1) The Step-off Zone;
- 2) Street trees genus and species, and spacing;
- 3) Street light poles and furniture;
- 4) The Storefront Zone;
- 5) The location, width, and alignment of the clear pedestrian zone; and,
- 6) Paving, material, and elements standards.

The following streetscape elements may vary:

- 1) On-street parking;
- 2) Planting areas and tree grates (with integrated stormwater management where appropriate); and
- 3) Provisions for outdoor dining and amenity areas.



Streetscape Zone



Streetscape Zone Diagram

**Parking Zone**

- P** Parallel Parking (Optional)

**Sidewalk Zone**

- C** Curb Step-Off Zone
- T** Planting Zone
- AZ** Amenity Zone (Optional)
- PZ** Pedestrian Zone
- SF** Storefront Zone

## Streetscape Zones

### Parking Zone (Optional) **P**

Parallel parking is optional, but encouraged on all streets; when used, parallel parking spaces shall be 8' wide. Parallel parking offers an additional buffer between traffic and pedestrians, as well as helps lower vehicle speeds. The parking zone provides an opportunity to incorporate sustainable stormwater management design solutions by utilizing porous pavement. These methods are encouraged to be incorporated into parking and streetscape design where possible.



### Curb Step-Off Zone **C**

A minimum 2' wide Step-Off Zone is required and allows pedestrians to exit from vehicles without being forced to walk in gutters or in tree pits. This zone also accommodates the vehicle's door swing, eliminating conflict with raised planters or street tree trunks. The Step-Off Zone shall be covered in hardscape materials and shall be clear of planting to provide for the safe movement of pedestrians.



### Planting Zone **T**

A minimum 5' wide Planting Zone is required and accommodates permanent features such as tree pits, rainwater planters, light poles, street signage, benches, and bike racks. This zone may also incorporate non-permanent elements, including restaurants menu signs, waste receptacles, potted plants, and additional seating. Where the Planting Zone is adjacent to an Amenity Zone, Amenity Zone elements, such as dining tables, may occupy the hardscape areas of the Planting Zone.



**\* See the Material and Element Standards section, p. 29-47, for additional criteria.**



See also Streetscape Zone Diagram on p. 23



## Streetscape Zones



AZ



AZ



PZ



PZ

See also Streetscape Zone Diagram on p. 23

### Amenity Zone (Optional) **AZ**

The Amenity Zone is 6-10 feet wide and is optional, except for restaurant areas. This zone is reserved for amenities that may be customized depending on adjacent uses. Typical amenities include, but are not limited to, café tables, benches, planters, street trees, lighting, wayfinding signage, bollards, trash and recycling receptacles, and bike racks.

### Pedestrian Zone **PZ**

A minimum 6 foot wide Pedestrian Zone is required and shall remain clear of all street furniture, signs, and similar. This zone is reserved for the use of pedestrian circulation. This area shall be clearly differentiated by paving materials or other visual cues.

**\* See the Material and Element Standards section, p. 29-47, for additional criteria.**

## Streetscape Zones

### Storefront Zone **SF**

In commercial areas, a 2 foot wide Storefront Zone is required and is reserved for the shop tenant or property owner. This zone occupies the space nearest the building wall and may be used for signage, sidewalk displays, benches, and rainwater planters (see diagram for rainwater planters pg. 38-39) or to accommodate door swings and projecting window bays, as approved by the property owner.

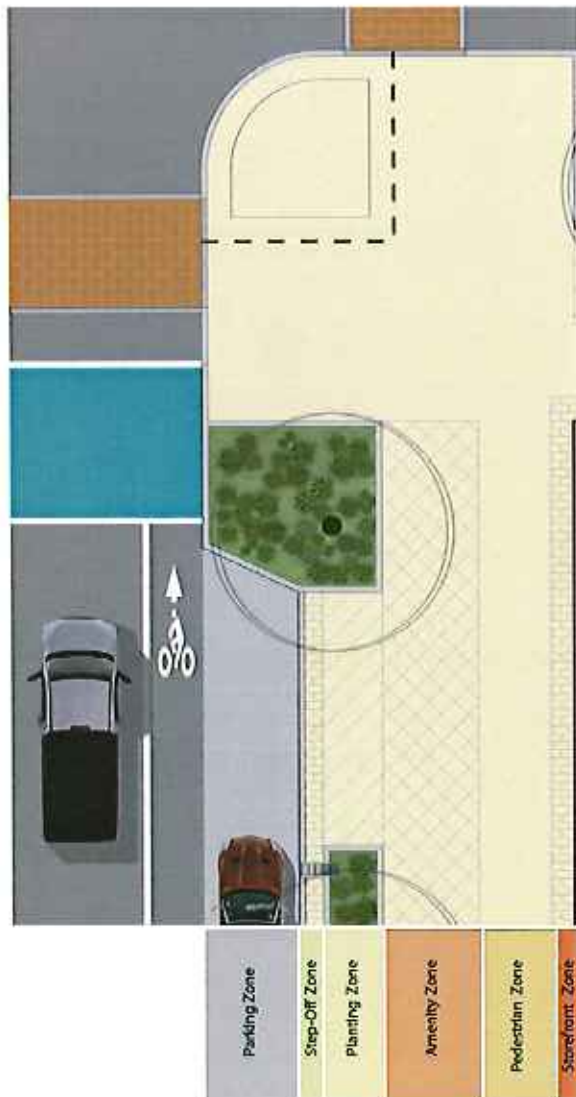
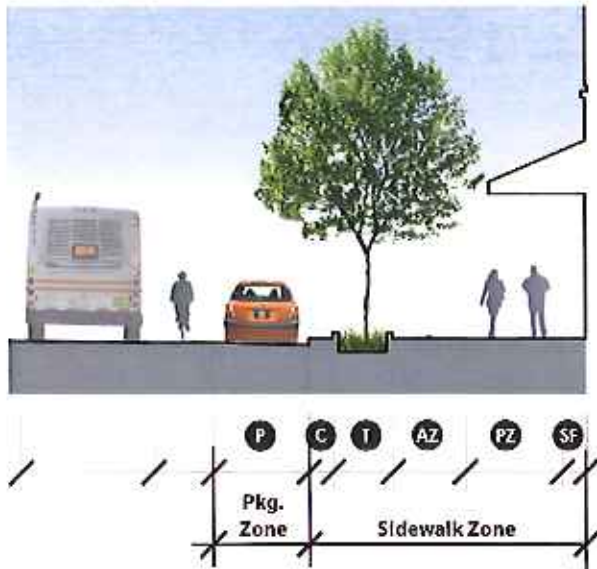
**\* See the Material and Element Standards section on the following pages for additional criteria.**



See also Streetscape Zone Diagram on p. 23



## Streetscape: Commercial A



## Commercial A Streetscape Zones:

## Parking Zone:

- P** 8' Parallel Parking (optional)

## Sidewalk Zone = 15' min. - 25' max.

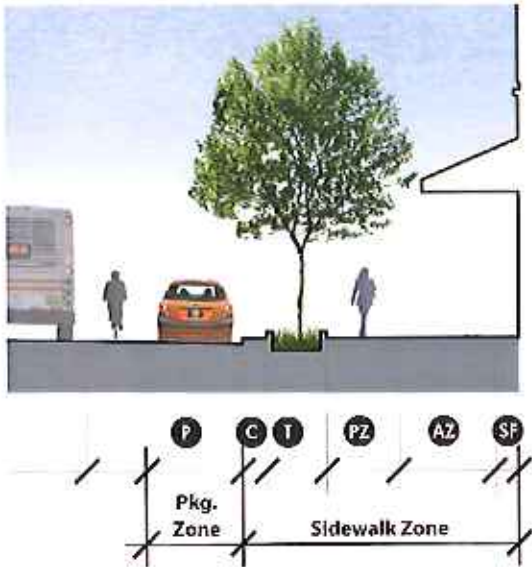
- C** 2' min. Curb Step-Off Zone
- T** 5' min. Tree/Planting Zone (see p. 24)
- AZ** 6'-10' Amenity Zone (optional)
- PZ** 6' min. Pedestrian Zone
- SF** 2' min. Storefront Zone minimum

The Commercial A streetscape may be used along streets where heavy restaurant and retail space is planned. The Commercial A streetscape provides the opportunity for restaurant and café seating areas to be located along the curb rather than the storefronts, allowing pedestrians to be closer to the store windows and building entries.

For the length of any individual block, the streetscape type shall not vary or alternate.

Commercial A streetscape can be used with all right-of-way street types within the Mall neighborhood.

Streetscape: Commercial B



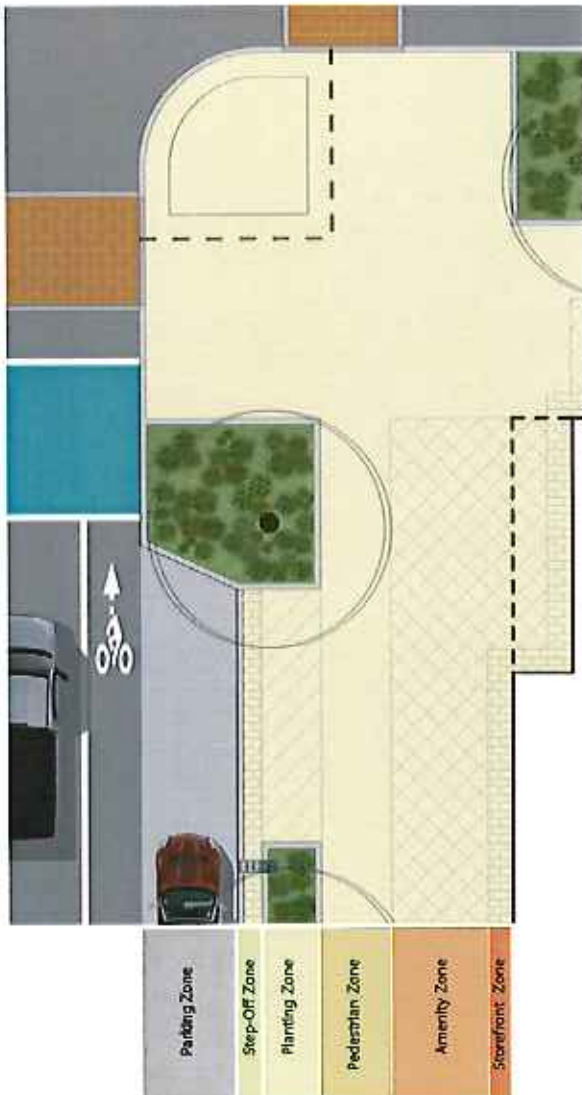
**Commercial B Streetscape Zones:**

**Parking Zone:**

- P** 8' Parallel Parking (optional)

**Sidewalk Zone = 15' min. - 25' max.**

- C** 2' min. Curb Step-Off Zone
- T** 5' min. Tree/Planting Zone (see p. 24)
- PZ** 6' min. Pedestrian Zone
- AZ** 6'-10' Amenity Zone (optional)
- SF** 2' min. Storefront Zone minimum



Generally, where general retail, office lobbies, and residential lobbies are planned, Commercial B streetscape may be used. The Commercial B streetscape provides the opportunity for small cafés to have outdoor tables directly adjacent to their storefronts.

For the length of any individual block, the streetscape type shall not vary or alternate.

Commercial B streetscape can be used with all right-of-way street types within the Mall neighborhood.



## 2.3 Street Design: Material and Element Standards

### Overview:

The purpose of the Material and Element Standards is to ensure and maintain a consistent, high-quality built environment in the Mall neighborhood as an evolving commercial core that supports the vision for the redevelopment of Downtown Columbia and exemplifies the character and experiences of the best urban commercial spaces.

The Material and Element Standards include criteria for the following components of street design:

- Hardscape
- Landscape
- Street Furnishings
- Lighting

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by *The Mall Neighborhood Design Guidelines*. Additionally, Mall tenant guidelines/agreements may apply; where criteria overlap or conflict, the more restrictive standard shall apply.

Developers shall submit a Letter of Request for alternative compliance to the County with landscape plans prepared by a registered landscape architect certifying that the landscape plans meet the design intent specified in these guidelines, including plant species selection or comparable alternatives.

Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Mall neighborhood.

## Hardscape

### Sidewalks

A primary streetscape sidewalk material, pattern, and color should be consistent throughout the Mall neighborhood with the restrained use of different paving options to denote the different zones and uses of sidewalk areas by varying material, pattern, color, and/or texture. For example, where a sidewalk adjoins a plaza seating area, a change in paving type differentiates a movement zone from an area of rest. Unlike the more uniform streetscape sidewalks, hardscape areas within amenity spaces are encouraged to differ from and contrast with the typical sidewalk paving.

#### Materials:

Streetscape sidewalks shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, brushed concrete, or integral color concrete (non-stained). Porous pavement systems are encouraged where appropriate, however, pervious asphalt is not allowed for sidewalks.

#### Details:

Streetscape sidewalks materials shall meet or exceed all mobility and accessibility requirements. Changes to paving material, pattern, color, and/or texture shall occur between different zones and uses of the sidewalk, and, where an amenity space abuts the sidewalk.

### Crosswalks

All new street intersections will include crosswalks to existing sidewalks or new sidewalks where appropriate and feasible in Mall district, based on traffic control and site conditions.

Crosswalks of a different paving material, texture, or color from the street paving material are encouraged for all crosswalks, particularly in areas of retail concentration.

#### Details:

Crosswalk paving materials and textures should be chosen for ease of pedestrian movement, safety, and maintenance. Crosswalks shall conform to the Howard County Design Manual requirements and be a minimum of 8 feet wide, but typically 10 feet wide. Materials that may be considered for crosswalks include concrete or brick pavers and stamped, integral colored asphalt. Raised platform crosswalks or intersections may also be considered to promote a safe pedestrian environment.





## Hardscape



### Bike Lanes

In the Mall neighborhood, sharrows (travel lane markings indicating shared lane use by vehicles and bikes) should be used on streets. Dedicated bike lanes are not anticipated here, however, if used, shall be designed to conform with the *On-Road Bicycle Facilities Design Guidelines* found in Appendix A.2.

### Vehicle Travel Lanes

Travel lanes in streets intended to be dedicated as public right-of-ways, either at the time of construction or at a future date, shall conform to the Howard County Design Manual requirements for paving materials and construction details. Where streets are to remain private (rather than dedicated public right-of-ways), alternative sustainable paving systems may be investigated, but shall be chosen for durability and ease of maintenance. All street travel lanes should be designed to accommodate both private and transit vehicles, as well as emergency equipment.

### Parallel Parking

Parallel parking paving shall be either consistent in material with the travel lane paving, or, differentiated through a change in material (preferred). Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and can be differentiated by either color or material. Porous pavement systems are encouraged.

#### Materials:

Parallel parking shall be constructed of concrete or brick pavers, porous pavement, or asphalt. Lightly colored or high albedo materials for parallel parking paving are encouraged.

## Landscape

### Street Trees:

Street trees should be planted at regular intervals along streets appropriate to the particular character and function of the street. In general, trees should be planted 25 to 35 feet on center, but no more than 40 feet on center, or, to shade at least 40% of the sidewalk within 10 years. Variation in tree spacing may be appropriate in some circumstances, depending on location and adjacent uses, underground utilities, and above ground structures.

Street trees of the same genus and species should be planted continuously and along both sides of an entire street. However, Genus and species should differ from street to street to add variety and interest. In some instances, where a natural change in species seems logical due to an adjoining amenity space, civic building, or other important feature, a change in species may be appropriate.

From the list to the right, Large Trees should be used for the typical street trees; Medium and Small Trees should be used for medians.

#### Details:

Street trees should have straight, true trunks, limbed to 9 feet clear as mature trees (at approximately 24 months). Multi-trunk trees are not recommended as street trees. Flowering street trees should be selected for areas where limited pedestrian and/or outdoor dining activity is anticipated to minimize the impact of bees, insects, and falling debris.

#### LARGE TREES

GENUS SPECIES	COMMON NAME
<i>Acer rubrum</i>	Red Maple
'Armstrong'	
'Autumn Flame'	
'Bowhall'	
'October Glory'	
'Red Sunset'	
<i>Acer saccharum</i>	Sugar Maple
'Green Mountain'	
'Legacy'	
<i>Aesculus hippocastanum</i> 'Baumann'	Baumann Horsechestnut
<i>Fagus grandifolia</i>	American Beech
<i>Gleditsia triacanthos inermis</i>	Thornless Honeylocust
'Imperial'	
'Shademaster'	
<i>Liquidambar styraciflua</i> 'Rotundiloba'	Rotundiloba Sweetgum
<i>Platanus x acerifolia</i>	London Plane
'Bloodgood'	
'Columbia'	
<i>Quercus alba</i>	White Oak
<i>Quercus coccinea</i>	Scarlet Oak
<i>Quercus phellos</i>	Willow Oak
<i>Quercus rubra</i>	Northern Red Oak
<i>Tilia americana</i> 'Redmond'	Redmond American Linden
<i>Tilia cordata</i>	Littleleaf Linden
'Chancellor'	
'Greenspire'	
<i>Ulmus americana</i>	American Elm
'Princeton'	
'Valley Forge'	

#### MEDIUM TREES

GENUS SPECIES	COMMON NAME
<i>Amelanchier canadensis</i>	Shadblow Serviceberry
<i>Betula lenta</i>	Sweet Birch
<i>Betula nigra</i>	River Birch
<i>Cladrastis kentukea</i>	Yellowwood
<i>Nyssa sylvatica</i>	Blackgum

#### SMALL TREES

GENUS SPECIES	COMMON NAME
<i>Chionanthus virginicus</i>	White Fringetree
<i>Cercis canadensis</i>	Eastern Redbud
<i>Cornus alterniflora</i>	Alternate-leaf Dogwood
<i>Crataegus crusgalli</i> 'Inermis'	Thornless Cockspur - Hawthorne
<i>Corpinus caroliniana</i>	Ironwood



## Landscape

**Tree/Planting Pits**

Tree/planting pits should be regularly spaced along the streetscape to include street trees. Pits shall be a minimum of 16 square feet and a minimum of 4 feet wide; 5 feet by 8 feet is recommended. In some instances, such as along residential streets or where limited pedestrian activity is anticipated, pits may be elongated to accommodate 2 or more trees. The size of the available planting area shall, in part, dictate the tree genus and species chosen to help insure survivability and longevity of the trees.

In addition to street trees, pits may be planted with preferably native, low ground cover and/or shrubs. Planting pits may also be planted with perennials and annuals; again, native or adaptive plant species are encouraged. Tall plantings that block visibility and create safety concerns shall be avoided. Pits may be raised, with a 4 inch to 6 inch curb or border, or they may be flush with the sidewalk with tree grates. They may include a low, 8- to 12-inch decorative fence. The design should be consistent along both sides of the street and for the entire block. However, the design of pits may vary from block to block, as long as the street tree species remains constant along the street length and the rhythm is logical.

Where tree grates are used in lieu of plantings, the minimum 16 square feet is still required. This area may include multiple tree grates that cover the planting pit, allowing for air and water circulation, while still accommodating intense pedestrian activity. In some instances, a portion of the square footage not covered by the tree grate may be permeable paving and/or hand set pavers or granite blocks with spacing that allows for water percolation. For additional criteria on tree grates, see p. 43.

**Foundation Planting**

Along a street, where the foundation of a building does not have storefront and/or entry doors, foundation plantings are encouraged. Foundation plantings should complement the streetscape. Native shrubs, groundcover, perennials, and annuals are encouraged. In some instances, if the space allows, small flowering trees may be permissible. All plantings should be selected so that their mature height does not extend excessively above the ground level window sill. Plants should be selected and placed within the planting area creating a layered composition with lower shrubs/groundcover at the sidewalk edge transitioning to taller shrubs near the building.



## Landscape

### Rainwater Tree Pits

Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: tree longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved system) the capacity to capture rainwater is increased, creating a cavity to store additional water while allowing tree root growth. The structural grid supports the hardscape and pedestrian or vehicular loads above while keeping the soil around tree roots from compacting and stunting the growth of the tree.

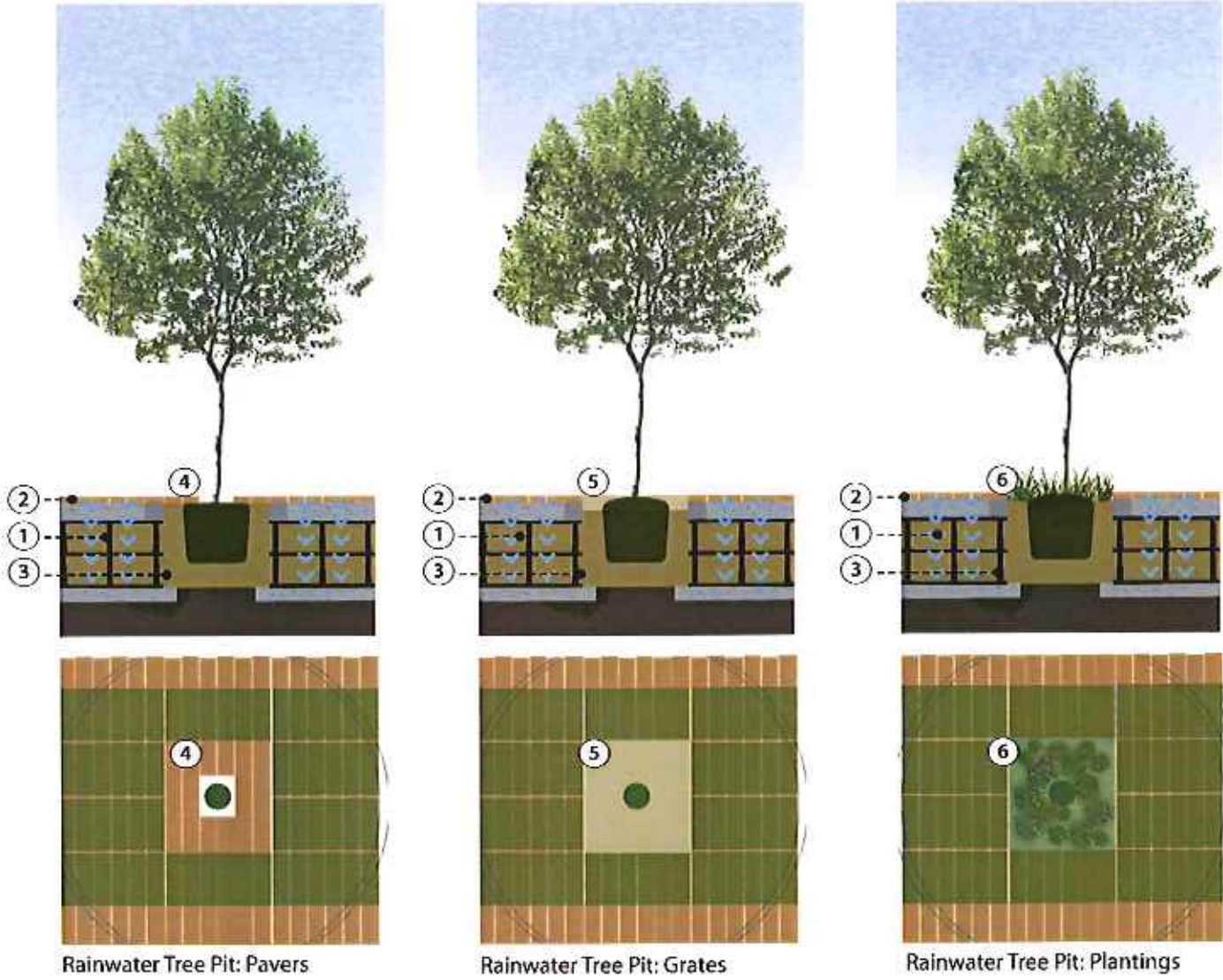
#### Details:

Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see diagrams on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.





Landscape



Rainwater Tree Pit: Pavers

Rainwater Tree Pit: Grates

Rainwater Tree Pit: Plantings

- ① Silva Cell or other MDE approved systems
- ② Permeable Sub-base
- ③ Uncompacted Soil Media
- ④ Porous Pavement/Pavers
- ⑤ Grates
- ⑥ Plantings, Native (preferred)



## Landscape

### Rainwater Planters - Street Edge:

Rainwater planters should be used throughout the Mall neighborhood as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along streets, rainwater planters should be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved areas. These planters shall be integrated into the overall design of the streetscape.

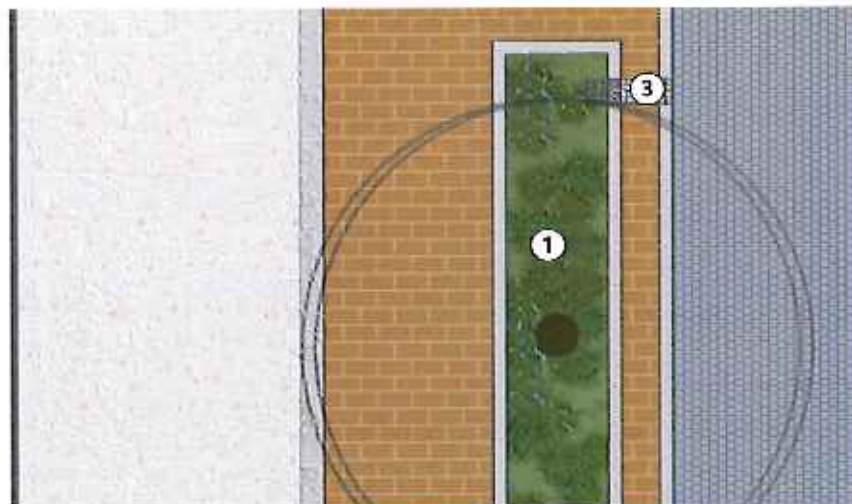
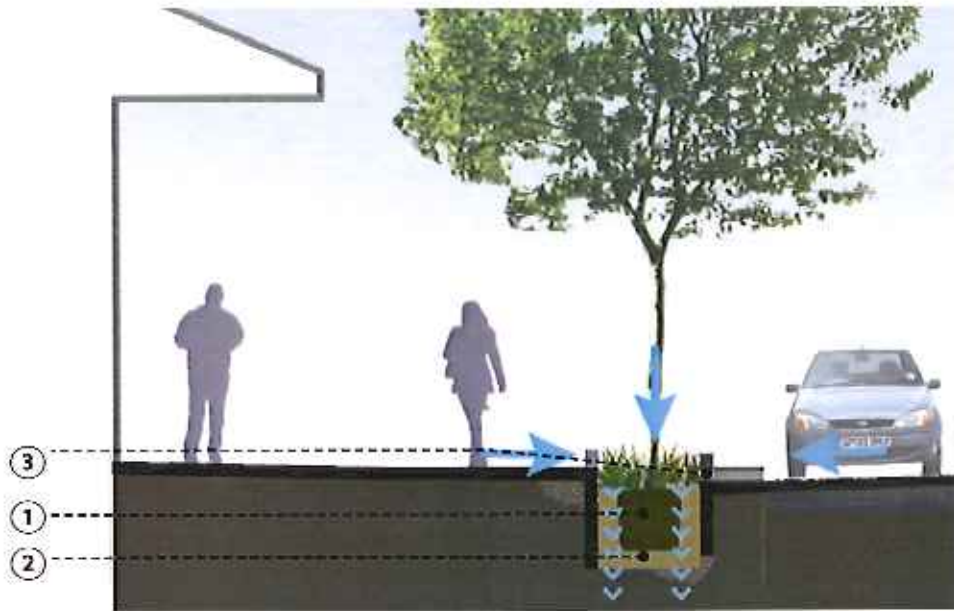
#### Details:

- Rainwater planters should be regularly spaced along the streetscape. Rainwater planters shall be a minimum of 30 square feet and a minimum of 4 feet wide; 5 feet by 8 feet is recommended. In some instances, where limited pedestrian activity is anticipated, planters may be elongated.
- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or a low, 8-12 inch fence.
- The design should be consistent along both sides of the street and for the entire block. However, the design of rainwater planters may vary from block to block, as long as the placement and rhythm is logical.
- Narrow, street edge rainwater planters should have a more formal planting arrangement.
- Transition zones close to natural or restoration areas or amenity spaces should have a more informal planting plan arrangement.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions.
- Along the street edge, mature trees shall be limited to 9 feet clear for visibility and safety.
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; Select plants that provide diverse seasonal color and texture, as well as fragrance.





# Landscape



- ① Rainwater Planter
- ② Uncompacted Soil Media
- ③ Curb Inlet

## Landscape

### Rainwater Planters - Building Edge:

Rainwater planters should be used throughout the Mall neighborhood as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along the building edge, rainwater planters should be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved areas. These planters shall be integrated into the overall design of the streetscape and the architecture.

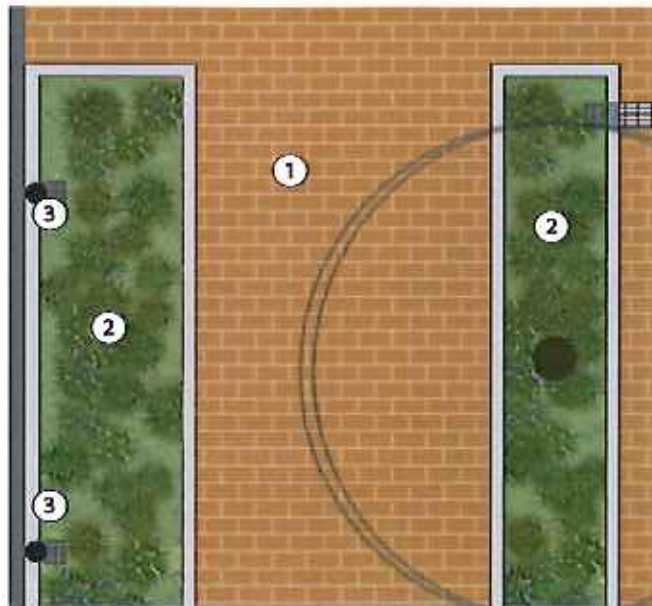
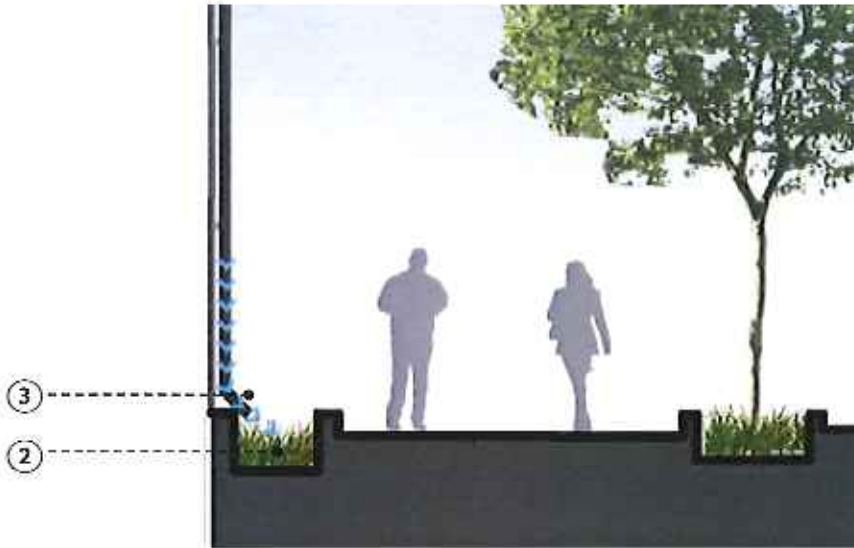
#### Details:

- Rainwater planters shall be a minimum of 30 square feet and a minimum of 4 feet wide.
- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or; a low, 8-12 inch fence.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions.
- Select plants with a mature height that does not extend excessively above the ground level window sill.
- Consider geometric forms of plantings to compliment the structural design.
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; Select plants that provide diverse seasonal color and texture, as well as fragrance.
- Design for distinct pockets or groupings of color, height, and texture; include showy floral perennials as visual focal points near entrances and gathering areas.
- When appropriate, a hedge can be created with upslope shrubs (requires regular pruning).





### Landscape



- ① Porous Pavement (in parallel parking; optional)
- ② Rainwater planter
- ③ Downspout

## Street Furnishings

### Transit Shelters

Shelters should be planned at all transit stops within the Mall neighborhood. As part of the street furnishings, Transit Shelters should be consistent with the neighborhood street furnishings aesthetic. However, opportunities for Transit Shelters to serve as public art pieces are strongly encouraged (see below).

**Materials:** Transit shelters shall be constructed of long-life, durable materials. Green roofs, white, or light material, may be used to meet sustainability goals. However, for Transit Shelters also serving as public art, other materials may be approved as a special exception.

**Details:** Shelters may be either pre-fabricated or custom-designed, however all shelters shall be designed to correspond to and complement the architectural character of the neighborhood or district. Minimally, a structure shall provide a roof and seating for patrons. Waste and recycling receptacles shall be located adjacent to all transit stop structures. The final locations of transit shelters shall be determined at the time of Site Development Plan approval and are subject to Howard County approval.





## Street Furnishings

**Benches, Tables, and Chairs**

Outdoor seating is an important element in a vibrant, urban neighborhood, providing places for social interaction and recreation. When outdoor seating is comfortable, clean, and convenient, visitors will be encouraged to stay and enjoy Downtown. Benches along the street edge that are part of the street furnishings are encouraged to be uniform and consistent throughout Downtown. Benches, tables, and chairs belonging to commercial tenants shall be unique and expressive of the overall composition and character of the building or storefront. In particular, restaurants are encouraged to select furniture which reflects their individual design. Opportunities for benches to serve as public art pieces are strongly encouraged.

**Materials:** Benches along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, bollards, and trash/recycling receptacles. Benches, tables and chairs belonging to commercial tenants shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material. Materials with a high percentage (75% or more) of recycled content are encouraged. For benches also serving as public art, other materials may be approved as a special exception.

**Details:** Benches should be surface-mountable or able to be embedded in paving. Tables and chairs may be either permanently placed/mounted or moveable.

## Street Furnishings

### Pots and Planters

Pots and planters should add interest, color, and pedestrian scale to the streetscape. Low-maintenance planters, of varying heights where appropriate, with perennial and annual plantings are highly encouraged throughout the Mall neighborhood, but shall be appropriate to the overall design of the streetscape. Moveable pots and planters shall be used where permanent planters may limit the versatility and use of a sidewalk area.

Details: Pots and planters shall be of a durable, low maintenance material. Materials with a high percentage (75% or more) of recycled content are encouraged. Pots and planters shall not impede pedestrian circulation or block visibility.





## Street Furnishings



### Bollards

Bollards shall be used along streets primarily to protect pedestrians from vehicles, but may also be used to add visual interest and provide ground-level lighting.

#### Materials:

Bollards along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and trash/recycling receptacles. Bollards belonging to commercial tenants shall be unique and expressive of the overall composition and character of the building or storefront and shall be of a durable, low maintenance material.

#### Details:

Bollards may be permanent or removable, depending on the desired limits of access. Removable bollards are recommended where possible in order to provide maximum flexibility.

### Tree grates

Tree grates are appropriate along streets with high pedestrian traffic. In the Mall neighborhood, tree grates shall be used near transit stops, pedestrian plazas, and other appropriate locations.

**Materials:** As part of the streetscape, tree grates are encouraged to be consistent throughout Downtown and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, bollards, and trash/recycling receptacles. Tree grates shall be metal (steel or cast iron). Materials with a high percentage (75% or more) of recycled content are encouraged.

**Details:** Tree grates shall be properly maintained and cleaned on a routine basis, including the central opening of the tree grate for the safety of visitors and for the welfare of the trees they protect.

## Street Furnishings

### Waste/Recycling Stations

Waste and recycling receptacles shall be coupled together and shall be conveniently located along all streets.

**Materials:** Trash/recycling receptacles along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and bollards. Trash/recycling receptacles belonging to commercial tenants shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, or other durable material. Materials with a high percentage (75% or more) of recycled content are encouraged.

**Details:** For sanitation purposes, receptacles shall have a rain guard over the main opening and shall conceal the main recycling or trash container.

### Smoking Receptacles

A non-smoking environment is the goal of the Mall neighborhood; however, proper disposal of tobacco products at the periphery of the Mall is necessary to avoid littering and fire hazards.

**Materials:** Smoking receptacles shall be metal.

**Details:** In most instances, smoking receptacles shall be placed adjacent to or nearby waste receptacles. Any exterior designated smoking areas shall be located at least 25 feet away from building entries, outdoor air intakes, and operable windows.





## Street Furnishings



## Bicycle Racks

Bike racks shall be installed along streets to promote cycling as a means of travel. Locations of bike racks are contingent on site conditions and placement should refer to the *On-Road Bicycle Facilities*, found in Appendix A.2. In all cases, bike racks should be located without interfering with pedestrian movement and building and retail entrance areas.

## Materials:

Bike racks along the street edge that are part of the street furnishings shall be metal (aluminum or steel) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and trash/recycling receptacles. Bike racks belonging to commercial tenants shall be unique and expressive of the overall composition and character of the building or storefront.

## Details:

Bike racks shall be permanently installed. Bike racks shall be positioned far enough away from buildings or other obstacles to allow proper placement of bicycles locked within bike rack.

## Street Lights

Street lights shall be selected and placed to create an even rhythm and consistent, safe light levels along streets. Street lights shall be selected with the consideration of being used as the standard fixture throughout Downtown. As such, street lights shall be selected with developer, County, and BG&E participation and approval. Pedestrian-scaled street lights of approximately 14 feet in height are encouraged; although, higher poles up to 30 feet in height may be required to adequately light wider street intersections to provide additional illumination at crosswalks for safety. Light levels and quality of light should be appropriate for the street type, character, and use. Lighting should be selected from a family of the same design-related fixtures.

### Materials:

All light poles should be fiberglass. If metal poles are desired by the developer, breakaway bases will be required. All lighting fixtures are encouraged to be Dark Sky compliant, as defined by the International Dark Sky Association (IDA). LED fixtures are recommended with a target wattage in the range of 70 to 100 watts for the 14' pole locations. Higher wattage fixtures may be used on the 30' pole locations.

### Details:

The location layout of all street lights installed in the County right-of-ways will be determined by Howard County DPW/Traffic Engineering. Street lights installed on private roadways or in private areas adjacent to any roadways will be determined by the developer and/or BGE with the County's input regarding any glare issues onto the public roadways. Banners can be integrated, where appropriate, but are recommended mainly on the 30' pole locations.

At Site Development Plan (SDP) level, street tree placement will be reviewed by the County to ensure adequate light levels are maintained with consideration of the street tree mature height, canopy, and foliage density. Street lights shall be located first, followed by street trees, and finally street furnishings.





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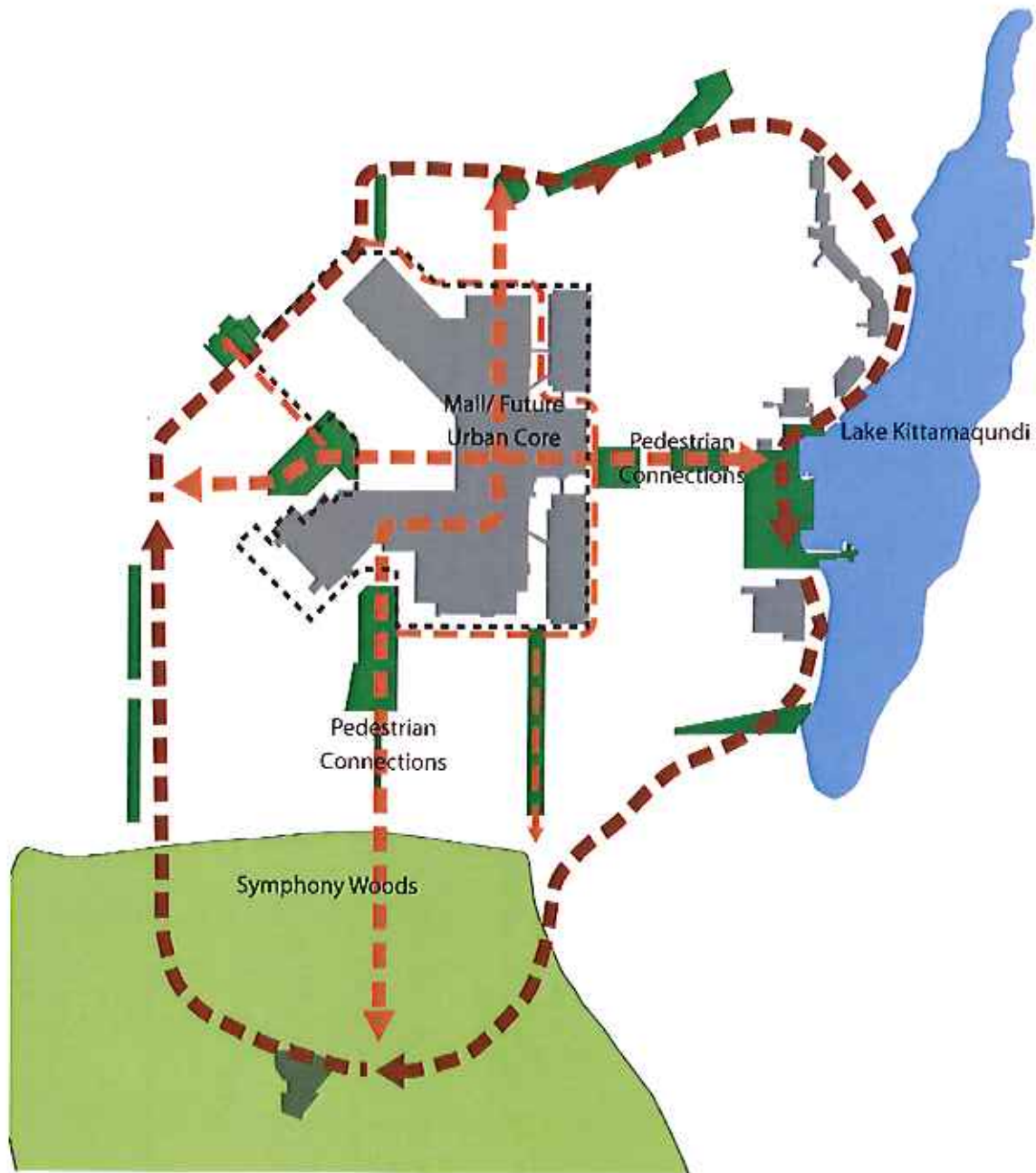
## 3.0 | AMENITY SPACE

3.1 INTRODUCTION

3.2 MATERIALS AND ELEMENTS

### 3.1 Amenity Space Overview

The amenity spaces within Downtown Columbia are integral components of the overall plan and include plazas, squares, greens, mews, promenades, parks and playgrounds, as well as preserved natural areas. From Columbia's inception, Downtown has been envisioned as a setting of natural beauty, with Lake Kittamaqundi and Symphony Woods Park as major attractions within an extensive open space network that serves and connects to all of Columbia. New components of the open space system will create public gathering spaces; provide ideal locations for public art, seating, fountains, and planting; preserve and restore existing streams, wetlands, and woodlands; offer locations for passive and active recreation; establish a Community Commons for each of the neighborhoods surrounding the Mall; and contribute to the overall character and success of the Downtown.





## Purpose

The primary purpose of the Amenity Space Criteria for the Mall neighborhood is to guide the design and character of amenity spaces that will be used by the public. The new amenity spaces in the Mall neighborhood, and all surrounding neighborhoods, should be designed as a system of places that link to one another and to nearby neighborhoods. Variations in amenity space type, size, use, and design should occur within each neighborhood and from neighborhood to neighborhood. While no specific, designated primary amenity spaces are required in the Mall neighborhood per the *Downtown Columbia Plan*, five percent (5%) of the Mall neighborhood land area is required to be secondary outdoor amenity space. These spaces will be exterior pedestrian areas accessible to Mall visitors, employees, and residents of surrounding neighborhoods. As required, the 5% amenity space areas will be determined through the Site Development Plan (SDP) process. The design and character of the Mall neighborhood exterior pedestrian areas should support the vision established for the district (see the Introduction, 1.3 Vision, pp. 5-7). Where the required 5% secondary amenity space areas overlap with the Streetscape Zone, the Street Design criteria shall govern (see Street Design, pp. 10-47). The intent of these guidelines is to provide developers and designers with criteria to apply to new secondary amenity spaces, but do not apply to existing areas or minor modifications to existing areas. (see **Section 125 G. of the Zoning Regulations for further details**) All amenity spaces within the Mall neighborhood shall be maintained by the property owner.

## Sustainability Goals

One of the objectives of the development of Downtown Columbia amenity spaces is to create attractive spaces and landscape features that increase biodiversity and provide fresh air and shade from the sun to meet sustainability goals. Using native plants reduces the need for potable water for irrigation and supports native birds and pollinators of the mid-Atlantic region. Stormwater runoff will be reduced and improved before leaving the site through best management practices, such as rainwater planters, bioswales, rainwater harvesting, and porous pavement, reducing impurities from stormwater before it drains into the Chesapeake Bay. Trees and plants should be selected and sited to encourage pedestrian use by providing shade and resting areas. Finally, vegetation in amenity spaces should be selected and managed to foster health by limiting the use of pesticides, herbicides, and fertilizers. Landscaping in amenity spaces should be designed and managed to foster sustainable landscape management practices.

Primary sustainability measures for amenity spaces include:

- Create spaces for active and passive recreation to promote human health and well being.
- For stormwater runoff quality and groundwater recharge, consider using rainwater tree pits, rainwater planters, porous pavement, and vegetated buffer areas. Groundwater recharge is encouraged.
- Limit potable water use in landscape areas; consider harvesting rainwater or filtered grey water from the building for landscape irrigation. Use native and adaptive plants, and, amend and maintain soil health to retain water.
- Rainwater may be stored in containers (cisterns or tanks), above ground or below. If above ground, cisterns either shall be placed in service areas, away from the public realm if utilitarian in design, or, shall be designed to be compatible with the surrounding architecture and landscape if placed within the public realm. Harvested rainwater shall be filtered prior to re-use (the level of filtration shall be based on the re-use, such as irrigation or flushing toilets). Rainwater harvesting and re-use is subject to the Maryland Department of the Environment (MDE) rules and regulations required by the State of Maryland Stormwater Management Act of 2007.
- Maximize site design to reduce building heating and cooling energy use; provide desirable landscape microclimates using landscaping trees within 30 feet of the south facing building facade where practical; and create a diversity of sun and shade areas in amenity spaces.
- Reduce environmental impacts from landscape and site energy; consider reducing energy use by at least 15% from base-line energy use.
- Create a green infrastructure network through urban forestry, soil health conservation, integrated stormwater management, and patches of native habitat.

For reference, the *Downtown Columbia Sustainability Program and Guidelines*, as developed for the *Downtown-wide Design Guidelines*, can be found in Appendix A1.



Exterior Pedestrian Areas



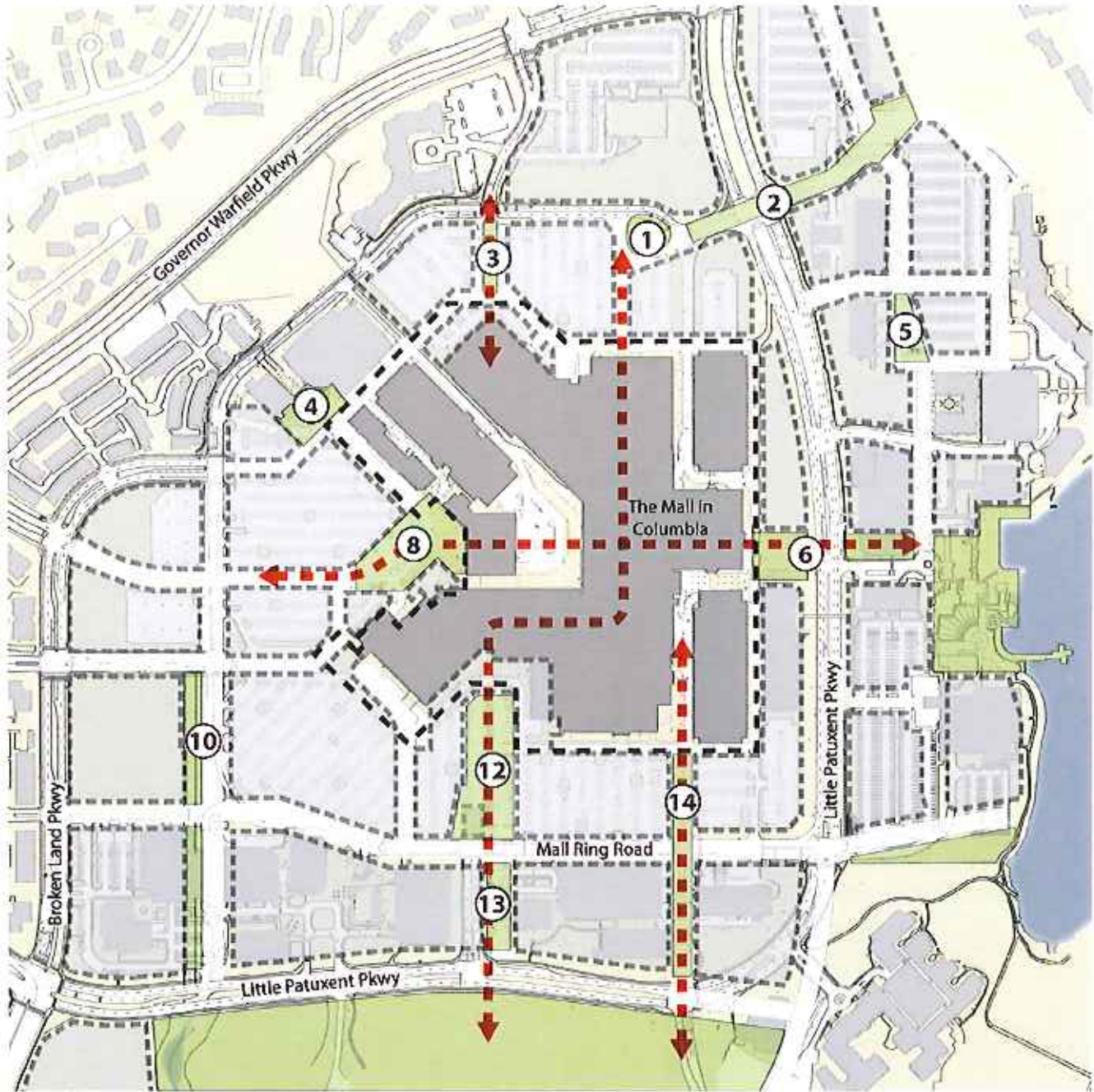
Downtown Columbia Plan - General Plan Amendment; Primary Amenity Space Diagram

\* Final square footage, location, and design of each new Amenity Space will be determined at Final Development Plan.

As shown in the *Downtown Columbia Plan - Primary Amenity Space Diagram*, no specific, designated amenity spaces are required in the Mall neighborhood. However, pedestrian connections to the surrounding amenity spaces in adjoining neighborhoods should be provided in and through the Mall neighborhood as shown on the facing page.



Exterior Pedestrian Areas



The Mall Neighborhood Amenity Space Plan

KEY

Surrounding Neighborhood Amenity Spaces:

- |                      |                        |   |
|----------------------|------------------------|---|
| ① WARFIELD GREEN     | ⑤ WINCOPIN GREEN       | ⑫ MARKET SQUARE                               |
| ② WARFIELD PROMENADE | ⑥ LAKEFRONT CONNECTION | ⑬ SYMPHONY PROMENADE                          |
| ③ WARFIELD MEWS      | ⑧ WARFIELD PLAZA       | ⑭ EAST PROMENADE                              |
| ④ WARFIELD SQUARE    | ⑩ WEST PROMENADE       | ■■■■■ PEDESTRIAN ROUTES<br>(Through The Mall) |

3.0 AMENITY SPACE

## 3.2 Amenity Space: Material and Elements Standards

### Overview:

The purpose of the Amenity Space Material and Elements Standards is to ensure and maintain a consistent, high-quality built environment in the Mall neighborhood supporting the vision for the redevelopment of Downtown Columbia and exemplifying the character and experiences of the best urban spaces.

The Material and Element Standards include criteria for the following components of amenity spaces:

- Hardscape
- Landscape
- Site Furnishings
- Lighting

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by *The Mall Neighborhood Design Guidelines*. Additionally, Mall tenant guidelines/agreements may apply; where criteria overlap or conflict, the more restrictive standard shall apply.

Developers shall submit a Letter of Request for alternative compliance to the County with landscape plans prepared by a registered landscape architect certifying that the landscape plans meet the design intent specified in these guidelines, including plant species selection or comparable alternatives.

Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Mall neighborhood.



## Hardscape



### Overview:

Throughout the Mall neighborhood, various paving types shall be employed to denote the different zones and uses of hardscape areas. For example, where a sidewalk adjoins a plaza seating area, a change in paving type differentiates a movement zone from an area of rest. The hierarchy of spaces is encouraged to be reinforced through the creative, yet restrained, use of different paving options by varying material, pattern, color, and/or texture. Unlike the more uniform streetscape, hardscape areas within amenity spaces are encouraged to differ from and contrast with the typical street sidewalk paving. Hardscape areas within amenity spaces shall contribute to the overall design intent and character of the space and compliment the adjacent architecture.

### Materials:

Hardscape shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement systems are encouraged where appropriate, however, pervious asphalt is not allowed in amenity spaces. Local materials are encouraged and should be selected when feasible. Lightly colored or high albedo materials for paved surfaces are encouraged.

### Details:

Hardscape paving materials shall meet or exceed all mobility and accessibility requirements. Changes to paving material, pattern, color, and/or texture shall occur between different zones and uses of the amenity space areas.



## Landscape

### Overview:

Throughout the Mall neighborhood, various tree and plant types shall be employed to denote the different zones and uses of landscape areas. For example, shade trees shall be used to shelter seating areas, long swathes of perennials or grasses may edge movement zones, and grass lawn areas may occur in quiet, informal gathering areas. The hierarchy and character of each open space is encouraged to be expressed through the creative use of different plant materials. Tree species used for street trees shall not be employed randomly (out of alignment along the street edge) in adjacent amenity spaces (see Street Design - Street Trees, p. 32). With a focus on native and adaptive plantings, the criteria below shall guide the plant material palette for amenity spaces. Vegetation on the list of Maryland Species of Concern shall not be used.

### Shade Trees: ①

**Tree Crown:** Density of tree crowns should be considered when choosing tree species and used where appropriate. Crown density and spacing of trees can negatively affect street lighting, cleanliness, shade density, sight lines to retail and buildings, and safety, when used inappropriately. Shade trees used in plazas, streetscapes, and courtyards should reflect the intended use of the space and balance between ecological function and aesthetic value. Shade trees in amenity areas should consider the desire for adequate filtered sunlight reaching the ground plane and understory plantings. A variety of species and/or sizes at time of planting are desired.

**Soil Compaction:** Preventing soil compaction should be considered in tree species selection and placement, especially in urban settings. Avoidance of excessive movement over tree root zones and the use of root protection materials (such as Silva Cells, structural soil, etc.) should be considered, to allow stormwater infiltration and promote tree longevity.

**Color and Texture:** Color variation and textural qualities should be noted and considered when selecting certain shade trees. A variety of seasonal color and/or seasonal color varying among amenity spaces should be considered. Certain species have been cultivated to be thornless, fruitless, disease and insect resistant and are preferred in high use and stressed environments. Shade trees known for excessive plant litter and weak limbs should be avoided in high-use pedestrian and vehicular areas, in order to prevent injury and utility damage. In these high use areas, shade trees should be pruned to not





## Landscape



impair specified circulation routes for pedestrians, cyclists, and vehicles.

**Zone Hardiness:** Appropriate hardiness of shade tree species should reflect the climate zone of the intended planting area. Although the site's climate zone may be consistent, microclimates within the site may exist and will inform specific plant selection based on sun exposure, slope, and soil condition.

**Rainwater Planters and Tree Pits:** Trees should be able to withstand both heavy water inundation and drought conditions (see pp. 60-63).

**Growth Habit:** Trees known for root upheaval, water sprouts, or knees should be planted in areas away from pedestrian movement, to prevent personal injury or circulation disruption (unless alternative root protection, root barrier, or root growth methods are implemented). Invasive trees shall not be used to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list). Appropriate scale of the shade trees' eventual growth (both eventual height and root mass) should be taken into consideration when deciding tree species, spacing, and proximity to buildings, parking, and utilities.

**Biodiversity:** A variety of trees should be used to promote local bio-diversity, and healthy resiliency against insects and diseases. In an urban setting, for both streetscape and amenity areas, the same tree genus should not be used for more than approximately ten percent of the entire planting design.

The Standards for Street Trees (i.e., trees along a street curb line) differ from Amenity Space trees; **for Street Tree requirements, see p. 32.**

### **Specimen/Ornamental Trees:** ②

**Tree Crown:** The crown and density of specimen/ornamental trees will vary greatly. Selection and placement/spacing of trees should support the desired design aesthetic, whether in small clumps for accent, in rows to reinforce linear references, or in random/organic patterns to strengthen a natural aesthetic. Specimen trees may be used to denote a place of significance, frame views, accentuate a façade or sculptural piece, or add visual and seasonal variation to a planting area. Specimen/ornamental trees should not be overused. Appropriate scale of specimen/ornamental trees' eventual growth (both eventual height and root mass) should be taken into consideration when deciding tree species, spacing, and proximity to buildings, parking, and utilities.

**Soil Compaction:** Same as above, under Shade Trees.



## Landscape

**Color and Texture:** "Specimen/ornamental tree" refers to any tree specially noted for its high visual quality of bloom color, foliage color, texture, visibility, or placement in the landscape. Typically, specimen/ornamental trees are lower growing trees, single or multi-stemmed, which can be planted in massings, small clusters, individually, or in large planters. Specimen/ornamental trees are noted for flowers, color, and texture. Avoid overuse of specimen/ornamental trees that bloom at the same time of year and consider a staggering of species and bloom times that last for different durations and begin and end at different times.

**Zone Hardiness:** Same as above, under Shade Trees.

**Growth Habit:** Invasive trees shall not be used to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list). Trees known for root upheaval, water sprouts, or knees, should be planted in areas away from pedestrian movement, to prevent personal injury or circulation disruption (unless alternative root protection, root barrier, or root growth methods are implemented). Those with fragrant flowers may attract stinging insects and should be located an appropriate distance out of reach from pedestrians. Maintenance costs and considerations should be weighed when choosing ornamental tree species that require constant attention.

**Biodiversity:** Same as above, under Shade Trees.

### Shrubs: ③

**Design Objectives:** Planting areas, massings, and large planters are typically the best suited locations for shrubs. They may be used to control circulation by guiding the movement of pedestrians and cyclists. Shrubs may be used for screening against views, wind, sun, and similar. Shrubs should grow to (or be maintained at) a height that will not obstruct views, block visibility, or create unsafe areas. Shrubs should be spaced for eventual growth and expansion, depending on size of the plant upon installation. Evergreen and deciduous shrubs should be used to create year-round range of colors, textures, and interest in the landscape. Shrubs used in masses or as hedges should be of the same genus and species and not intermixed. However, intentionally naturalized areas or designs that intend to mimic a more organic or natural environment may be mixed.





## Landscape



**Color and Texture:** A variety of evergreen and deciduous shrubs are recommended. Leaf color, texture, and flowers, as well as growth habit, should be varied and selected to support a particular design aesthetic. A shrub's fragrance, whether pleasant or odious, should be considered; unpleasant fragrant shrubs should be avoided.

**Zone Hardiness:** same as above, under Shade Trees.

**Growth Habit:** Shrubs with poisonous berries or shrubs that attract stinging insects should be located an appropriate distance out of reach from pedestrians and children. Importantly, shrub plantings around playgrounds and playscapes shall avoid thorns, bright berries, and insect-attracting flowers. Invasive plants shall not be used to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list).

**Rainwater Planters:** Shrubs should be able to withstand both heavy water inundation and drought conditions (see pp. 60-61).

**Biodiversity:** Same as above, under Shade Trees. Native and drought tolerant shrubs are desired.

#### **Grasses and Perennials:** ④

In this section, "Grasses" refers to a blend of native and ornamental grasses other than sod. Grasses and perennials may be planted in massings, clusters, grids, or borders, but should not be planted alone unless in planters or pots. A blend of non-invasive, native and exotic grasses should be used to exhibit regional character while adding exotic interest and variety. Grasses that grow above 48" should be avoided for security and wildlife issues.

**Growth Habit:** Invasive plants shall not be used to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list).

**Rainwater Planters:** Grasses intended for rainwater planters should be able to withstand both heavy water inundation and drought conditions (see pp. 60-61).



## Landscape

### Rainwater Planters:

Rainwater planters shall be used throughout the Mall neighborhood as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Within the amenity spaces, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from the paved areas. These planters shall be integrated as structural planter elements within the urban landscape, sidewalks, and plazas. (For Rainwater Planters along a street edge, different criteria apply; see p. 36)

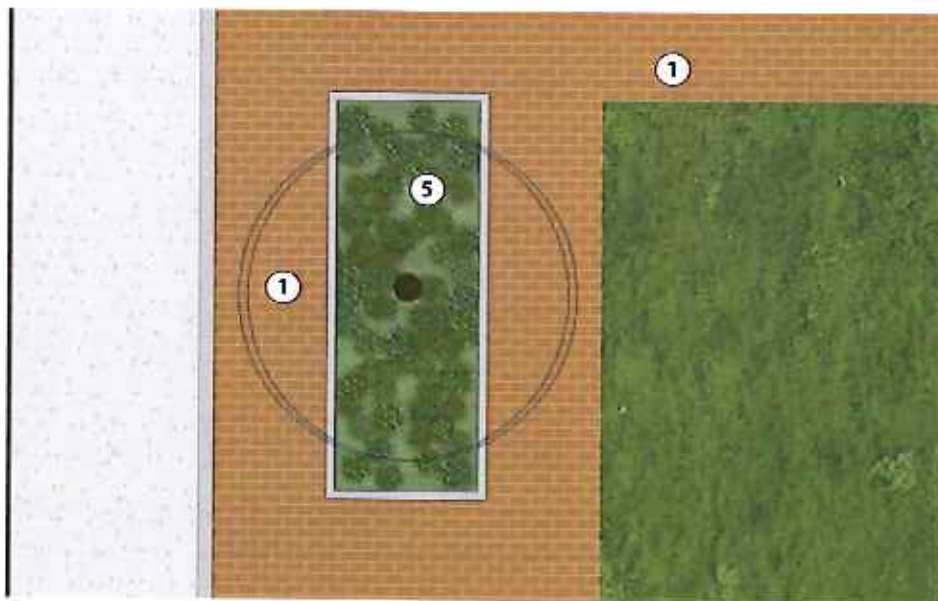
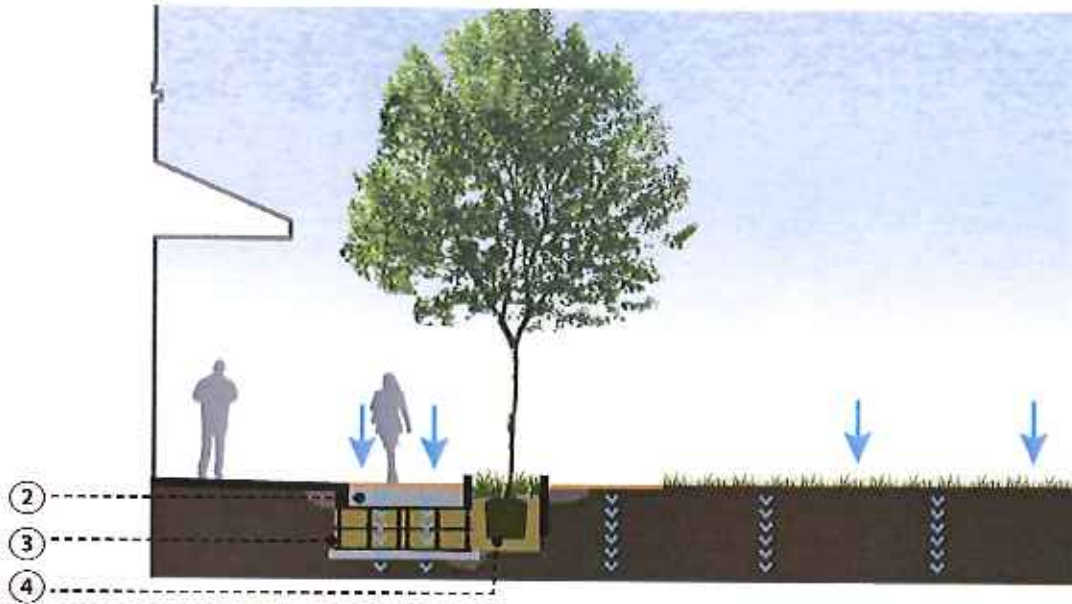
#### Details:

- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or a low, 8-12 inch fence.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; select plants that provide diverse seasonal color and texture, as well as fragrance.
- Along the street edge or where ground floor retail is located, trees shall be limited to 9 feet clear for visibility and safety.
- Select flowering species that attract wildlife including hummingbirds, skippers, moths and butterflies, songbirds, and additional pollinators.
- Plant shrubs in groups of 3-5 of the same species and plant herbaceous plants in groups of 5-7 (or more for large areas) unless a more random planting arrangement is desired.





Landscape



- ① Porous Pavement (optional)
- ② Permeable Sub-base
- ③ Silva Cell or other MDE approved systems
- ④ Uncompacted Soil Media
- ⑤ Rainwater Planter

## Landscape

### Rainwater Tree Pits

Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: tree longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved system) the capacity to capture rainwater is increased, creating a cavity to store additional water while allowing tree root growth. The structural grid supports the hardscape and pedestrian or vehicular loads above while keeping the soil around tree roots from compacting and stunting the growth of the tree.

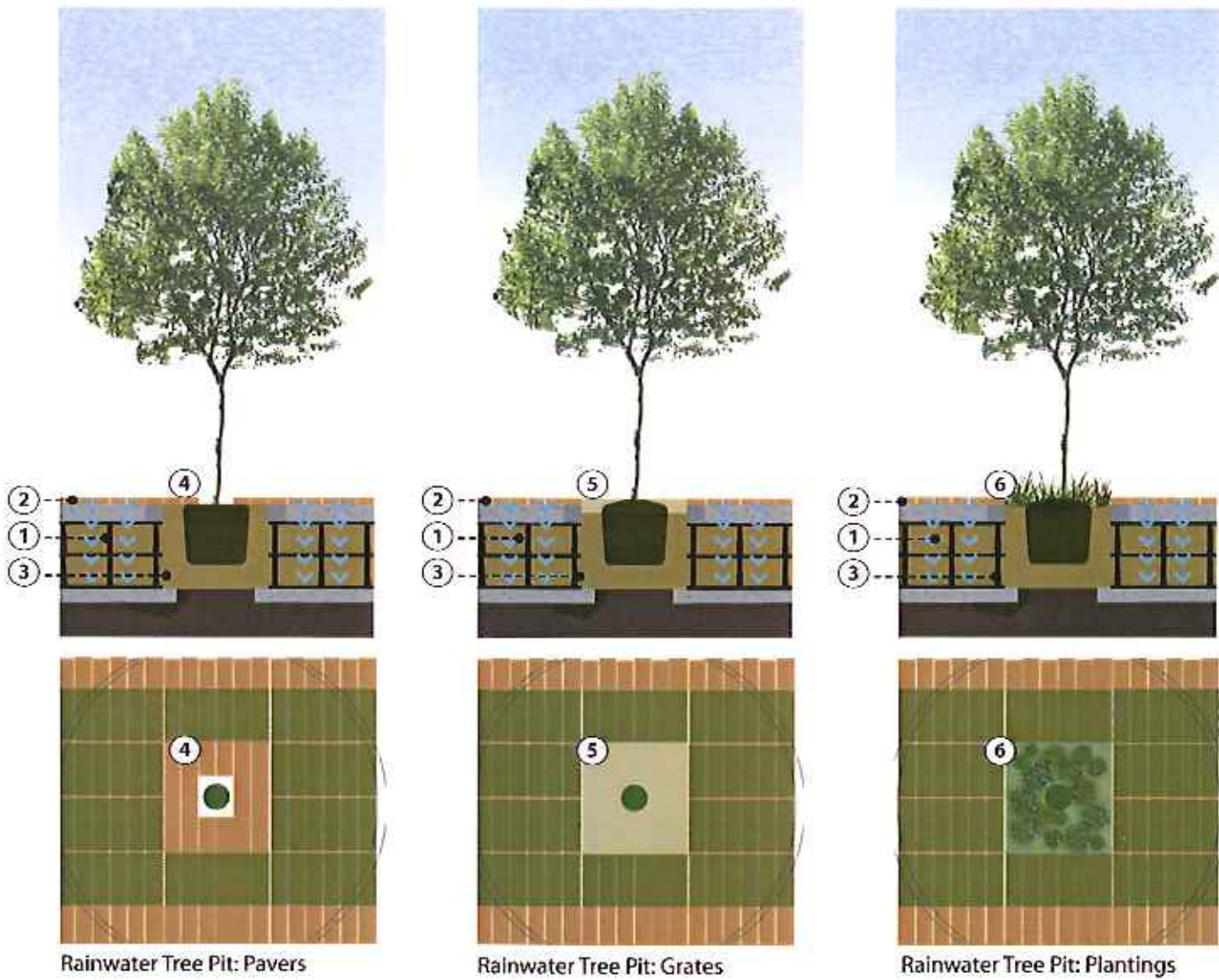
#### Details:

Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see diagrams on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.





## Landscape



- ① Silva Cell or other MDE approved systems
- ② Permeable Sub-base
- ③ Uncompacted Soil Media
- ④ Permeable Pavers
- ⑤ Grates
- ⑥ Plantings, Native (preferred)

## Site Furnishings

### Benches, Tables, and Chairs

Outdoor seating is an important element in a vibrant, urban environment, providing places for social interaction and recreation. When outdoor seating is comfortable, clean, and convenient, visitors will be encouraged to stay and enjoy Downtown. Benches, tables, and chairs within the Mall neighborhood amenity spaces, away from the street edge, shall be differentiated from the typical street furnishings. Whereas the street furnishings are encouraged to be uniform and consistent throughout Downtown, furnishings within amenity spaces shall be unique and expressive of the overall composition and character of the space. Opportunities for benches to serve as public art pieces are strongly encouraged, as are a variety of styles, materials, and colors. Restaurants are encouraged to select furniture which reflects their individual design.

**Materials:** Benches shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material. Materials with a high percentage (75% or more) of recycled content are encouraged. Other materials may be used for benches that serve as public art by special exception.

**Details:** Benches should be surface-mountable or able to be embedded in paving. Tables and chairs may be either permanently placed/mounted or moveable.





## Site Furnishings



### Water Features

Water Features are encouraged to be incorporated into the Mall neighborhood amenity spaces to act as focal points and public art. Beyond simply adding visual interest, Water Features may be used to activate a space or create white noise. Water Features shall be designed to be integral to the overall composition and character of the open spaces. Integrating rainwater harvesting and use within the Water Feature design is encouraged.

**Materials:** Water Features shall be constructed of long-life, durable materials.

**Details:** Water Features are encouraged to be designed with consideration of year-round attraction and shall be designed in consideration of safety, accessibility, and maintenance.

### Pots and Planters

Pots and planters should add interest, color, and pedestrian scale to amenity spaces. Low-maintenance planters with perennial and annual plantings are highly encouraged throughout the Mall neighborhood, but shall be appropriate to the overall design of the amenity spaces in which they occur. Moveable pots and planters shall be used where permanent planters may limit the versatility and use of an open space.

**Details:** Pots and planters shall be of a durable, low maintenance material. Materials with a high percentage (75% or more) of recycled content are encouraged. Pots and planters shall not impede pedestrian circulation or block visibility.

## Site Furnishings

### Bollards

Bollards shall be used in amenity spaces primarily to protect pedestrians from vehicles, but may also be used to add visual interest and provide ground-level lighting.

Details: Bollards shall be of a durable, low maintenance material. Bollards may be permanent or removable, depending on the desired limits of access. Removable bollards are recommended where possible in order to provide maximum flexibility.



### Tree grates

Tree grates are appropriate in amenity spaces with high pedestrian traffic. In the Mall neighborhood, tree grates shall be used near transit stops, pedestrian plazas, and other appropriate locations. As part of the streetscape, tree grates are encouraged to be consistent throughout Downtown; when used in Mall district amenity spaces away from the street edge, tree grates may be of a different design coordinated with the amenity space character.

Materials: Tree grates shall be metal (steel or cast iron). Materials with a high percentage (75% or more) of recycled content are encouraged.

Details: Tree grates shall be properly maintained and cleaned on a routine basis, including the central opening of the tree grate for the safety of visitors and for the welfare of the trees they protect.





## Site Furnishings



### Waste/Recycling Stations

**Materials:** Waste and recycling receptacles shall be metal or a combination of wood and metal.

**Details:** Waste and recycling receptacles shall be coupled together and shall be conveniently located in all public amenity spaces. For sanitation purposes, receptacles shall have a rain guard over the main opening and shall conceal the main recycling or trash container.

### Smoking Receptacles

A non-smoking environment is the goal of the Mall neighborhood; however, proper disposal of tobacco products at the periphery of the Mall is necessary to avoid littering and fire hazards.

**Materials:** Smoking receptacles shall be metal.

**Details:** In most instances, smoking receptacles shall be placed adjacent to or nearby waste receptacles. Any exterior designated smoking areas shall be located at least 25 feet away from building entries, outdoor air intakes, and operable windows.

## Lighting

Lighting in amenity spaces shall change in scale and type according to the adjacent use and the scale and character of the space. Light fixtures used as standard types for streets shall not be employed randomly (out of alignment, away from the street edge) in adjacent amenity spaces (see Street Design, p. 46). A variety of lighting types are encouraged in amenity spaces and may include pole-mounted, bollard, sconce, step, and similar.

**Materials:** All light poles and fixture housings shall be metal. All lighting fixtures are encouraged to be Dark Sky compliant, as defined by the International Dark Sky Association (IDA). Lamp color and quality should be Ceramic Metal Halide, 80+ CRI, and 3000 to 3500 K. For these pedestrian-scale area lights, lamping of 70-100 watts shall be used. Alternatively, LED fixtures are encouraged with a lamp color near 4000 K.





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## 4.0 ARCHITECTURE

- 4.1 OVERVIEW
- 4.2 BUILDING TYPES
- 4.3 BUILDING FORM
- 4.4 STOREFRONT STANDARDS
- 4.5 MATERIALS & ELEMENTS

## 4.1 Architecture Overview

The goal of the Architecture Criteria is to ensure and maintain a consistent, high-quality built environment in the Mall district that respects the surrounding context, supports the vision for the redevelopment of Downtown Columbia, and exemplifies the character and experience of the best downtown commercial districts in the United States.

From its conception in the 1960s to the present, the dominant architectural character of Columbia has been contemporary. While some residential in the neighborhoods surrounding Downtown have departed from this style in recent decades, returning to more traditional architectural styles, the buildings within Downtown Columbia remain largely contemporary in style. Contemporary architecture can be defined literally as "architecture of the present." But more broadly, it is characterized by a willingness to accept new materials and forms and to depart from the traditional styles or vernacular methods, often expressing the use of the building through the exterior skin and uniting the interior with the exterior. Contemporary architecture generally aims to limit unnecessary detail to express clarity of form. Additionally, it often challenges the box, and the boundaries of technology, to explore a building's sculptural possibilities.<sup>1 2</sup>

While the following design criteria do not prescribe an architectural style, new buildings within the Mall neighborhood should be designed with an understanding of the preceding examples of contemporary architecture in Columbia. Architectural precedents appropriate to the use and context should be referenced.

### Purpose

The purpose of the Architecture Criteria is to guide the design and character of redevelopment, renovations and additions within the Mall neighborhood. The criteria include both text and diagrams that specify: 1) acceptable building materials, 2) methods of application or configuration of the materials, and 3) acceptable techniques for construction. The intent of the Guidelines is to provide developers and designers with criteria for the redevelopment of, or exterior renovations or additions to the Mall and/or its peripheral exterior areas. The Architecture Criteria apply to new buildings within the Mall neighborhood, but do not apply to minor modifications to existing buildings and existing garages. (see **Section 125 G. of the Zoning Regulations for further details**)

### Sustainability Goals

Per the *Downtown Columbia Sustainability Program*, buildings within the Mall neighborhood shall be designed to holistically address sustainability. A balanced approach is desired; each project shall be environmentally sound, functional and effective, and financially viable. Buildings shall be healthy and good stewards, using natural resources, such as water and energy, efficiently. Sustainable buildings create spaces that are comfortable, engaging, beautiful, and inspiring.

Displays explaining the green building systems and facilities should be visible in all building projects and shall be educational and engaging, facilitating the participation of tenants, employees, residents, and visitors in sustainable practices.

New building construction shall comply with the Howard County Green Building Law (CB14-2010), requiring LEED certification from the US Green Building Council of a certified-level rating or higher. The Leadership in Energy and Environmental Design (LEED®) Green Building Rating System™ is a nationally accepted benchmark for the design, construction, and operation of high performance, green buildings. It encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water

<sup>1</sup> Welch, Adrian and Lomholt, Isabelle. "Contemporary Architects." e-architect. Web. 16 February 2012. < [http://www.e-architect.co.uk/contemporary\\_architects.htm](http://www.e-architect.co.uk/contemporary_architects.htm) >.

<sup>2</sup> Welch, Adrian. "Modern Architects." e-architect. Web. 16 February 2012. < [http://www.e-architect.co.uk/modern\\_architects.htm](http://www.e-architect.co.uk/modern_architects.htm) >.



## Architecture Overview

savings, energy efficiency, materials selection, and indoor environmental quality.

Additional green building standards or programs may be referenced as well, such as the Living Building Challenge and the Sustainable Sites Initiative.

Primary measures of architecture sustainability include:

- Create buildings which limit impact to natural resources and are healthy for the environment and the people.
- Promote walkable neighborhoods; on primary streets, 50% or more of a building's street level facade should be wall openings such as windows and doors.
- Improve stormwater runoff quality and groundwater recharge; consider green roofs for a substantial reduction in stormwater runoff through storage, vegetative uptake, evaporation, and plant transpiration.
- Reduce potable water use in landscape areas; consider harvesting rainwater or filtered grey water from the building for landscape irrigation.
- Facilitate and encourage bicycling; provide secure storage in commercial areas for Mall visitors and employees.
- Bicycle parking shall be provided in parking garages or structures based on a site by site or building by building basis. Appropriate location, number of racks, and level of access for each facility shall depend on the anticipated use of the site or building. Interior bicycle parking standards should follow LEED for New Construction (LEED-NC) criteria.
- Reduce building heating and cooling energy use; when possible, orient buildings to maximize southern exposure for passive solar gain and use roof and window shades to screen summer sun on the south, east, and west sides of buildings.
- Reduce impacts from the use of fossil fuels; consider alternative energy production at the building, including solar photovoltaic, solar thermal, and micro wind turbine. Consider using photovoltaic panels as shade structures on building awnings and on the top level of parking structures.
- Integrate building design into the green infrastructure network through integrated stormwater management and patches of native habitat within the urban fabric (including green roofs).
- Avoid material and resource waste; at the design stage, consider to use or plan for the reuse of 90% or more of the purchased or acquired construction materials. Further, design buildings based on material availability and standard dimensions.
- Reduce the embodied energy in materials; consider acquiring 50% or more of construction materials (including site materials) from reused, recycled content, regional, and rapidly-renewable sources.
- Reduce heat island effect; use light-colored and/or high albedo shade structures, pergolas, landscape plantings, and/or photovoltaic arrays over dark-colored and/or low albedo surfaces such as the top level of parking structures.
- Reduce the amount of construction waste sent to landfills; consider diverting 80% or more of non-hazardous construction waste from landfills or incineration.

For reference, the *Downtown Columbia Sustainability Program*, as developed for the *Downtown-wide Design Guidelines*, can be found in Appendix A1.

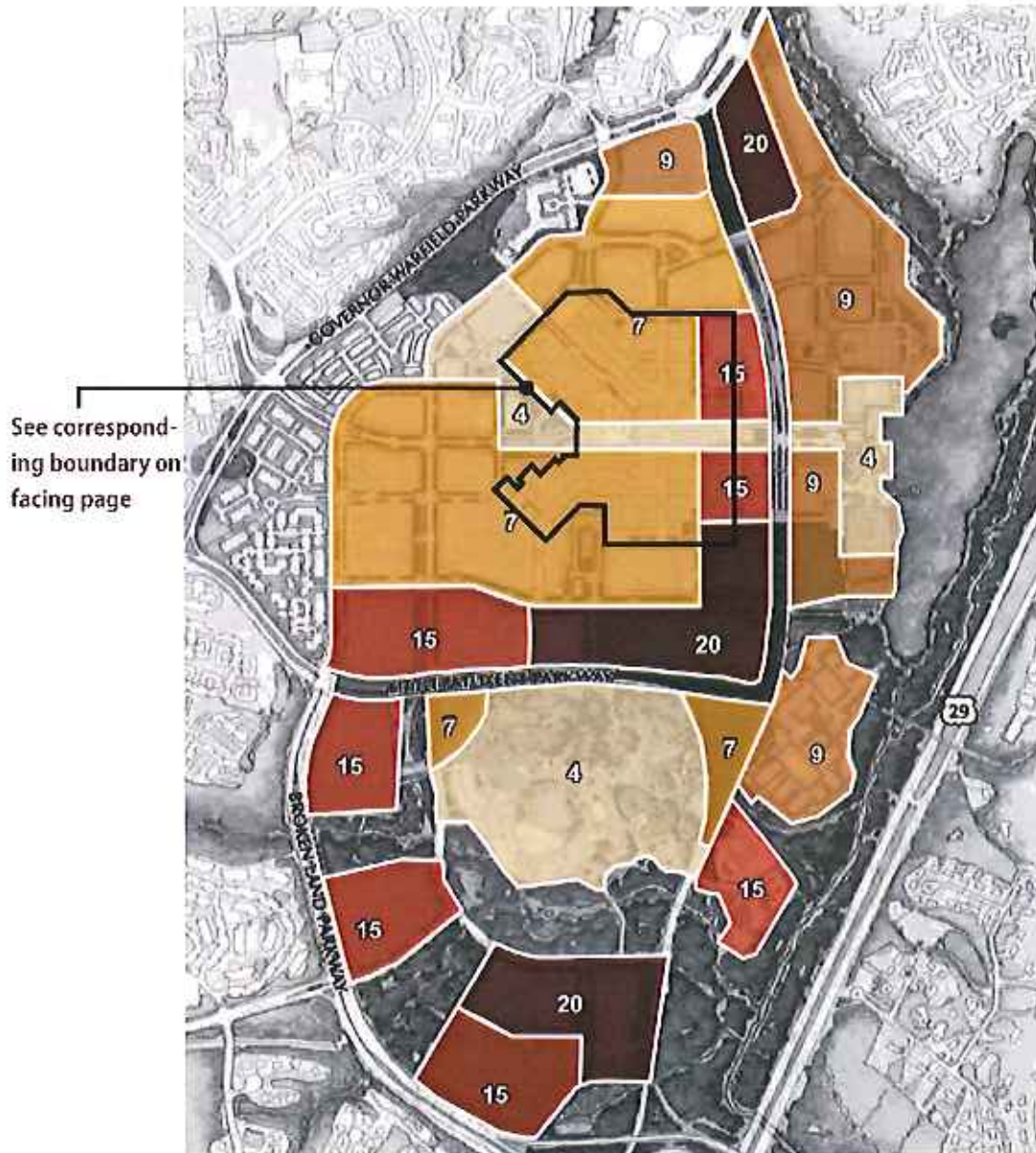
### Components

The Architectural Design Criteria comprise the following sections,:

- Building Typologies
- Building Form
- Storefront Standards
- Material and Elements Standards



## Architecture Overview



*Downtown Columbia Plan - General Plan Amendment; Maximum Building Height Plan*

The *Downtown Columbia Plan - Maximum Building Height Plan* (shown above) illustrates maximum building heights throughout Downtown. *The Mall Neighborhood Design Guidelines* maintain these maximum building heights, as shown on the facing page. The minimum building height throughout the district is 2 stories or 22 feet (reduced from 30 feet to accommodate common practice single-story retail building heights).

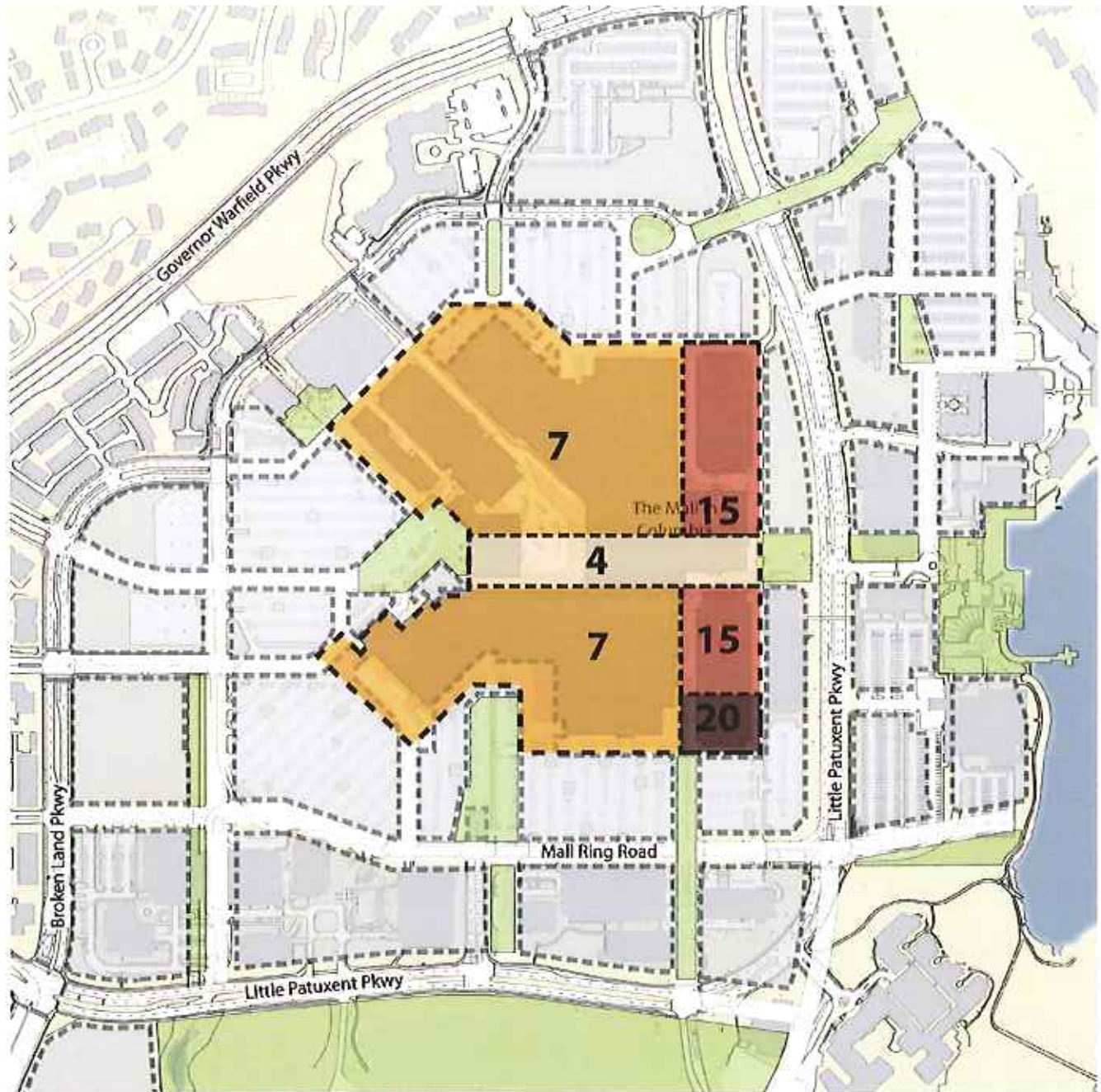
### Building Height

Varying heights along a street achieves more visual interest and distinct building character, avoiding the monotony of continuous building heights. See the Mall neighborhood Building Height Diagram for area specific building height maximums on facing page; overall, within the district, building heights shall be a:

- Maximum 20 Stories, not to exceed 250'
- Minimum 2 Stories, or 22'



Architecture Overview



The Mall Neighborhood Building Height Plan

KEY

- MAX. 4 STORIES (NOT TO EXCEED 60')
- MAX. 7 STORIES (NOT TO EXCEED 100')
- MAX. 15 STORIES (NOT TO EXCEED 170')
- MAX. 20 STORIES (NOT TO EXCEED 250')



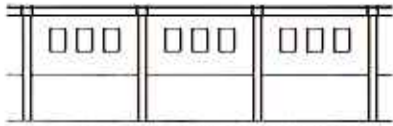
## Architecture Overview

### General Provisions

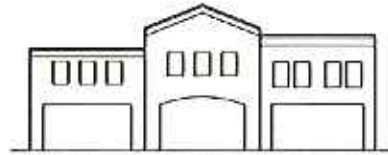
1. Buildings shall front onto the more primary street. Buildings facing a primary street should have storefronts (with retail space or building amenity space) at the ground level for fifty percent (50%) or more of the facade length, where feasible. However, large format retailers over 20,000 square feet facing primary streets should have storefronts or display windows for a minimum of ten percent (10%) of the facade length. Buildings facing a secondary street are not required to have storefronts at the ground level.
2. Buildings exceeding 120 feet in any horizontal dimension shall set up an implicit or explicit system of bays. Implicit systems use window groupings in the base, intervening floors, and the cornice area to denote bays. Explicit systems use columns or pilasters on the principal facade to accentuate smaller increments and individual storefronts. Implicit systems use material changes horizontally and within the base of the building or storefront to accentuate smaller increments (excluding building elevations fronting service or parking areas).
3. Generally, the street frontage elevations of all buildings should be divided into architecturally distinct sections in which the height is equal to or greater than the width, using material changes, window groupings, columns, or pilasters to create vertically proportioned bays, as appropriate to the architectural character. Buildings expressing a clear and dominant horizontal read may choose to break from this requirement of vertical proportions, but should be purposeful in the overall composition and design.
4. Entrances should be visually identifiable within the facade and articulated within the base or bays in which they occur.
5. Corners of buildings at important intersections are encouraged to have special articulation, such as a change in fenestration, a change in the height of the base or top, a change in material, or similar (see Gateways and Vistas Diagram, p. 78 and Building Form, p. 86).
6. If appropriate to the architectural style, buildings should have a base, middle, and top/cap relevant to the building's height and should typically be designed as follows:
  - a. Buildings should have a clearly defined base that shall have a visual appearance of greater height than other floors;
  - b. Buildings 2 to 3 stories in height shall have a clearly defined base and a heavily articulated cornice or parapet; these buildings should not have a distinguished middle and top.
  - c. Buildings 4 to 6 stories in height should have a 1-story base, a distinguished middle, and a 1/2 or 1-story top.
  - d. Buildings 7 to 9 stories in height should have a 1 or 2-story base, a distinguished middle, and a 1-story top.
  - e. An expression line (such as a horizontal band, projecting material, or regulating line) should delineate the division between base, middle, and top. (see Horizontal Elements, p. 84)
  - f. The top should be distinguished from the middle by changing the window rhythm, material, setback, floor height, or similar.
  - g. Setbacks in the building elevation should occur at a horizontal expression line. (see Horizontal Elements, p. 84)
  - h. In addition to the base, middle, and top, all buildings should have a distinctive cap, such as a cornice or parapet, trellis or shade device, sloped roof, or penthouse.
7. When alleys, service drives, or pedestrian passages are required, building separation shall be 30'- 40' wide.



Architecture Overview

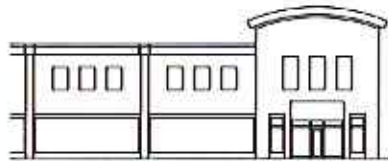
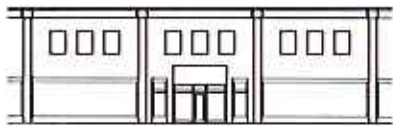


EXPLICIT SYSTEMS USE COLUMNS OR PILASTERS ON THE PRINCIPAL FACADE TO ACCENTUATE SMALLER INCREMENTS AND INDIVIDUAL STOREFRONTS.

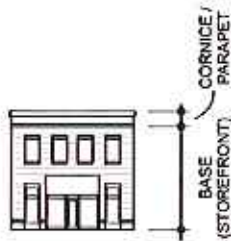


IMPLICIT SYSTEMS USE MATERIAL CHANGES, COLOR, TEXTURE, WINDOW GROUPINGS AND/OR FACADE CHANGES TO DENOTE INDIVIDUAL BAYS.

2 Examples of implicit and explicit bay systems



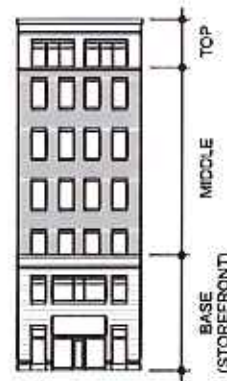
4 Example of visual identifiable entrance      5 Example of articulation at special corner



2-3 STORY



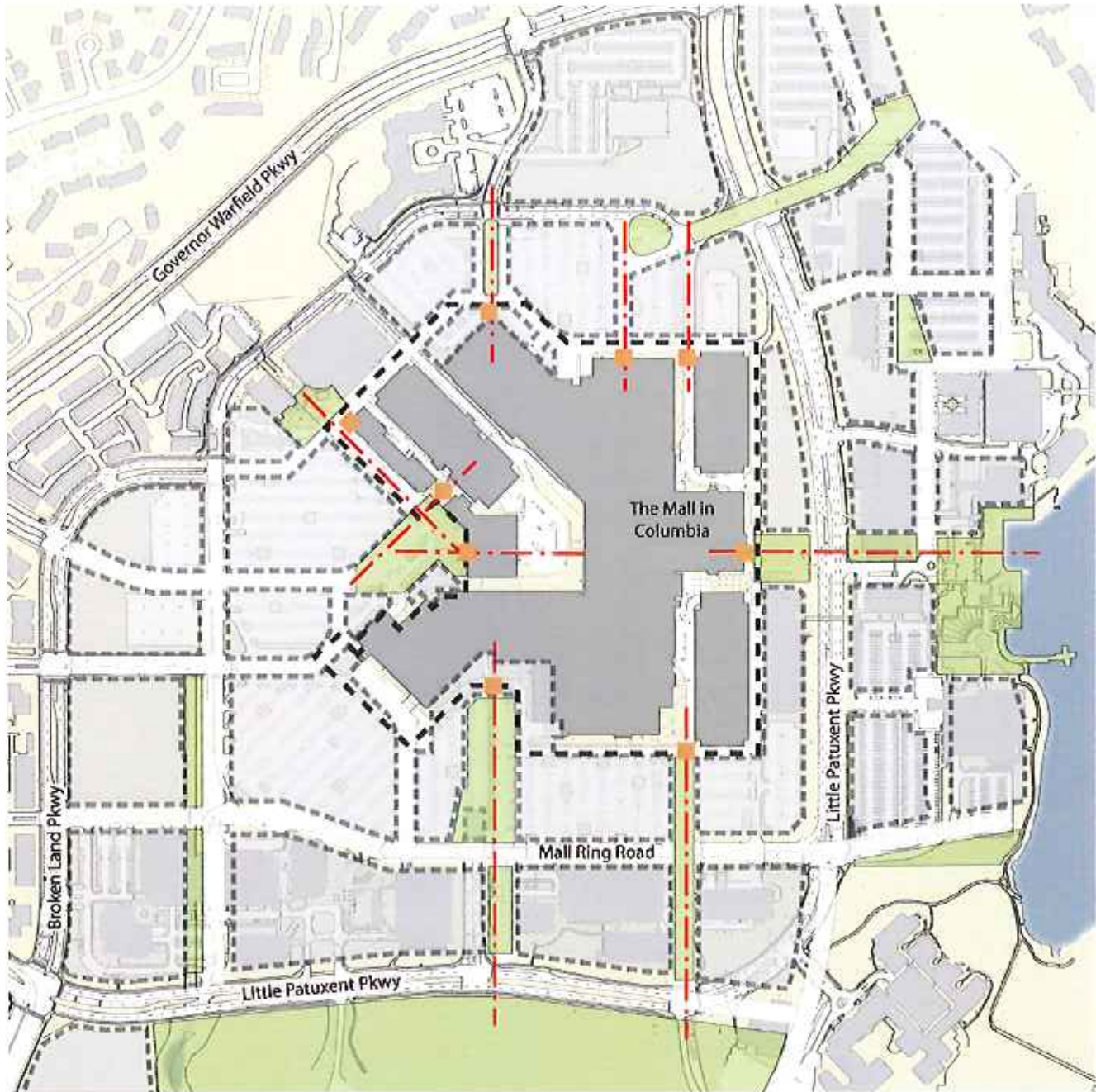
4-6 STORY



7-9 STORY



6 Diagrams of base, middle and top

### Gateways and Vistas Diagram



The Mall Neighborhood Gateways and Vistas Diagram

**KEY**

-  GATEWAYS AND TERMINATED VISTAS
-  IMPORTANT AXIS



## 4.2 Building Types

The primary building types in the Mall Neighborhood will include:

**Retail:** Retail buildings will continue to compose the majority of the Mall neighborhood, whether with a single tenant or multiple tenants and whether in single-story or multi-story buildings. Adjacent to the Mall, 1 and 2-story retail additions or redevelopment may be used to define spaces. Additionally, small pavilion-scaled retail buildings may be located in or near amenity spaces to provide activity and serve people using the spaces.

**Structured Parking:** New, stand-alone structured parking garages are not encouraged as a building type in Downtown. However, within the Mall neighborhood, some stand-alone garages exist currently. The existing garages will continue to serve Mall visitors and may be modified to accommodate additional spaces, improve efficiency, upgrade user amenities, and similar. These minor modifications to existing garages are not subject to *The Mall Neighborhood Design Guidelines*. (see **Section 125 G. of the Zoning Regulations for further details**) New structured parking, however, shall be accommodated mid-block, ideally wrapped on all sides, or underground. Independent structured parking may be allowed by variance due to unusual programmatic requirements or particular site constraints only.

**Civic:** Civic buildings (operated by not-for-profit organizations) are permitted, but not currently anticipated in the Mall neighborhood. If contemplated, civic buildings, in order to encourage a distinctive read, are exempt from build-to-line or frontage requirements, as well as other criteria in *The Mall Neighborhood Design Guidelines*, as approved by the Planning Board.

See the following pages for criteria specific to each building type, pg. 79-80.

## Retail

### Overview

Retail buildings will continue to compose the majority of the Mall neighborhood, whether with a single tenant or multiple tenants and whether in single-story or multi-story buildings. Adjacent to the Mall, 1 and 2-story retail additions or redevelopment may be used to define spaces. Additionally, small pavilion-scaled retail buildings may be located in or near amenity spaces to provide activity and serve people using the spaces. Retail buildings may vary in massing, but, will typically be limited to 1-3 stories in height as their programs necessitate. Although the program requirements vary, the goal for Mall District should be to enliven the streetscape with significant glazing on the ground and upper floors, using display cases, semi-transparent glass, or other methods where full glazing is not practical. Solar orientation should be considered.

### Standards:

- Storefronts should be provided at the ground level for fifty percent (50%) or more of the facade length along primary streets. However, large format retailers over 20,000 square feet facing primary streets should have storefronts or display windows for a minimum of ten percent (10%) of the facade length. Buildings facing a secondary street are not required to have storefronts at the ground level.
- Significant glazing shall be incorporated, where possible, in the upper stories of all building elevations with primary street frontage.
- Canopies and/or awnings are encouraged and shall be varied per building.
- Vertical proportions and architectural details appropriate to the architectural character shall be incorporated to enliven the façade and provide greater interest on street frontage elevations.
- Vehicular and pedestrian visibility from the streets shall be established to ensure the viability of the retail.

\* See the Material and Element Standards, p. 88-100, for additional criteria.





## Structured Parking



### Overview

The goal of the structured parking within Downtown is to be concealed mid-block with buildings surrounding the decks, where feasible. New, stand-alone structured parking garages are not encouraged, however, structured parking may be allowed due to unusual programmatic requirements or particular site constraints. Existing stand-alone garages in the Mall neighborhood are not subject to the following criteria. If existing garages are modified to incorporate retail, adding program, the retail alone is subject to criteria within the *Guidelines*. (see **Section 125 G. of the Zoning Regulations for further details**) In locations where new decks are exposed to public view, special effort shall be made to screen the decks from adjacent streets, businesses, and residences. In these cases, ground floor retail should occur along 80% of the building length fronting primary streets. Screening measures such as walls, green (vegetated) screens, and/or landscaping shall be used; provide sufficient setbacks to accommodate rainwater planters for landscape screening or green screens. Greening methods such as green roofs and green screens are encouraged on parking structures for stormwater management, shading, and aesthetic benefits. Solar panels on the top decks of garages are encouraged to offer shade and provide power to recharge stations for electric vehicles.

For bicycle parking in parking garages, see Architecture Sustainability Goals, p. 73.

### Standards:

- New structured parking should be located mid-block to minimize visibility from the public realm of the street and open spaces.
- Parking decks exposed to the public realm shall be designed to be compatible with adjacent buildings and shall be screened with walls, architectural detailing, green (vegetated) screens, or landscaping.
- Garage entries shall be strongly signed but shall be carefully designed to not impact the continuity of the streetscape or retail storefront.
- Stairs and elevator cores shall be designed to provide a welcoming and safe environment. Pedestrian entrances to parking shall be well-articulated.
- Lighting (interior and exterior) shall be designed to avoid glare and excessive brightness (see Streetscape Lighting section p. 46, for additional criteria).

\* See the **Material and Element Standards, p. 88-100, for additional criteria.**

## 4.3 Building Form

The primary building form elements can be described as follows:

**Massing:** The combined height and width of a building, including changes in plane such as projections, recesses, tower and corner elements, and similar.

**Horizontal Elements:** Any horizontal band line on a building elevation used to demarcate the boundaries between the base, middle, and top; a change in plane; or a change in materials. Horizontal elements include cornice lines, belt or water table courses, and band or skirt boards.

**Recesses and projections:** Any horizontal change in plane affecting a building's elevation.

**Corner Elements:** A pronounced building element, either recessed or projected and either taller or shorter than the surrounding building elevations, located at the intersection of two of the building's facades, typically at an important street intersection and/or gateway entrance to the district.

**Solid/Void:** On a building elevation, the relationship between continuous wall surface (solid) and openings (voids) such as windows and doors.



## Massing



### Overview

With the goal of emulating the best downtown commercial districts in the United States, the Mall neighborhood should reflect the urban form found in these precedents. In such places, the streetscape is fairly continuous and breaks between buildings are limited. Building mass predominantly defines the perimeter of each block. In an urban downtown environment, buildings not only define the streetscape, but, also define the amenity space.

The form of buildings in the Mall neighborhood should respond to urban building patterns and should respect the redevelopment in surrounding neighborhoods in massing and form. The following standards shall be followed to ensure compatibility.

### Standards:

- Buildings shall predominantly define the perimeter of the block, built to the setback line.
- Buildings shall be a minimum of 2 stories or 22' measured from the ground plane to the eave.
- Buildings shall be no taller than 20 stories, not to exceed 250' (excluding mechanical, penthouse, and tower elements). See Building Height Diagrams, p. 75
- Typically, each building should have a clearly defined base, middle, and top as appropriate to the architectural character. Although the base of the building typically corresponds to the ground floor, on buildings taller than five stories, the base may be approximately two stories high. Similarly, on taller buildings, the top may be more substantial than the top floor alone. On buildings of five stories or less, the top may be defined as an enlarged frieze and cornice.
- Typically, architectural bays should read in elevation.
- Certain important walls, piers, and/or columns at the building base should visually transfer the wall load above, through the base, to the ground plane. The walls, piers, and/or columns at the base should relate in alignment to the wall areas above.
- Long elevations shall be visually broken into smaller sections through material and plane changes, variations in window groupings, and/or the addition of bays.

\* See the Material and Element Standards, p. 88-100, for additional criteria.



## Horizontal Elements

### Overview

Building compositions of base, middle, and top relate to the human form (correlating to the feet, body, and head) and, therefore, follow a natural order. Horizontal elements, such as cornices at the building top and belt or watertable courses below, delineate the zones of a façade and give emphasis to the composition. They define the proportions of the building elevation while allowing for material transitions (much as a belt transitions between pants and a shirt). Continuous belt or watertable courses may be used to unify portions of elevations. Similarly, cornices and roof lines may be continuous to unify an elevation or differentiated to break up continuous massing. Horizontal elements may include shading devices such as canopies and brise-soleils.

### Standards:

- In building compositions with a base, middle, and top, cornices at the top and belt or watertable courses below shall delineate between a building's elevation zones.
- Continuous belt or watertable courses may be used to unify portions of elevations.
- Similarly, cornices and roof lines may be continuous to unify an elevation or differentiated to break up continuous massing.
- A horizontal band line shall be used on an elevation where there is a change in primary materials or colors.
- Furthermore, transitions between primary elevation materials shall occur along horizontal lines.

\* See the **Material and Element Standards, p. 88-100, for additional criteria.**





## Recesses and projections



## Overview

Creating building frontage along primary streets and amenity spaces is a priority for redevelopment within the Mall neighborhood. However, with the building types envisioned, long elevations may result. Recesses and projections may be used to animate long elevations by creating shadow lines and relief. Further, recesses and projections may create a visual rhythm on an elevation such as with a series of bays undulating across a flat façade. Additionally, recesses and projections may offer shading and cooling opportunities as well as shelter from weather.

In order to transition between materials appropriately, changes in materials should occur only at changes in plane. Recesses and projections can mitigate some of these transitions. While transitions between primary elevation materials shall occur only along horizontal lines, additional material changes may occur at recesses and projections. For example, materials may terminate and change at an inside corner of a recess or when butting into a projecting element such as a bay. In short, material transitions require definite starting and stopping points.

## Standards:

- Long elevations shall be visually broken into smaller sections through material and plane changes including recesses and projections, variations in window groupings, and/or the addition of bays.
- Recesses and projections may be used to reinforce a vertical read; however, for large gestures, they should be used sparingly for emphasis.
- Recesses and projections should be reflected in variations in the roofline.
- Recesses and projections may be used to provide shading and cooling opportunities as well as shelter from weather.
- Changes in materials should occur only at changes in plane.

**\* See the Material and Element Standards, p. 88-100, for additional criteria.**



## Corner Elements

### Overview

At the entry points into the Mall neighborhood, from Windstream Drive, Sterrett Place, Twin Rivers Road (Extended) and the Mall Ring Road, new or renovated buildings shall act as gateway markers. The buildings at these locations shall respond in design with the appropriate corner elements that announce the neighborhood and welcome visitors. Secondary intersections may have less pronounced or smaller scale corner elements as warranted.

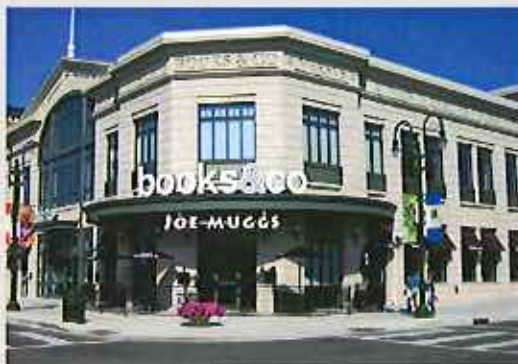
The proportions of corner elements are important in achieving the correct read and first impression of the Downtown. Corner elements, especially towers, shall be vertical in proportion and may be used to anchor a building to the ground.

See Gateway and Vistas Diagram, p. 78.

### Standards:

- At prominent locations, tower or other corner elements shall be used to terminate an important view or as a focal element.
- Corner elements may be used as transitions to segue between varying building heights or between non-perpendicular building faces.

\* See the Material and Element Standards, p. 88-100, for additional criteria.





## Solid/Void



## Overview

The relationship between solid and void is critical to the read and function of a building. For example, generally the ratio of glazing to wall surface shall be greater in retail conditions compared to residential. Additionally, the placement and groupings of windows and doors can order an elevation and provide hierarchy. A horizontal grouping of openings emphasizes the relationship between base-middle-top massing while a vertical grouping of openings may be used to highlight a portion of the elevation. Regardless of the arrangement, openings shall occur in rhythm with the building's architectural bays.

## Standards:

- The relationship between solid and void is critical. The solid/void ratios shall vary according to the type as noted below. Buildings facing a primary street should have storefronts (with retail space or building amenity space) at the ground level at the following minimum percentages, based on façade length:

## Percentage of openings (void)

Retail ≤ 20,000sf:	50-90%
Retail > 20,000sf:	10-90%*

\* Display windows may be used in lieu of storefront glazing, where views of the interior are not desired or feasible.

- The placement and groupings of windows and doors shall be used to provide hierarchy and order to building elevations.
- Openings shall occur in rhythm with the architectural bays.
- The shape and proportion of the openings shall be in harmony with the architectural style.

\* See the Material and Element Standards, p. 88-100, for additional criteria.

## 4.4 Storefront Standards

### Overview

In order for the mixed-use environment envisioned in Downtown Columbia to function and thrive, proper attention shall be paid to the storefronts. Transparency in and out of storefronts is key for retail to prosper, for a vibrant street life, and to maintain eyes on the street. Storefront design shall balance the needs of the tenant's individual expression with the overall aesthetic quality and sense of place. Additionally, storefront shall not intrude upon or obscure architectural elements such as columns, cornice lines, sills, and similar.

The Storefronts criteria comprise the following sections:

- Storefront Zone
- Materials
- Colors
- Door and Frames
- Windows
- Awnings and Canopies

### STOREFRONT ZONE

The Storefront Zone is an area available for shop owners to extend their merchandising past the building plane without obstructing pedestrian circulation (see Sidewalk Zones on pages 22-28). The Storefront Zone, measured horizontally from the building wall out to the curb, is minimally two feet (2') in depth. The Storefront Zone is also limited vertically from the ground plane to the top of the building base (typically at the second floor level) and/or to a maximum of twenty two feet (22'). The Storefront Zone is reserved for the shop tenant or owner and may be used for signage, sidewalk displays, benches, and planters. This zone also accommodates door swings and projecting window bays.

#### REQUIRED:

- Building projections, such as bay windows or entryways, shall be a maximum of four feet (4') in depth (measured horizontally from the building wall out to the curb) and a maximum of twenty two feet (22') in width (measured parallel to the building wall). Projecting elements shall be separated from one another a minimum distance equal to the projection depth (e.g., two bays which are each four feet (4') deep shall have a minimum of four feet (4') of separation between them).
- All elements in the Storefront Zone are limited to twenty two feet (22') in height, measured vertically from the ground plane.

#### ENCOURAGED:

- The Storefront Zone may include semi-permanent elements such as benches, pots with flowers or shrubs, small awnings, bay windows, banners, blade signs, and merchandising displays. These elements shall reflect the quality and character of the shop or restaurant.

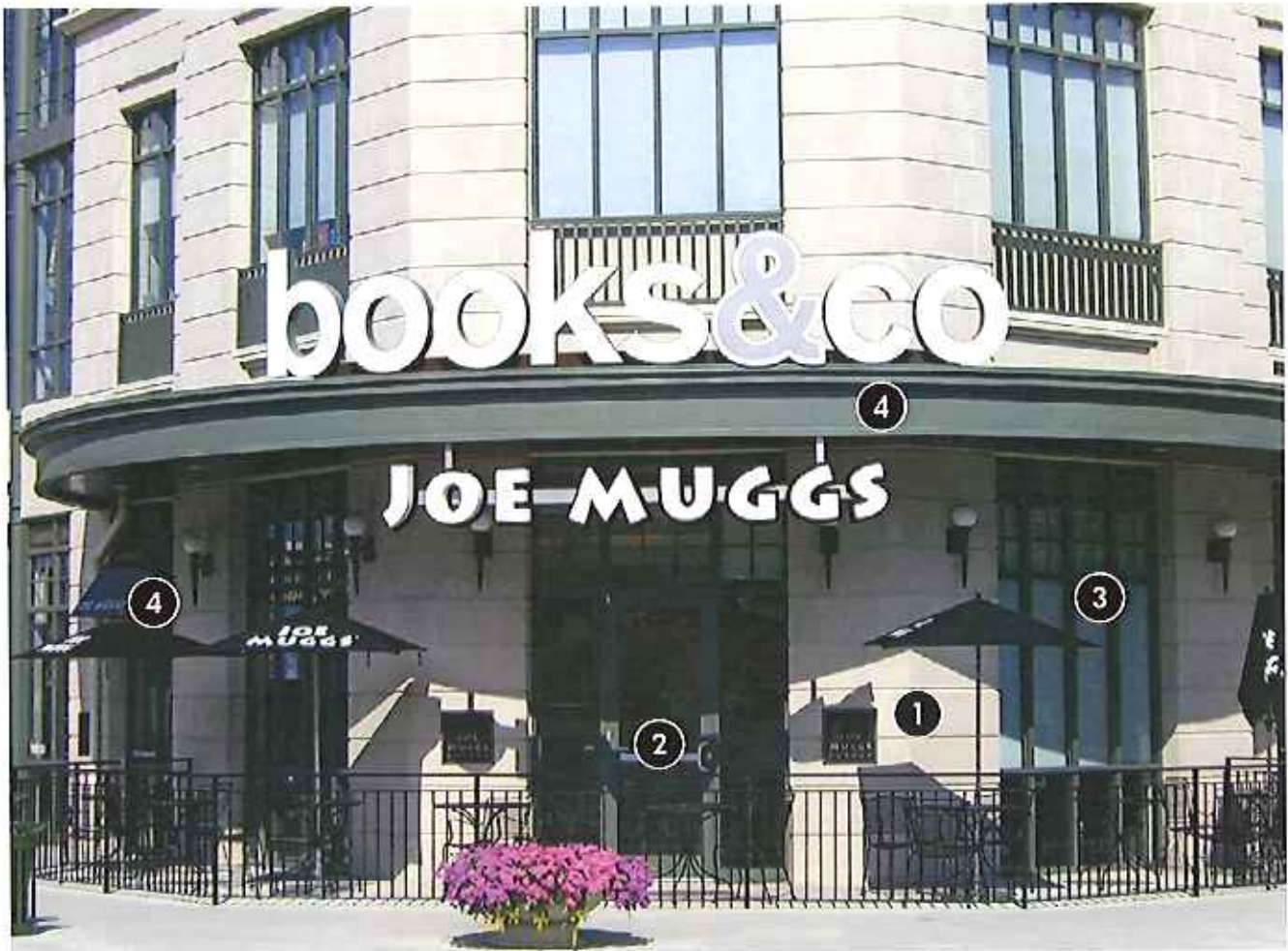
#### NOT PERMITTED:

- "Strip center," uniform storefront systems are not permitted. Storefronts shall be designed for and unique to each establishment.

See the following pages for additional information and criteria.



## Storefront Components Diagram



Storefront Components

- 1 Materials/Colors
- 2 Doors/Entry
- 3 Windows
- 4 Awnings/Canopy

## Storefront Standards: Materials

### Overview

Each restaurant and shop has the opportunity to uniquely display its merchandise to attract passing customers. The choice of storefront material is a key component of creating an alluring retail environment that reflects the individuality of a business. To this end, the fit and finish of all storefront components shall be of the highest quality.

### REQUIRED:

- Storefronts shall be metal, stone, cast stone, glass, stucco, pre-cast, and/or durable, smooth exterior grade hardwoods, or other high quality commercial materials (see Exterior Insulation Finishing System (EIFS) exception below).

### NOT PERMITTED:

- Softwoods and pressure treated lumber are not permitted.
- For building elevations fronting the public realm (including streets and amenity spaces), EIFS shall not be used (except for cornice trim only, located 10 feet or more above grade). For building elevations not fronting the public realm, EIFS may be used, but shall not be the primary facade material and shall not be used below 10 feet (measured vertically from grade) where frequent pedestrian or vehicular contact is anticipated.



Reference plan on p. 89 for labels



## Storefront Standards: Color



Reference plan on p. 89 for labels

## Overview

Flexibility and variety in storefront colors help create engaging streetscapes and welcoming retail environments. Therefore, the choice of colorful materials or paint is very important. Colors are encouraged to be complementary and reflect the store's unique character.

## RECOMMENDED:

- A coordinated color palette should be used to tie all parts of the storefront's architecture together.
- Generally, muted colors are more appropriate for large areas and backgrounds while bright colors should be considered for accents.
- The color scheme of the storefront should take into consideration and complement the color of the upper levels of the building as well as adjacent storefronts.

## NOT ENCOURAGED:

- The use of more than three colors on an individual storefront, conflicting color schemes on adjacent storefronts, or the same color on adjacent storefronts are not encouraged.

## Storefront Standards: Doors and Frames

### Overview

The entry to a shop or restaurant is one of the most important parts of any storefront as it helps provide identity and sets the tone for a patron's experience. Consider a door's shape, size, style, weight, and hardware when designing the storefront.

### REQUIRED:

- Doors shall be compatible with, and complementary to, the overall storefront design.
- All doors shall conform to ADA regulations and consider various levels of mobility to accommodate all users.
- Doors shall have a high percentage of glass to increase visibility into the store's interior and out to the street.
- The primary entrance shall be clearly marked and sheltered a minimum of 30 inches via a recessed entryway, awning, or canopy. Secondary or side entrances may be unsheltered.

### ENCOURAGED:

- Restaurants are encouraged to have additional doors to connect with their outdoor seating areas.
- Clear glass and maximum visibility are encouraged.

### NOT PERMITTED:

- Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted.
- Addresses are not permitted on doors and frames.



Reference plan on p. 89 for labels



## Storefront Standards: Windows



Reference plan on p. 89 for labels

## Overview

Transparent storefronts contribute to safety, vibrancy, and merchandising. Large, clear glass areas provide visual connection between people inside and outside and contribute to the actual and perceived safety and pedestrian-friendly quality of the environment. Windows provide an opportunity for shop owners and restaurateurs to merchandise to passing pedestrians and motorists. They shall be used to display products and services as well as to enliven the sidewalk with light, character, and color.

## REQUIRED:

- Glass should be clear glass. Opaque or smoked may be used for accent/spandrel elements only.
- Opaque, semi-translucent, or fritted glass may be used for accent or spandrel elements only.
- Glazing shall be at least 40% (and no more than 90%) of the storefront surface area. Certain tenants, such as jewelry stores or other establishments with heightened security concerns, will be permitted to incorporate smaller display windows subject to design review approval.
- Glazing shall be a minimum of 8 inches, but no higher than 30 inches, above the sidewalk grade.
- Window glazing shall be flush with the window frame or slightly recessed up to 8 inches.

## RECOMMENDED:

- High light quality, Low Emissivity (Low-E) rated glass is recommended to minimize discoloring of merchandise and moderate heat transfer for energy conservation.
- Large display windows are encouraged to establish a visual connection between the interior and the exterior.
- Removable windows or storefront panels are encouraged to enhance interaction between the interior and the exterior street experience.

## NOT PERMITTED:

- Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted.



## Storefront Standards: Awnings and Canopies

### Overview

Awnings shall be selected in a manner that balances the goals of merchant identity vibrancy of the streetscape and coherence with the building's architecture. Both fixed and retractable awnings are permitted as well as canopies. Awnings and canopies emphasize entrances and support the tenant's image. They add texture to the streetscape and introduce variety to the building façade, while also providing weather protection to patrons and protecting storefront displays from sun exposure.

### REQUIRED:

- Materials shall be durable, fire-resistant, and fade-resistant.
- Awnings shall project a minimum of two feet up to twelve feet (2'-12') from the building façade, but shall be limited to the storefront width. Canopies shall project a minimum of two feet up to twelve feet (2'-12') from the building facade; canopies designed to be integral to the building's architecture may be continuous across the building facade; individual storefront canopies shall be limited to the storefront width.
- Awnings shall be mounted above display windows and below base cornices, awning between lower storefront glazing and transom allowed.
- Awnings shall be a minimum of nine feet (9') and canopies shall be a minimum of twelve feet (12') above the sidewalk, measured from the ground plane to the lowest point of the awning or canopy.

### RECOMMENDED:

- The structural supports of an awning or canopy should be finished to match or complement the awning fabric.

### NOT PERMITTED:

- Vinyl awnings are not permitted.
- Continuous awnings across several storefronts are not permitted.
- Bottom (soffit) panels on awnings are not permitted.
- Awnings shall not be backlit.



Reference plan on p. 89 for labels



## 5.5 Architecture: Material and Element Standards

### Overview

All new construction within the Mall neighborhood shall comply with the following criteria, excepting storefronts. **For criteria specific to storefront materials and components, refer to pp. 88-94.**

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by *The Mall Neighborhood Design Guidelines*.

Throughout the Guidelines, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Mall neighborhood redevelopment.

### EXTERIOR WALLS

This section applies to all exterior wall surfaces, excepting storefronts and parking structures. For storefront criteria, see the Storefront Standards section above. For parking structure criteria, see the Parking Structures, Service, and Loading criteria below.

- Exterior walls with street or amenity space frontage shall be brick (brick veneer), cast stone, pre-cast, stucco, glass, and/or metal components. For buildings of five stories or less, masonry or stone shall be the predominant building material.
- Exterior walls, as they turn the corner from a street or amenity space frontage condition to a service condition, shall be consistent in material and detail with the street or open space frontage façade to a minimum depth equal to the width of the alley, access, or service way (measured building to building).
- Building walls facing interior courts, service lanes, or parking structures (excepting as noted in the criteria above) shall be brick, architectural concrete block (excluding split-face), pre-cast, or cast stone on the ground level; upper levels shall be masonry (brick, pre-cast, or cast stone), glass, metal components, and/or stucco in a smooth finish. Exposed foundation walls may additionally be parged concrete or other approved finish.
- Vinyl and aluminum siding products are not permitted.
- For building elevations fronting the public realm (including streets and amenity spaces), EIFS shall not be used (except for cornice trim only, located 10 feet or more above grade). For building elevations not fronting the public realm, EIFS may be used, but shall not be the primary facade material and shall not be used below 10 feet (measured vertically from grade) where frequent pedestrian or vehicular contact is anticipated. The EIFS color(s) shall be complimentary, but not identical, to adjacent materials.
- Building walls, between the foundation and the eave, shall be no more than three primary materials (e.g., pre-cast on the ground floor, brick on the second through fourth floors, and stucco panels on the fifth floor).
- Materials shall terminate or transition only in the following ways:
  1. Along horizontal lines consistent with the base, middle, and top of the building;
  2. At changes in building plane; or
  3. At pilasters, engaged columns, or other similar architectural elements.

Additionally, the lighter appearing material (lighter in color, texture, and/or weight) shall be used above the heavier appearing materials.
- Arcades, piers, and columns shall be stone, cast stone, pre-cast, brick, or composite material (e.g., Permacast or equivalent).



- Arches shall have a distinctive thickness (on both the inside and outside surfaces) and width.
- All keystones and voussoirs shall have sides radial to the arch.
- Trim shall be metal, wood, fiberglass composite, polymer composite, or solid cellular PVC (e.g., Azek, Versatex, or similar). The use of aluminum trim on an exterior wall within 10 feet of grade is not permitted.
- For all masonry, mortar shall compliment the masonry color and/or be a light earthy color such as beige, sand, light warm grey, or similar color. Cool grey mortar is not permitted.
- Masonry units shall have butt joints at outside corners with a minimum three inch overlap (i.e., no mortar joints within three inches of an outside corner).
- Brick shall be coursed in common, Flemish, herringbone, basket weave, or horizontal running bond. However, patterned brick detailing and special brick shapes may be used as accents. Mortar joints shall be weathered, concave, V-shaped or grapevine and shall not be greater than a half inch (½") in dimension. A variety of traditional brick colors are encouraged; glazed, faced, and painted brick are permitted as appropriate to the façade.
- Precast concrete and cast stone masonry units shall be in a running bond pattern. Precast concrete and cast stone masonry units shall have a smooth, ground, or molded finish resembling natural stone. Additionally, rustication may occur on the ground floor or building base.

## WINDOWS

See Storefront Standards: Windows, p. 93.

## SHUTTERS

Shutters are not anticipated on buildings in the Mall neighborhood; however, if used, shall comply with the following:

- Shutters, where used, shall be wood or solid cellular PVC composite (e.g., Timberlane Endurian, Atlantic Premium shutters, or similar).
- Shutters shall be, or appear to be, operable and shall be of the required size both horizontally and vertically to cover the opening if closed.

## DOORS AND ENTRIES

- All building addresses shall be visible from the street (and must comply with fire code requirements).
- Primary building entries shall be distinct and enhance the building façade. Residential lobby entries may be secondary but shall be identifiable from the street.
- Roll down doors are not permitted, except for service areas; roll down grates are permitted for retail storefronts.

## ROOFS

- Roofs shall be flat preferably, or symmetrically pitched between a 6:12 and 12:12 slope and only in the configuration of gables and hips.
- Flat roofs shall be a white or light membrane material, shall have light-colored pavers, or aggregate and/or shall be vegetated. Sloped roofs shall be real or artificial slate, architectural shingles, copper, or standing



seam metal in a green, gray, brown, or similar neutral color. Copper, if used, shall be allowed to age naturally. Green (vegetated) roofs and cool roofs are encouraged.

- Skylights shall be located only on the backside of the roof ridge or on nearly flat roofs.
- Rooftop mechanical equipment shall be screened from street and amenity space view using sloped roofs, parapets, and/or screens.

#### GUTTERS, DOWNSPOUTS, AND ROOF FLASHING

- Gutters and downspouts shall be constructed of aluminum, galvanized metal, steel, or copper. Copper, if used, shall be allowed to age naturally. Aluminum, steel, or stainless steel shall be pre-finished in a powder-coated color coordinated with adjacent materials (e.g., bronze downspouts on medium or dark brick, eggshell downspouts on light trim, and similar).
- Downspouts shall be located at the rear of the building, unless required by specific conditions to be located elsewhere, or unless integral to an expressed stormwater management system.
- All flashing shall be painted to match the adjacent material, or, shall be stainless steel or copper and allowed to age naturally.

#### ARCHITECTURAL ELEMENTS

- Bays shall be brick (brick veneer), cast stone, pre-cast, glass, and/or metal components.
- Bay(s) on façades fronting streets and amenity spaces shall extend to the ground, extend to the retail cornice, or be structurally supported by brackets.
- Privacy screens shall be consistent with the architectural style of the building in color and material.
- Terraces on podium roofs (above the commercial ground floor level) shall have pavers of concrete, brick, slate, flagstone, or tile and/or shall be vegetated.

#### ARCHITECTURAL LIGHTING

- Although individual expression of storefronts and highlighting of certain, prominent building elevations or corners may be desired, the emphasis of lighting shall be on the public realm and the streetscape.
- Strong, featured lighting emphasis on prominent corners and main entrances is encouraged.
- In buildings where the upper stories are residential, wall washers and other building lighting above the ground floor commercial shall be avoided, excepting as mentioned above.
- Retail Lighting: Storefront facades, recessed doorways, window display areas, and passageways are encouraged to be lit at all times. However, the interior lights beyond the window display area should be on automatic timers to conserve energy. **See Signage p. 156-157 for Signage Illumination criteria.**
- Event Lighting: Lighting may be used to announce a special event or time of year. Event lighting shall be limited in duration and time-controlled, rather than a constant, festival marketplace atmosphere.
- All building lighting fixtures shall be Dark-Sky compliant as approved by the International Dark Sky Association (IDA).
- Lighting controls and timers should be used to conserve energy for all non-essential exterior architectural lighting.

## PARKING STRUCTURES, SERVICE, AND LOADING

- New structured parking garages shall not front onto streets or amenity spaces.
- Where new parking decks are located mid-block but exposed to a street or amenity space for a distance greater than forty feet (40') (measured parallel to the street or amenity space edge), the parking garage elevation shall be clad predominantly in masonry (brick, pre-cast, cast stone, or architectural concrete block) compatible with adjacent buildings. Additionally, screening measures (such as green (vegetated) screens and/or landscaping) shall be used to minimize the view of the parking deck and maintain the streetscape or amenity space edge.
- In the event that a new deck is fronting a street or amenity space, retail or residential shall line the ground floor and the deck shall be architecturally compatible with adjacent buildings in character and materials. Additionally, details shall be incorporated to minimize the building bulk and break up long façades.
- Garage entries shall be strongly signed but visually minimized from street or amenity space view. The entrance to garages shall be carefully designed to not impact the continuity of the streetscape or retail storefront.
- Accessibility to sidewalks, amenity spaces, and building entries shall be provided from parking garages to the greatest extent possible.
- Trash enclosures and other ancillary structures shall be located away from streets and amenity spaces and screened from view using walls and/or landscaping. Enclosure walls shall be brick, architectural concrete block, or steel.
- Trash collection shall be accommodated in alleys, service courts, or enclosed loading bays.
- Service entries and loading areas shall be located in the interior of blocks and screened from public view by walls, fences, and/or landscaping, or, minimized along a street edge and screened by an overhead door.
- Ramps along streets or amenity spaces shall be architecturally compatible with the building.

## UTILITIES AND MECHANICAL EQUIPMENT

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar equipment shall be minimized through the following design and installation criteria:

- All permanent utility lines shall be installed underground.
- Above-ground utility equipment shall be located away from primary street and amenity space view to the greatest extent possible. Additionally, transformers shall be located away from major pedestrian routes and outdoor seating areas. If equipment is located within fifteen feet (15') of the front façade of a building, screening measures shall be utilized to ensure that the equipment is visually minimized.
- Commercial antenna and communication towers should be permitted, subject to applicable zoning and other regulations.
- Electrical and mechanical equipment, other equipment, and other elements that are not pedestrian-oriented should be located in alleys or service drives.
- See roofs section above for additional mechanical equipment criteria.



## SITE WALLS

- Site walls (including screening, retaining, and accent walls) shall use materials, patterns, and colors consistent with the adjacent building(s) and, if along or fronting streets or amenity space view, shall be brick, pre-cast, cast stone, or vegetated screen wall.

## RAILINGS, FENCING, AND GATES

- Railings, fences, and gates shall be metal. Metal materials shall be pre-finished in a powder-coated color coordinated with adjacent materials, or, painted a low-luster dark neutral color. Any field welding shall be ground smooth and cleaned before painting.
- Terminal posts (corners, openings, and ends) shall be wider and taller than other posts.
- Railing picket spacing shall be no more than four inches (4") on center and must comply with life-safety code requirements.
- Chain link fencing (except where required by law or for temporary construction security), barbed wire, and paneled materials are not permitted.

## PARKING/SERVICE ACCESS LANES AND SURFACE PARKING

- On-street parking should be provided on most retail streets to reduce the speed of traffic and to provide short term convenience parking.
- Access to sidewalks, amenity spaces, and building entries shall be provided from on-street parking to the greatest extent possible.
- Parking/Service access lanes shall be constructed of scored concrete or concrete or brick pavers complimentary to the sidewalk paving material.
- See the Streetscape section, p. 22, for additional information and criteria.
- Lighting used to illuminate off-street parking areas shall be arranged to direct light down towards the parking area and away from adjoining lots in residential districts and any public street right-of-way. All light fixtures, with the exception of spotlights and low intensity lights, shall be fully or partially shielded.

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## 5.0 | SIGNAGE

5.1 OVERVIEW

5.2 SIGNAGE TYPES

## 5.1 Signage Overview

The provisions governing signage in Downtown Columbia are intended to ensure that signs are an integral part of an overall plan aimed at achieving an aesthetically pleasing and high quality visual environment that reinforces the intended character of Downtown. The signage criteria in CR 138-2010 and the zoning ordinance are aimed at achieving well-designed, coordinated signage and a process that encourage creativity in the use of signage to enhance the urban experience.

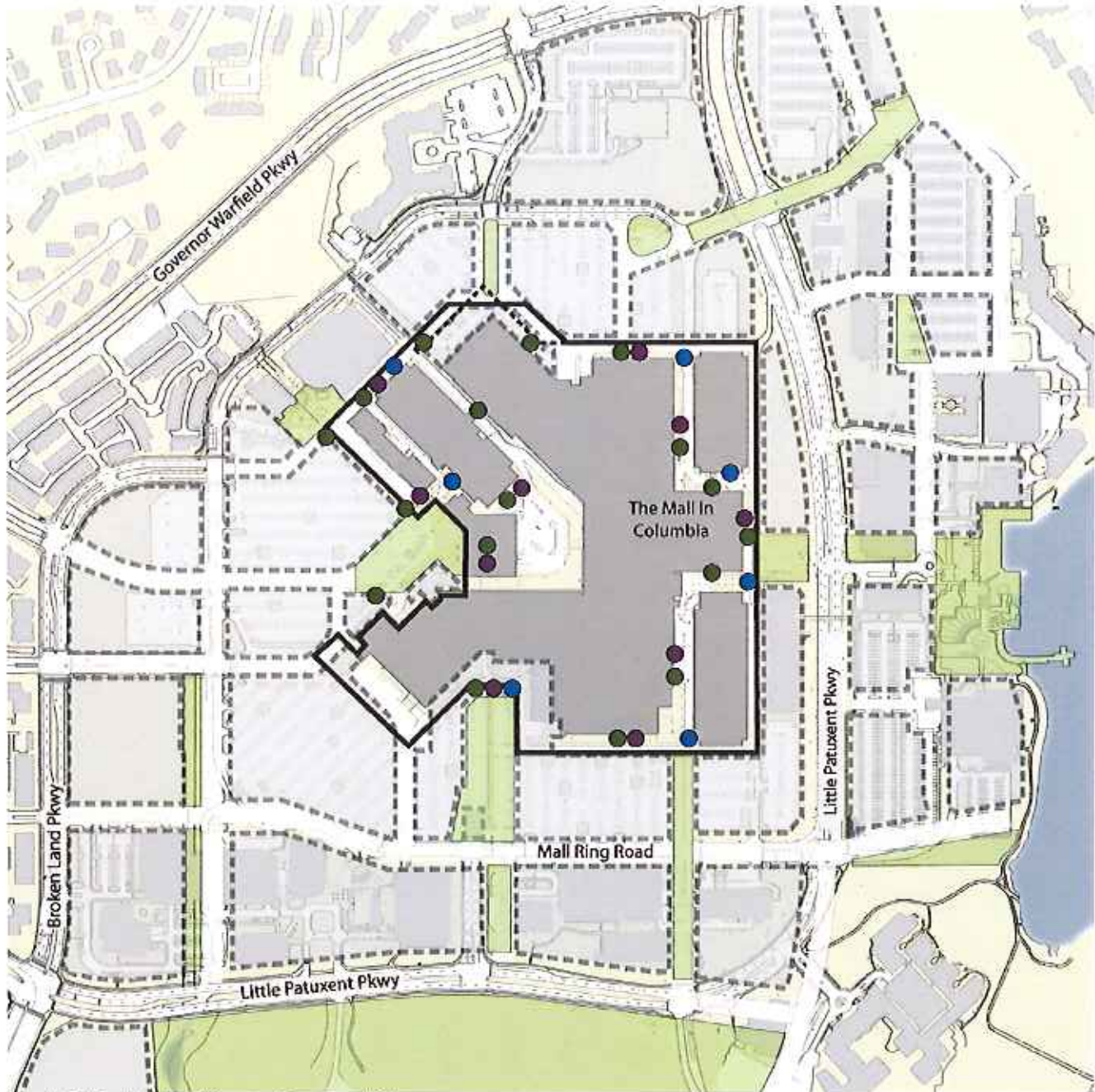
Signage shall enable easy identification and wayfinding for pedestrian, bicycle, and vehicular traffic and establish a coordinated and harmonic urban streetscape while at the same time providing a signature environment for each unique neighborhood or district.

In order to create and maintain a coordinated signage system for Downtown, new, exterior signage in the Mall neighborhood shall comply with the signage character established in these guidelines, as well as Mall tenant guidelines/agreements; where criteria overlap or conflict, the more restrictive standard shall apply. The criteria applies to new signage within the Mall neighborhood, but does not apply to minor modifications to existing Mall signage.

The Mall Neighborhood Signage Framework plan on the facing page shows the potential locations for vehicular directional, pedestrian directional, and directory signage, as required by Howard County Maryland Sign Code for Downtown Columbia Maryland, Bill No. 56-2010. Neighborhood identification signs are not envisioned or recommended at this time, while the Mall remains (as this sign type would be redundant to the existing "The Mall in Columbia" signage; additionally, the Mall is not a true "neighborhood"). Final sign locations shall be approved as part of the Site Development Plan (SDP) process.



## Signage Overview



The Mall Neighborhood Signage Framework Plan

## KEY

- VEHICULAR DIRECTIONAL SIGNAGE
- PEDESTRIAN DIRECTIONAL SIGNAGE
- DIRECTORY SIGNAGE
- NEIGHBORHOOD ID SIGNAGE (see pg. 102 for more detail)



## General Provisions

The following items listed below are general provisions that shall apply to all sign items to be fabricated and installed within the Mall neighborhood. These provisions are in addition to the sign type specific guidelines listed within this document.

1. Signs should be designed, fabricated, and maintained comparable to signage found in first class, mixed-use projects in major metropolitan areas. The Mall neighborhood shall contain an eclectic mix of signage types that provide a layer of authenticity to this vibrant area within Downtown Columbia. While control and uniformity is needed for the signage in the Mall neighborhood, it shall not restrict the creative and artistic approach to signage design – individual expression and creativity is strongly encouraged.
2. Signs should be designed with the purpose or promoting retail and street activity while enhancing the pedestrian experience.
3. Signs should respect the immediate context of the building's location and the overall character of the Mall neighborhood.
4. Signs should relate to their surroundings in terms of size, shape, color, texture and lighting so that they are complementary to the overall design of buildings and their uses.
5. Signs should be located in logical "signable areas" which relate to the architectural pattern of the facade or storefront. Signage areas are often, but not always, continuous wall surfaces uninterrupted by doors, windows, or architectural detail.
6. Signs should enhance and relate to, not obscure, the architectural features of buildings.
7. Signs are to be kept in good repair such that they are always in clean, working condition and the copy text and graphics are not obscured or damaged.

## Content

1. Signs that incorporate creative logos or graphic elements along with the business identity are encouraged.
2. Signs for businesses shall promote the "Trade Name" only. Tag lines, bylines, merchandise, or service descriptions shall not be used.
3. Sign copy and graphic elements shall fit comfortably into sign area, leaving sufficient margins and negative space. Thickness, height, and color of sign lettering shall be visually balanced and in proportion to other signs located on the same building façade.

## Illumination

Lighted signs help create the night streetscape while assisting with identification and wayfinding. It is important to illuminate signage carefully to ensure safety.

1. No internally illuminated, acrylic or flexible-vinyl faced box signs are allowed as a single identifying sign. Such signs may be allowed as a secondary or supportive identifying sign or feature.
2. Backlit, halo-lit illumination, or reverse channel letters with halo illumination are highly encouraged for lighting purposes. Such signs convey a subtle and attractive appearance and are very legible under moderate ambient lighting conditions.
3. Projecting light fixtures used for externally illuminated signs shall be simple and unobtrusive in appearance. They should not obscure the graphics of the sign and should be designed as part of the architecture of the sign.
4. Sign lighting shall be designed and installed to achieve appropriate illumination of the particular sign type and condition. Effort should be made to only illuminate the graphic surfaces, background and letterforms of the sign, while limiting light spill over to other adjacent uses, buildings, pedestrians, and vehicles and keep night sky effects and light pollution to a minimum.
5. Lighting for all business signage shall be turned off or reduced during certain non-business hours – to be determined.
6. All electrical connections, including junction boxes, transformers, conduit, raceways and tubing required for any sign items, shall not be exposed; they shall be concealed and out of public view. Where the attachment of a sign



## General Provisions

may severely damage or impact the facade of a building or canopy, an architectural signage raceway may be allowed. If allowed, the raceway shall be fabricated to minimum dimensions to conceal all electrical wiring components and painted to match adjacent sign and/or building facade.

7. A sign shall not have blinking, flashing, or fluttering lights or other illuminating devices which have a changing light operated to create an appearance or illusion of writing or printing.
8. Sign illumination shall promote energy conservation by utilizing energy efficient illumination techniques. This may include, but is not limited to, LED lighting components and solar-based illumination techniques where applicable.

### Sign Design & Materials

1. Quality materials and creative design shall be used as a means to attract attention rather than excessively bright colors or over-scaled letters.
2. Dimensional signs, letterforms, and decorative brackets are encouraged.
3. Sign letters should be pin-mounted and have dimensional returns to give the appearance of solid dimensional material.
4. Internally lit plastic letters or plastic box signs are not allowed.
5. Signage for the Mall neighborhood shall employ numerous materials and illumination including:

- Painted aluminum/metals
- Natural finish metals, including bronze, aluminum, steel, and stainless steel
- Etched and polished metals
- Cast metals/plaques
- Metal screens, grids, and mesh
- Natural, opaque, hard surface materials, such as granite and stone
- Glass - including frosted, colored, patterned and clear
- Exterior grade vinyl materials(not for use as awning material)
- Exterior grade fabric materials, such as Sunbrella Fabric or equal
- Acrylic, poly-resin materials
- High Density Urethane
- LED illumination
- Neon illumination
- Concealed fluorescent illumination

### Prohibited Sign Types

1. Internally illuminated awnings
2. Conventional, plastic faced box or internally illuminated signage cabinet
3. Formed, plastic faced box or injection molded plastic signs
4. Signs with exposed raceways, conduit, junction boxes, transformers, lamps, tubing, or neon crossovers of any type (unless part of the overall design)
5. Rotating, animated, and flashing signs
6. Rooftop signs mounted above the building roof line
7. Signs for private businesses placed within the public realm, outside of the individual business' allowable sign area, including placement of signs on public items such as benches, fences, trash cans, bus shelter, etc. However, major tenant (anchor) names may be used on Vehicular Directional signs for wayfinding purposes.
8. Any sign designed to be mobile and moved from place to place (excepting sandwich boards and similar)
9. Balloons or inflatable signs
10. Signs that emit sound or odor

## General Provisions

### Downtown-Wide Signage

Certain elements within the *Mall Neighborhood Design Guidelines* are envisioned to be consistent throughout Downtown Columbia to create a coherent character. These elements include street lighting, benches, trash and recycling receptacles, tree grates, primary sidewalk material, Downtown Columbia permanent identification signs, vehicular directional signs, and parking signs.

### Sign Placement

The architecture of the building often identifies specific locations for signs and these locations should be used.

1. The size of signs should be in proportion to the size of their location.
2. Repetitious signage information on the same building frontage should be avoided, regardless of the sign area square footage allowed in the Sign Code.
3. To minimize irreversible damage to masonry, mounting and supports should be inserted into mortar or other joints and not into the face of the building skin. This technique minimizes damage to the building and allows for easy removal.

### Sign Style

Well-designed signage that coordinates multiple uses and messages is more effective than disjointed, or overly-abundant signage.

1. Sign titles should be as brief as possible, to promote ease of use and readability.
2. Sign fonts should be selected to provide both clarity and artistic integrity.

### Creativity and Innovation

Creativity in signage is encouraged in the Mall neighborhood. Not all creative signs will meet the requirements of the Sign Code, but a variance process exists to facilitate innovative design. The variance process can be found in Title 3 Buildings, Subtitle 5 signs, Section 3.513 of the Howard County Sign Code.



## 5.2 Signage Types

The primary types of signage in the Mall neighborhood will include:

**Permanent Identification Signs:** Located at key perimeter locations, these signs announce the primary entry points (or gateways). This sign type shall be part of a designed family of signs and shall be integrated with the overall wayfinding plan for the neighborhood and the Downtown District.

**Directional Signs:** Promote convenient wayfinding throughout Downtown and the neighborhoods.

1. Vehicular Directional Signs
  - a. Vehicular Wayfinding Directional Signage
  - b. Parking (Site) Directional Signage
  - c. Downtown Columbia Street Name Signage
2. Pedestrian Directional Signs
3. Informational Wayfinding Directories

**Free-Standing Monument signs:** Have a lower height configuration and are used for building complexes that are separated from adjacent streets by setbacks.

**Building Mounted Signage:** Signs affixed securely to a building wall; should be legible and easily distinguished and should guide and orient pedestrian and vehicular traffic going to the building.

1. Flat Wall Signs
2. Projecting Signs
  - a. Blade Signs
  - b. Grand Blade Signs
  - c. Awning (Canopy) Signs
  - d. Under Canopy Signs
3. Marquee Signs
4. Roof Signs
5. Tall Building Signs (on buildings over one hundred feet tall)
6. Storefront Window Signs

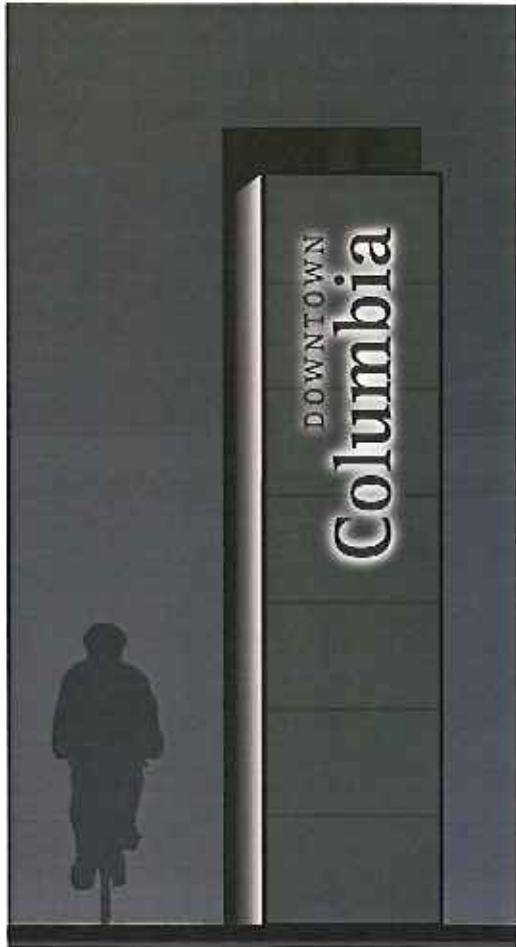
**Banners:** Permanent, temporary, seasonal signs that add visual interest and color to facades of buildings and/or streetscapes. They are vertically oriented and compatible with the overall character and color of the building/streetscape.

1. Building Mounted Permanent Banners
2. Seasonal Banners
3. Temporary Banners

**Digital Displays:** Electronic signs that are integrated into the overall wayfinding signage program of the Mall neighborhood or used by individual businesses. These signs can be used to identify or provide direction, such as providing up-to-date parking availability within a parking structure. Electronic signs can also be implemented and used within an informational directory.

Digital Displays may also be used to advertise a business and its services within the Mall neighborhood, as long as they are integrated into the surrounding architecture and do not adversely impact any adjacent residential area.

Signage Types



Permanent Identification:  
Downtown Columbia (Night)



Permanent Identification:  
Downtown Columbia (Day)

Vehicular Directional

Color Palette

Recommended



Dark Bronze Metallic



Pantone 7533c



Pantone 7529c

Alternate 1



Copper Metallic



Pantone 8624c



Pantone 7502c

Alternate 2



Pantone 167c



Pantone Black 2c



Pantone 7499c

Alternate 3



Pantone 133c



Pantone 627c

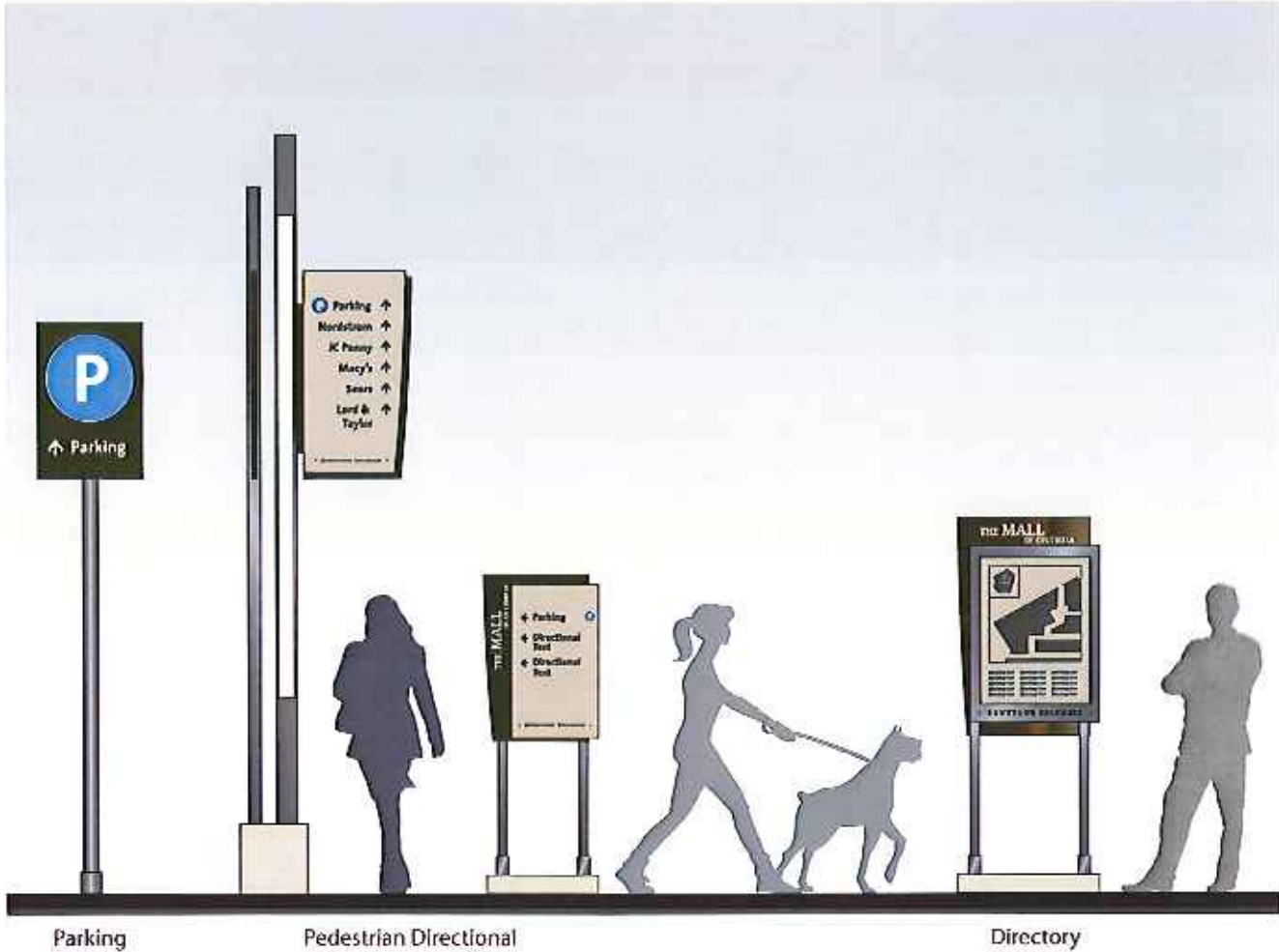


Pantone 1245c

Sign types shown above are Proposed Design Concepts



Signage Types



Typefaces Palette

Downtown and Neighborhood Name Fonts:

**ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 WXYZ & ? . \$  
 abcdefghijklmnopqrstuvwxyz  
 123456789**

Rotis Serif Std Bold

**ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 WXYZ & ? . \$  
 abcdefghijklmnopqrstuvwxyz  
 123456789**

Eidectic Neo Black

Sign types shown above are Proposed Design Concepts

Identifying and Directional Information Fonts:

**ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 WXYZ & ? . \$  
 abcdefghijklmnopqrstuvwxyz  
 123456789**

The Sans Bold

**ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 WXYZ & ? . \$  
 abcdefghijklmnopqrstuvwxyz  
 123456789**

The Sans Condensed Bold

## Permanent Identification Signs

### Overview:

Located at key perimeter locations, these signs announce the primary entry points (or gateways) to Downtown Columbia. This sign type shall be part of a designed family of signs and shall be integrated with the overall wayfinding plan for Downtown. This sign type shall be designed as an integral part of the neighborhood hardscaping and landscaping and shall be compatible with the architecture of the Downtown Columbia neighborhoods. Neighborhood identification signs are not envisioned or recommended at this time, while the Mall remains (as this sign type would be redundant to the existing "The Mall in Columbia" signage; additionally, the Mall is not a true "neighborhood").

### Materials and Standards:

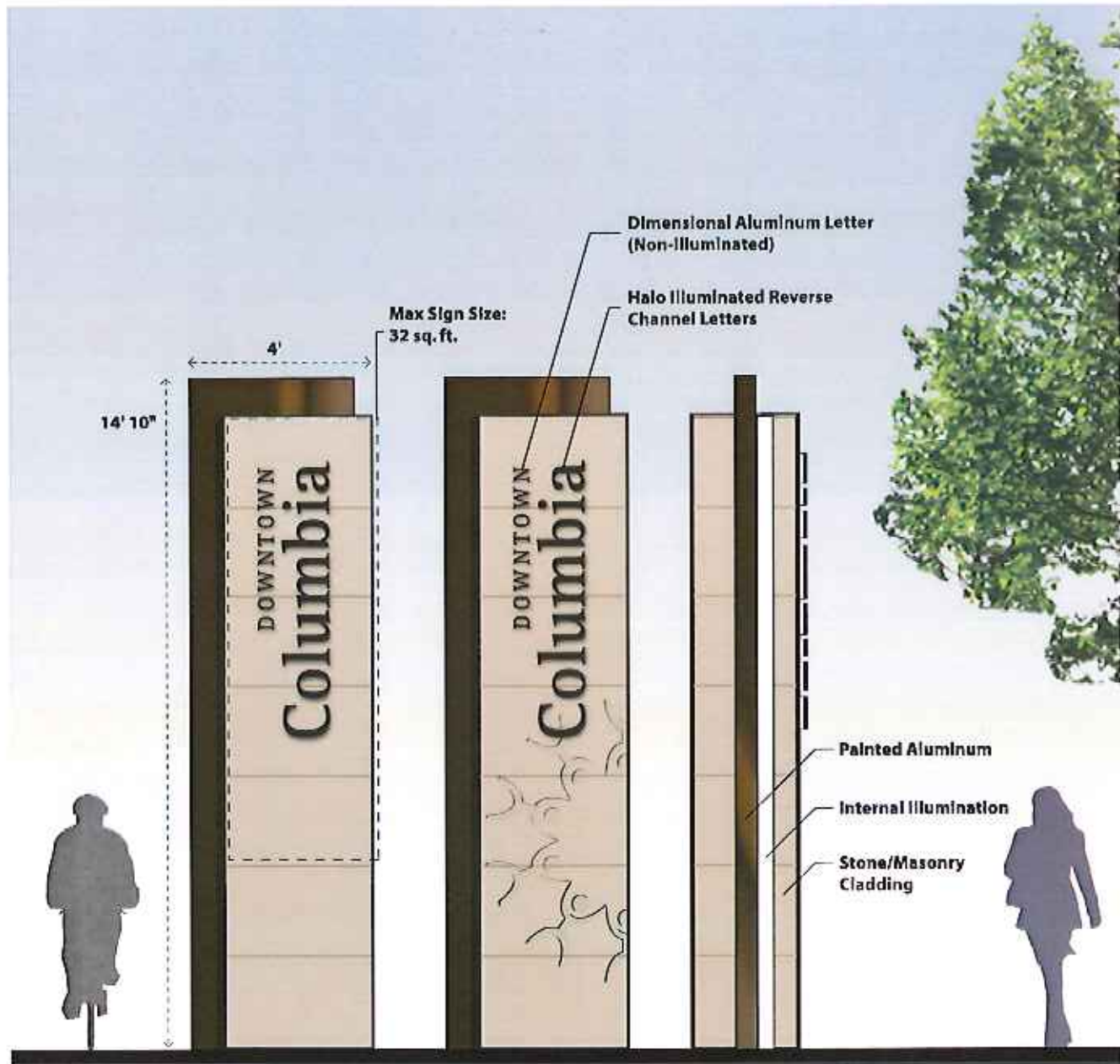
- Sign Materials may include, fabricated aluminum, natural metals, stone, masonry and glass.
- Messages on Downtown Columbia signs shall be limited to "Downtown Columbia".
- Signs may contain internal and/or remote illumination.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.



Permanent Identification Signs



## Permanent Identification Signs



Permanent Identification Sign Diagram \* - Proposed Design Concept

\* These conceptual drawings are for the sole purpose of expressing overall visual design intent only and are not intended for fabrication or construction purposes.  
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## Directional Signs

### Overview:

These signs shall implement the overall wayfinding sign plan for Downtown Columbia and the Mall neighborhood. The directional signs shall promote convenient wayfinding within the neighborhood and Downtown, helping to create a pedestrian-friendly environment that is easy to navigate.

Designed and constructed as a family of signs, the directional signage program for the Mall neighborhood shall first welcome the visitor arriving by car, transit, bicycle, or foot and easily navigate car and bike visitors to parking facilities. After the Mall neighborhood visitor has arrived, they will be introduced to the pedestrian signage that will help navigate to their destinations and to key areas throughout the neighborhood and Downtown Columbia.

Designed and constructed as a family of signs, Directional Sign Types shall include:

1. Vehicular Directional Signs
  - a. Vehicular Wayfinding Directional Signage
  - b. Parking (Site) Directional Signage
  - c. Downtown Columbia Street Name Signage
2. Pedestrian Directional Signs
3. Informational Wayfinding Directories



Directional Signs



### Directional Signs

#### Signage Wayfinding System: Charlotte, NC



Vehicular Directional Sign



Vehicular Directional Sign



Pedestrian Directional Sign



Informational Wayfinding Directory



## 1a. Vehicular Directional Signs

### Overview:

- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Signs shall be placed to expedite movement throughout the Mall neighborhood and Downtown Columbia.
- Signs may contain "The Mall In Columbia", "Downtown Columbia", or coordinated logotype.
- Vehicular directional signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific excepting the allowable inclusion of the neighborhood name and or logotype.
- Directional text shall contain generic uses (such as "Parking", "Plaza", "Shops", "Hotel", "Restaurants", "Theatre", etc.), major tenants, and wording of a directional nature, or public service information (such as information concerning transit routes and schedules, transportation demand management activities, community events, weather, and similar information).
- Signs may be placed on private land or in the public right-of-way, subject to Howard County approval.

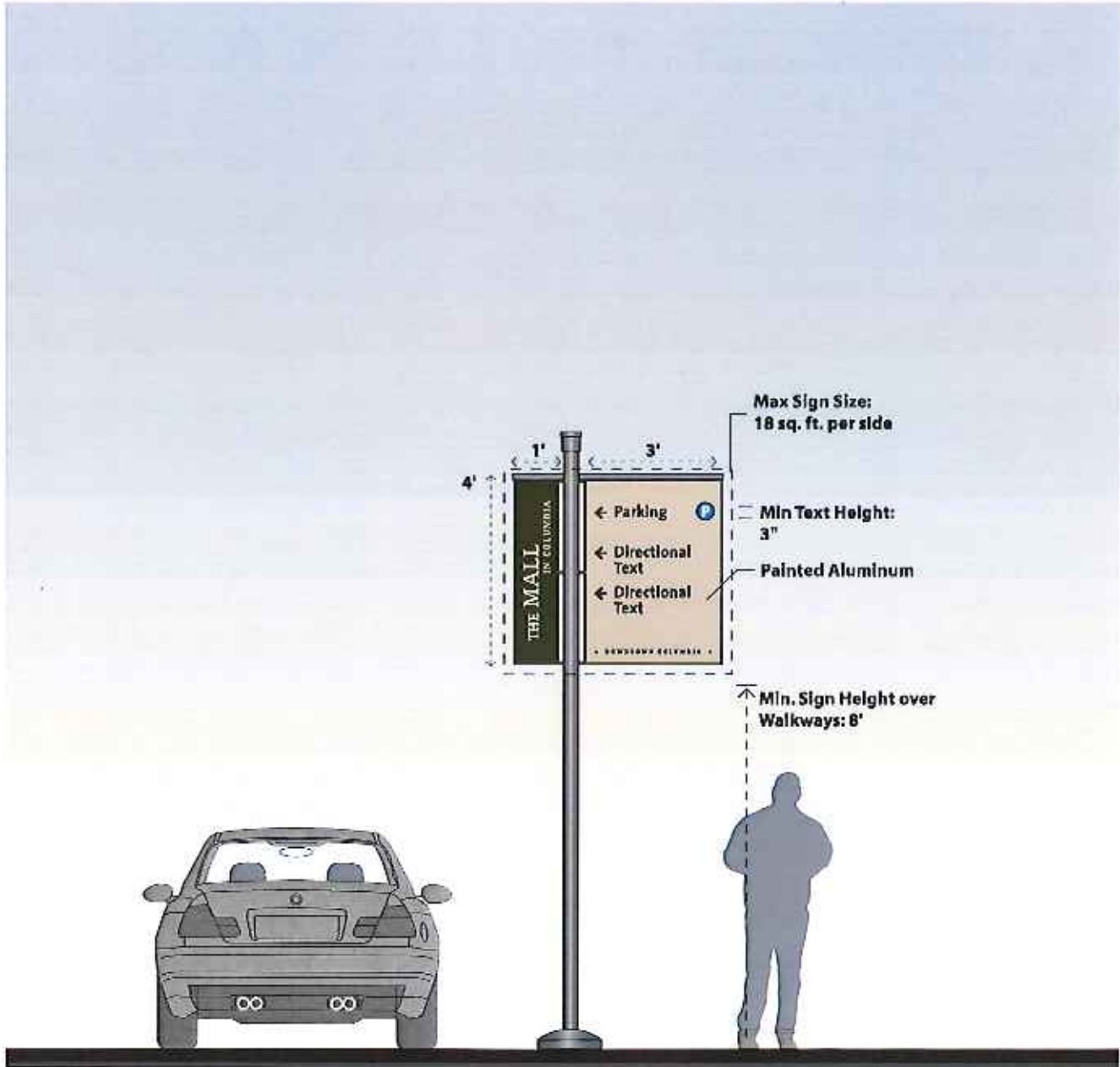
### Materials and Standards:

- Fabricated aluminum ground- and/or post-mounted signage panel located within the urban streetscape context.
- As per the MUTCD, an alternative background color other than the normal guide sign color of green (blue, brown or white) may be used for vehicular directional signage. This is dependent upon the approval from the Howard County jurisdictional authority for roads.
- Any projecting overhead sign item located within the streetscape shall be mounted no less than eight feet above the ground level.
- Signs shall not contain internal illumination; to be illuminated by ambient or remote sources.
- Text for signage shall be fabricated and/or cast painted aluminum letters and applied vinyl.
- All text shall take vehicular speed and sightline visibility into consideration when determining the appropriate font sizes to be used. A minimum text height of three inches is recommended. This has a readable distance for maximum impact of thirty feet and a maximum readable distance of one hundred feet.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.



Existing Vehicular Directional Sign for The Mall In Columbia





Vehicular Directional Sign Diagram \* - Proposed Design Concept

\* These conceptual drawings are for the sole purpose of expressing overall visual design intent only and are not intended for fabrication or construction purposes.  
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## 1b. Parking (Site) Directional Signage

### Overview:

- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Parking Identification signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific.
- Signs shall not contain any message other than the parking identification and directional text.
- Each sign may contain an arrow or graphic to accentuate its message.
- Signs may be placed on private land or in the public right-of-way, subject to Howard County approval.

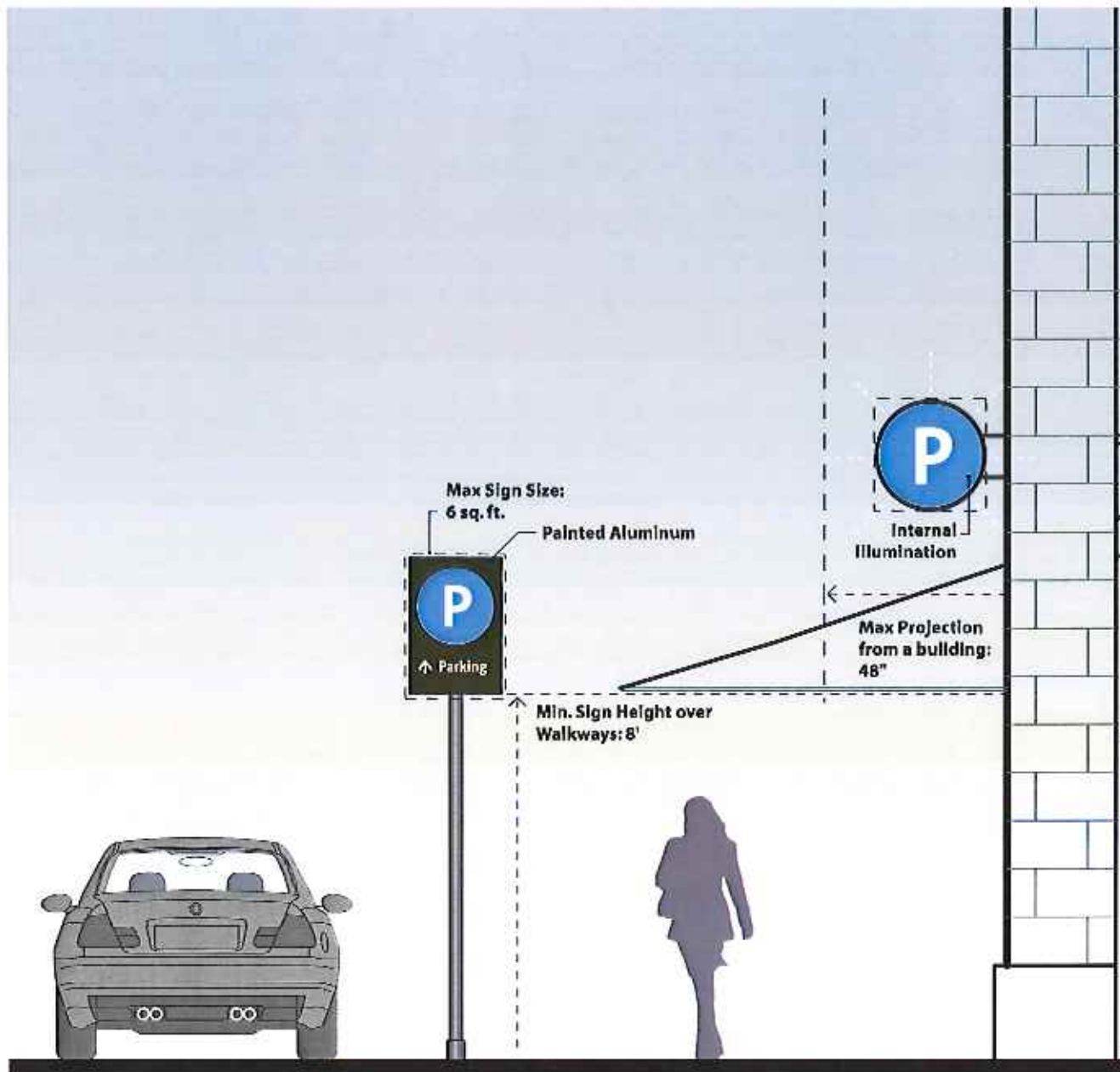
### Materials and Standards:

- Fabricated aluminum ground, post-mounted or building-mounted signage panel located within the urban streetscape context.
- Any projecting overhead sign item located within the streetscape shall be mounted no less than eight feet above the ground level.
- A projecting building mounted sign may not project more than forty-eight inches from a wall of a building.
- Signs may contain internal illumination or can be illuminated by ambient or remote sources.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





### 1b. Parking (Site) Directional Signage



Parking (Site) Directional Sign Diagram \* - Proposed Design Concept

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## 1c. Downtown Columbia Street Name Signage

### Overview:

- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Street signs shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific.
- All design standards shall follow the Manual on Uniform Traffic Control Devices and the Howard County Sign Code.

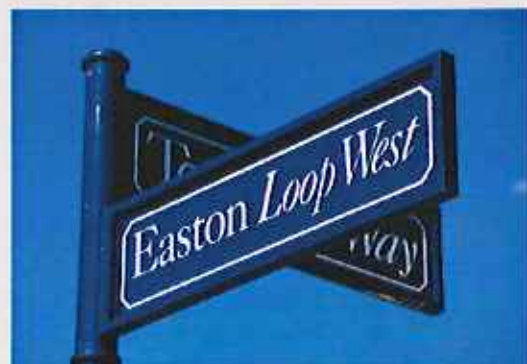
### Materials and Standards:

- Fabricated aluminum post-mounted panel containing white reflective vinyl text.
- As per the MUTCD, an alternative background color other than the normal guide sign color of green (blue, brown or white) may be used for Street Name Signs. This is dependent upon the approval from the Howard County jurisdictional authority for roads.
- Recommended Minimum Letter Heights for post-mounted street signs:

Multi-lane Street:	40 mph or less:
Initial Upper-Case Min. Height	6 inches
Lower-Case Min. Height	4.5 inches

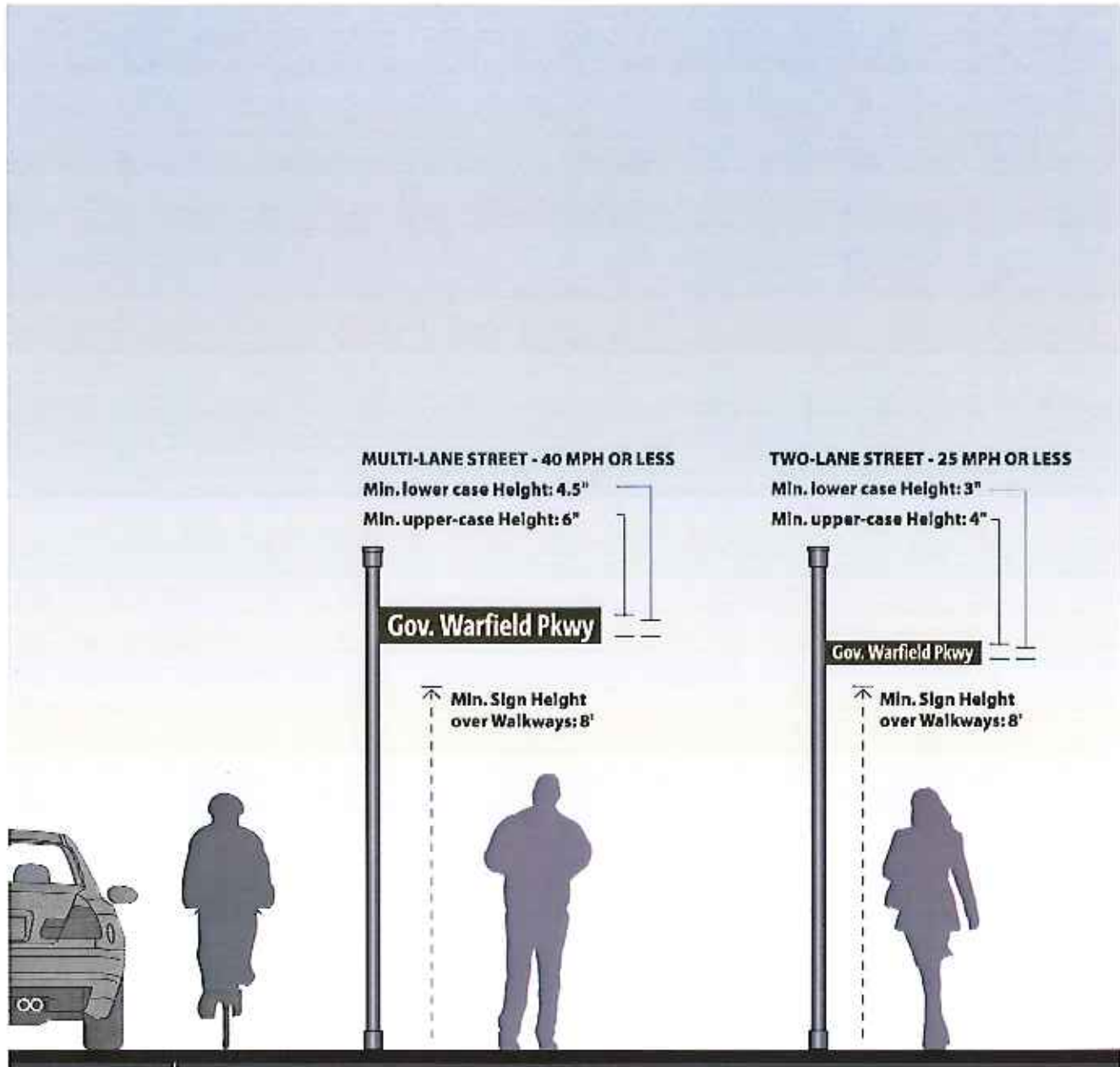
Two-lane Street:	25 mph or less:
Initial Upper-Case Min. Height	4 inches
Lower-Case Min. Height	3 inches

- Any projecting overhead sign item located within the streetscape shall be mounted no less than eight feet above the ground level or eighteen feet above any road, driveway or alley.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





1c. Downtown Columbia Street Name Signage



Downtown Columbia Street Name Sign Diagram \* - Proposed Design Concept

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## 2. Pedestrian Wayfinding Directional Signage

### Overview:

- Signs shall be designed and constructed as a family of signs that enhances the pedestrian experience.
- Shall be pedestrian in scale and height.
- Shall be used to direct and inform pedestrians throughout the Mall neighborhood.
- Signs may contain "The Mall in Columbia", "Downtown Columbia", or coordinated logotype.
- Pedestrian directional signage shall be designed to be consistent and uniform throughout Downtown Columbia, or, within the Mall neighborhood, may be compatible with the existing Mall in Columbia directional signs (see existing example of Vehicular Directional sign on p. 114).
- Pedestrian directional signage may include the neighborhood name and logo.
- Directional text shall contain generic uses (such as "Parking", "Plaza", "Shops", "Hotel", "Restaurants", "Theatre", etc.), tenants, and wording of a directional nature, or public service information (such as information concerning transit routes and schedules, transportation demand management activities, community events, weather, and similar information).
- Signs may be placed on private land or in the public right-of-way, subject to Howard County approval.

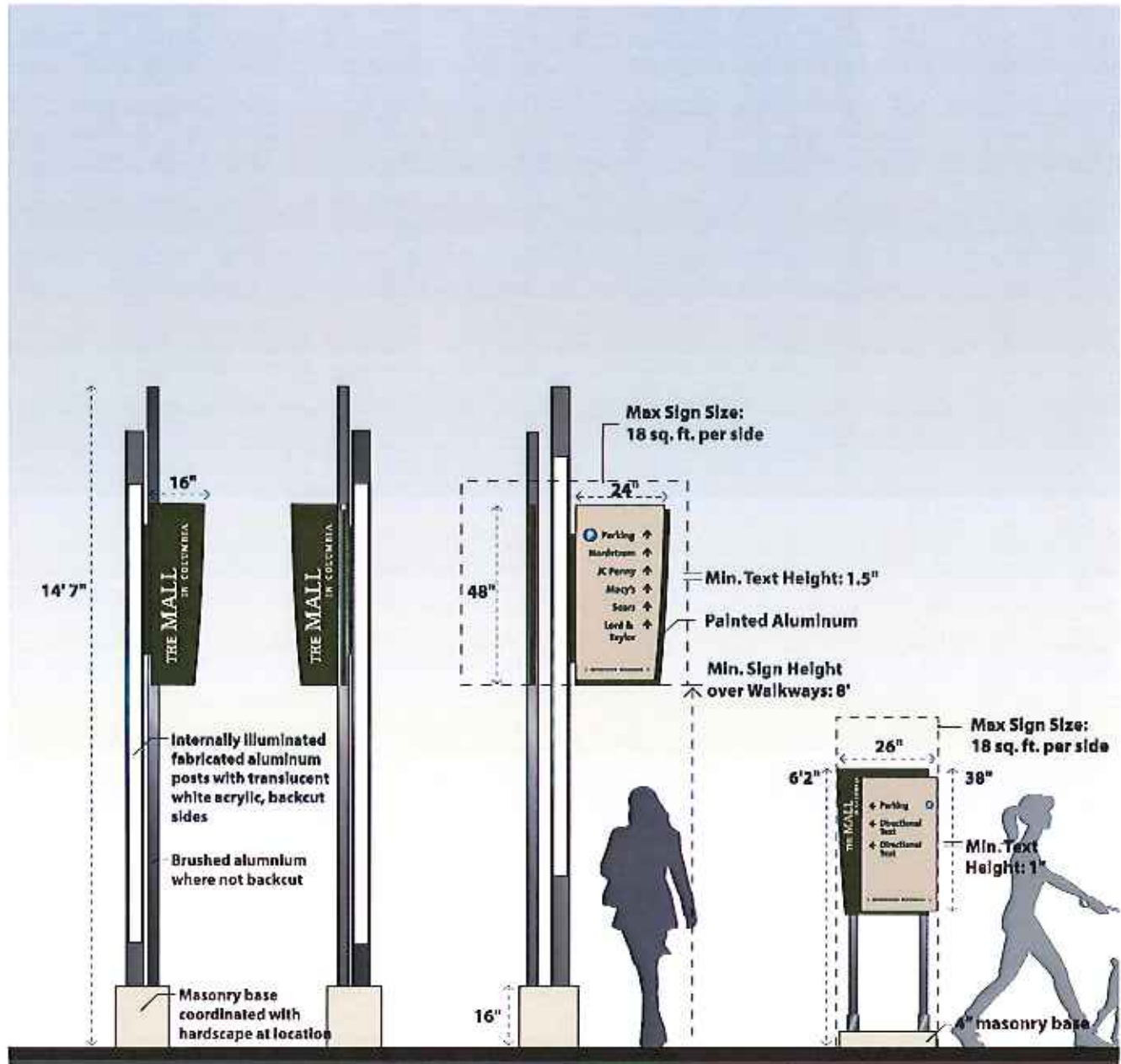
### Materials and Standards:

- Fabricated aluminum ground- and/or post-mounted signage panel located within the urban streetscape context.
- Any projecting overhead sign item located within the streetscape shall be mounted no less than eight feet above the ground level.
- Signs shall not contain internal illumination; to be illuminated by ambient or remote sources.
- Text for signage shall be fabricated and/or cast painted aluminum letters and applied vinyl.
- All text shall take sightline visibility into consideration when determining the appropriate font sizes to be used. A minimum text height of one inch and maximum cap text height of three inches is recommended.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





2. Pedestrian Wayfinding Directional Signage



Pedestrian Wayfinding Directional Sign Diagram \* - Proposed Design Concept

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### 3. Informational Wayfinding Directories

#### Overview:

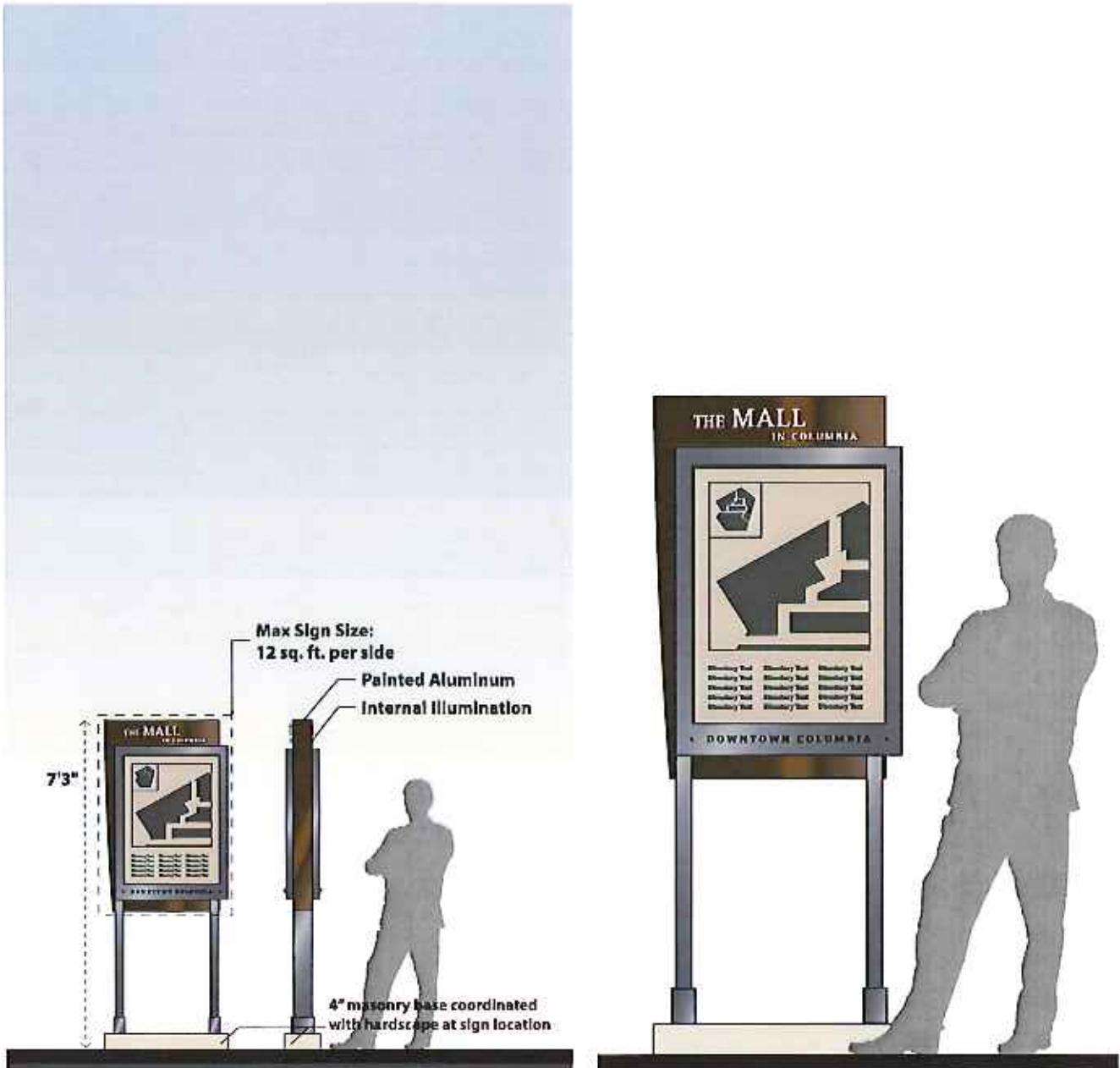
- Signs that shall contain specific retail and/or office tenant names and information, directional information and/or public service information (such as information concerning transit routes and schedules, transportation demand management activities, community events, weather and similar information)
- Shall be scaled to inform pedestrians.
- Directories may contain "The Mall In Columbia", "Downtown Columbia", building name, building address, tenant name, tenant location, or coordinated logotypes.
- Directories may be designed to be consistent and uniform throughout Downtown Columbia, or, in the Mall neighborhood, may be compatible with the existing Mall in Columbia signage.

#### Materials and Standards:

- Directories shall be constructed of materials that compliment the surroundings and their use.
- Materials may include fabricated aluminum, acrylic, glass, and digitally printed graphic panels.
- To be mounted flush against a wall surface or incorporated into a freestanding sign.
- Signs may contain internal or remote illumination.
- Signs may be placed on private land only.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.







Informational Wayfinding Directories Diagram \* - Proposed Design Concept

Enlargement

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## Free-Standing Monument Signs

### Overview:

Free-standing Monument Signs may be used within the Mall neighborhood for building complexes that are separated from adjacent streets by setbacks. Placement is subject to Howard County approval.

### Materials and Standards:

- Signs shall be constructed of materials that compliment building structures and their uses.
- Materials may include, but are not limited to, natural stone, aluminum, stainless steel, and glass.
- Signs shall have architectural lines that complement the building.
- Shall have a low profile and be flanked by either columns or decorative uprights, or have a solid base at the ground.
- Signs shall be illuminated either by external fixtures designed to complement the appearance of the sign, backlit to create a halo effect around the lettering, or internally lit so that only the lettering and logo are visible after dark.
- Internally-illuminated, plastic-faced signage cabinets are not allowed.
- Information shall be limited to the building, tenant, or project name, logos, and the street address.
- Signs may be placed on private land only.
- Signs are exempt from setback requirements, subject to Howard County approval.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





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## Building Mounted Signage

### Overview:

The following sign items pertain to signs that identify an individual tenant or business within the Mall neighborhood and that are directly attached to the façade of the occupied building.

These sign types include:

1. Flat Wall Signs
2. Projecting Signs
  - a. Blade Signs
  - b. Grand Blade Sign
  - c. Awning (Canopy) Signs
  - d. Under Canopy Signs
3. Marquee Signs
4. Roof Signs
5. Tall Building Signs
6. Storefront Window Signs





## 1. Flat Wall Signs

**Overview:**

Flat Wall Signs are affixed securely to a building wall. These signs should be legible and easily distinguished from other signage on each building and serve to guide and orient pedestrian and vehicular traffic going to the building.

**Materials and Standards:**

- Signs shall be placed within a clear signable area.
- Sign locations shall respect the design of a building, including the arrangement of bays and openings.
- Signs shall not obscure windows, grillwork, piers, pilasters, or ornamental features. Typically, wall signs should be centered on horizontal surfaces (i.e., over a storefront opening).
- Acceptable signage materials and applications may include::

*Painted aluminum/metals*

*Natural finish metals to include bronze, aluminum, steel, stainless steel*

*Etched and polished metals*

*Cast metals/plaques*

*Metal screens, grids and mesh*

*Natural opaque hard surface materials, such as granite and stone*

*Glass – frosted, colored, patterned and clear*

*Exterior grade vinyl materials*

*Acrylic, poly-resin materials*

*High Density Urethane*

*LED illumination*

*Neon illumination*

*Concealed fluorescent illumination*

- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.

## 2. Projecting Signs

### Overview:

Projecting Signs are signs that are affixed perpendicularly to a building. In the Mall neighborhood and throughout Downtown Columbia, Projecting Signs include the following:

- a. Blade Signs
- b. Grand Blade Sign
- c. Awning (Canopy) Signs
- d. Under Canopy Signs





## 2a. Projecting Signs: Blade Signs



### Overview:

Blade Signs are affixed perpendicularly to the face of a building. These signs bring creativity and fun to the streetscape and shall be oriented to pedestrians passing on the sidewalk in front of buildings. A Blade Sign is typically mounted adjacent to a storefront at or above the entrance within the first level streetscape environment. This sign type is intended to be viewed at the pedestrian level.

### Materials and Standards:

- Blade Signs should complement the architecture of each building, or portion thereof, or relate to the design of a storefront.
- Signs shall reflect the character of each business while fitting comfortably with other adjacent signage.
- Signs shall be creatively designed with visually interesting elements such as geometric or irregular outlines with painted or applied letters, two or three dimensional symbols or icons and/or internal cutouts.
- Signs shall have mounting hardware that is attractive and integral to the sign design.
- Signs can be internally illuminated, illuminated from attached fixtures or illuminated by surrounding ambient lighting
- Materials may include:
  - Painted aluminum/metals*
  - Natural finish metals to include bronze, aluminum, steel, stainless steel*
  - Etched and polished metals*
  - Cast metals/plaques*
  - Metal screens, grids and mesh*
  - Natural opaque hard surface materials, such as granite and stone*
  - Glass - frosted, colored, patterned and clear*
  - Exterior grade vinyl materials*
  - Acrylic, poly-resin materials*
  - High Density Urethane*
  - LED illumination*
  - Neon illumination*
  - Concealed fluorescent illumination*
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.



## 2b. Grand Blade Signs

### Overview:

Blade Signs are affixed perpendicularly to the face of a building, but unlike a typical street-level blade sign, these signs are larger and intended to be viewed from a distance. These signs are mounted above the first floor, typically near the ends or corner of buildings. This sign type is used to announce and identify an individual tenant's identity and/or brand. This sign type is used to aid in orienting pedestrian and vehicular traffic going to a particular business.

### Materials and Standards:

- Blade Signs should complement the architecture of each building, or portion thereof, or relate to the design of a storefront.
- Signs shall reflect the character of each business while fitting comfortably with other adjacent signage.
- Signs shall be creatively designed with visually interesting elements such as geometric or irregular outlines with painted or applied letters, two or three dimensional symbols or icons and/or internal cutouts.
- Signs shall have mounting hardware that is attractive and integral to the sign design.
- Signs can be internally illuminated, illuminated from attached fixtures, or illuminated by surrounding ambient lighting
- Materials may include:
  - Painted aluminum/metals*
  - Natural finish metals to include bronze, aluminum, steel, stainless steel*
  - Etched and polished metals*
  - Cast metals/plaques*
  - Metal screens, grids and mesh*
  - Glass – frosted, colored, patterned and clear*
  - Exterior grade vinyl materials*
  - Acrylic, poly-resin materials*
  - High Density Urethane*
  - LED illumination*
  - Neon illumination*
  - Concealed fluorescent illumination*
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





## 2c. Projecting Signs: Awning (Canopy) Signs



### Overview:

Awnings or canopies above a business door or windows may have sign graphics. These sign graphics are typically applied to the awning as applied vinyl letters or images. Awnings generally serve to bring color to the streetscape and are oriented towards pedestrians.

While only the signage (i.e., letters and graphics) on an awning is regulated by the Howard County Sign Code, the following design criteria shall be followed to ensure well-built, aesthetically pleasing awnings and canopies as the backdrop for the awning signs.

### Materials and Standards:

- Awnings and canopies must be sturdy and permanently attached to buildings.
- Awnings must be mounted at a height, which ensures that when under canopy signs are included, they will be a minimum of eight feet from ground level at the base of the building.
- Open-ended awnings are preferred.
- Awnings should be designed to project over individual window and door openings and not project as a single continuous feature extending over masonry piers or arches.
- Awning materials shall include: metal, glass, outdoor-grade marine fabric/canvas. Sign graphics may be printed or applied vinyl.

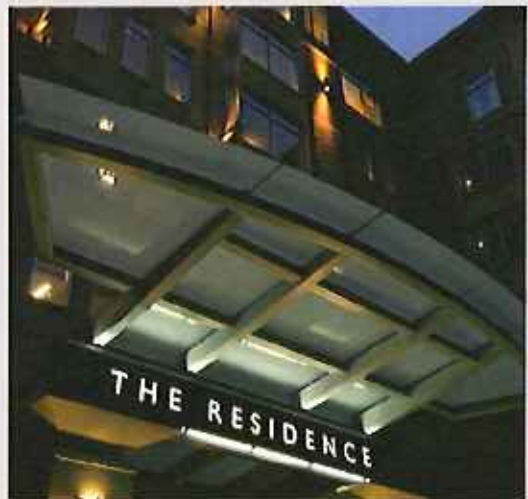
## 2d. Projecting Signs: Under Canopy Signs

### Overview:

Under Canopy Signs are similar to blade signs except that they are suspended below a marquee or under an awning or canopy. These signs are generally smaller than blade signs and are oriented to pedestrians passing underneath them.

### Materials and Standards:

- These signs shall be permanently attached to an overhead canopy or awning.
- Signs shall be used primarily at ground floor locations but can be considered for upper floor businesses with covered entry porches and balconies.
- Signs shall impart a sense of creativity in their design.
- Blade Signs should complement the architecture of each building, or portion thereof, or relate to the design of a storefront.
- Signs shall reflect the character of each business while fitting comfortably with other adjacent signage.
- Signs shall be creatively designed with visually interesting elements such as geometric or irregular outlines with painted or applied letters, two or three dimensional symbols or icons and/or internal cutouts.
- Signs shall have mounting hardware that is attractive and integral to the sign design.
- Signs can be internally illuminated, illuminated from attached fixtures or illuminated by surrounding ambient lighting.
- Materials may include:
  - Painted aluminum/metals*
  - Natural finish metals to include bronze, aluminum, steel, stainless steel*
  - Etched and polished metals*
  - Cast metals/plaques*
  - Metal screens, grids and mesh*
  - Glass – frosted, colored, patterned and clear*
  - Exterior grade vinyl materials*
  - Acrylic, poly-resin materials*
  - High Density Urethane*
  - LED illumination*
  - Neon illumination*
  - Concealed fluorescent illumination*
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





### 3. Marquee Signs



#### Overview:

A marquee sign is aligned with a building façade and affixed to the face of a building marquee (a permanent canopy often of metal and glass projecting over an entry). This sign type is used to accentuate primary building entrances, major tenant entrances, or other significant building entry points and aid in orienting pedestrian and vehicular traffic going to the building.

#### Materials and Standards:

- Sign shall compliment the architecture of the marquee or canopy structure.
- Signs shall be designed as an integral part of the overall building or storefront architecture.
- Signs shall be scaled so that the signs appear proportional to and well supported by the marquee.
- Theaters, cinemas, and performing arts facilities are encouraged to utilize this sign type.
- In Downtown Columbia, marquee signs may project below or above the vertical face of a marquee or structural canopy, provided a vertical clearance of eight feet is maintained between the bottom of the sign and the grade below.
- The horizontal clearance (or setback) between a marquee or structural canopy and the street curb line shall not be less than three feet.
- Materials may include:
  - Internally illuminated channel letters*
  - Face-lit letters, illuminated by a remote source*
  - Backlit halo-illuminated letters*
  - Painted aluminum/metals*
  - Natural finish metals to include bronze, aluminum, steel, stainless steel*
  - Etched and polished metals*
  - Metal screens, grids and mesh*
  - LED illumination*
  - Neon illumination*
  - Concealed fluorescent illumination*
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.

## 4. Roof Signs

### Overview:

Roof Signs are flat signs mounted at the top of a building that enhance the skyline by announcing the identity of a building. These signs are intended to be easily seen from a distance both day and night.

### Materials and Standards:

- Single-faced signs shall be permitted on the front profile of a building provided that the top of the sign does not extend above the height of the building, as defined in the Howard County zoning regulations.
- Logos and logotypes shall be used in place of lengthy business names as clear identifiers.
- Signs shall be constructed of high quality, durable materials that are compatible with the building materials. Materials may include fabricated aluminum and other natural metals.
- Signs shall consist of channel letters that are individually pin-mounted and backlit creating an illuminated halo effect.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





## 5. Tall Building Signs



### Overview:

Tall Building Signs are flat signs mounted at the top of a building that is over one hundred feet tall. They shall enhance the skyline by announcing the identity of a tenant or building name. These signs are intended to be easily seen from a distance both day and night.

### Materials and Standards:

- On a flat-topped building, tall building sign shall be located between the top of the windows on the upper floor and the top of the roof parapet or within sixteen feet below the top of the roof parapet.
- Shall be located on a wall and may not be located on a roof, including a slopping roof, and may not block any windows.
- If a building has tall building signs on two or more sides of the building, the signage on each side shall consist of the same combination of name and/or corporate logos, however, the names and logos on the signs need not be identical in appearance.
- Signs shall be integrated with distinctive building top whenever possible.
- Signs shall consist of channel letters that are individually pin-mounted.
- Signs shall be constructed of high quality, durable materials that are compatible with the building materials. Materials may include fabricated aluminum and acrylic faces where applicable.
- Illumination: Channel letters shall be internally illuminated only, either backlit creating an illuminated halo effect, face lit or a combination of both illumination methods.
- DILP shall review specific area calculation exemptions proposed for Tall Building Signs.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.

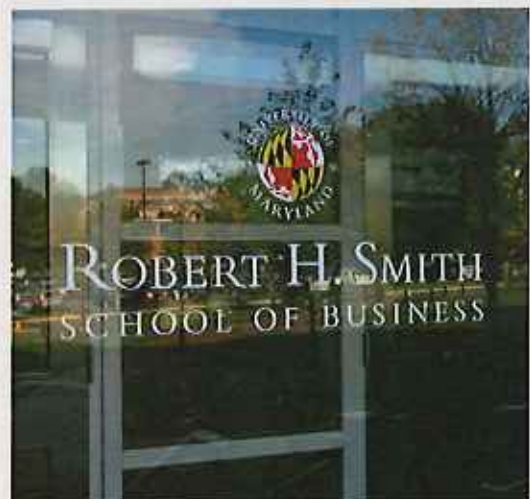
## 6. Storefront / Window Signs

### Overview:

Window Signs are professionally painted, posted, displayed, or etched on interior translucent or transparent surfaces, including windows or doors. This type of signage generally contains only text but can express a special business personality (or brand) through the use of graphic logos or images combined with color.

### Materials and Standards:

- Permanent window signs may cover up to 20% of the glass area and should be designed so that visibility into and out of the window is not obscured.
- Windows signs shall be created from high-quality materials, which may include: paint, gold leaf, transparent, opaque and frosted vinyl materials.
- Window signs may also utilize techniques such as sandblasting and etching.
- Window signs shall be applied directly to the interior face of the glazing or hung inside the window concealing all mounting hardware and equipment.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





## Banner Signs

**Overview:**

Banners can add color and visual interest to the Mall neighborhood streetscape environment. Permanent and temporary banners are allowed on private land and may be mounted on buildings, streetlights, and similar pole-like structures.

**Banner types include:**

1. Building Mounted
2. Pole Mounted
3. Temporary

## 1. Building Mounted (Permanent) Banner Signs

### Overview:

Banners mounted on a building façade can help add dimension, interest and color. They shall be vertically oriented and compatible with the overall character and color of the building.

### Materials and Standards:

- Banners shall look or complement purposeful elements of the building.
- Materials may include:
  - Durable heavy weight exterior grade canvas fabric*
  - Exterior grade, digitally printed vinyl and vinyl mesh materials*
  - Metal*
  - Glass*
- Banners shall be mounted perpendicularly to the building façade at both the top and bottom from metal brackets of a size and design that are appropriate to the banner and the architectural character of the building.
- Banners shall contain easily recognized business names and/or logos
- A Building Mounted Banner is a projecting sign, therefore the requirements for projecting signs shall apply, as noted below.
- A projecting sign or supporting structure shall not project more than forty-eight inches from the wall of a building, nor be less than eight feet from the ground level at the base of the building and eighteen feet above any road, driveway, or alley.
- The horizontal clearance (or setback) between a projecting sign and the curb line shall not be less than three feet.
- A projecting sign shall not be higher than the parapet line of the building or twenty-five feet from the ground level to the top of the sign, whichever is less.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations. Banners are counted towards the total sign area of a building.
- Building mounted seasonal banners are permitted and may be displayed for a time period up to ninety days. Building mounted seasonal banners do not count towards the total sign area of a building, provided the banner does not identify





## 1. Building Mounted (Permanent) Banner Signs, continued



any specific commercial business. Seasonal Banners shall not exceed sixteen square feet per side. Seasonal Banners shall be coordinated in size, style, and placement.



## 2. Seasonal (Temporary) Pole Mounted Banners

### Overview:

Banners added to the streetscape of the Mall neighborhood will help enliven and add color to the environment. This can be done by using banners to help celebrate holidays and advertise community events.

### Materials and Standards:

- Pole Mounted Seasonal Banners may be displayed for a time period up to ninety days.
- Banners shall be scaled for both pedestrians and vehicular occupants.
- Materials may include:
  - Durable heavy weight exterior grade canvas fabric*
  - Exterior grade, digitally printed vinyl and vinyl mesh materials*
- Size: Banners shall be appropriately scaled to the light post or pole to which they will attach, taking wind load into consideration. Banners shall not exceed sixteen square feet per side.
- Pole Mounted Banners shall not be mounted less than eight feet above grade.
- Seasonal Banners shall be coordinated in size, style and placement.





### 3. Temporary Banners



#### Overview:

Temporary Banners may be used to announce a grand opening, entertainment, or other event and do not count towards the total sign area of a building.

#### Materials and Standards:

- Temporary banners shall be removed after fourteen days.
- Materials may include:
  - Durable heavy weight exterior grade canvas fabric*
  - Exterior grade, digitally printed vinyl and vinyl mesh materials*
- Banners shall not be mounted less than eight feet above grade.

## Digital Displays

### Overview:

Digital Displays allow electronic display of text, images, video, animation, motion images, and interactivity. It is envisioned that this technology will primarily be used to enhance the overall experience in Downtown Columbia by displaying creative images, graphics, and other information to complement the distinctive, vibrant and dynamic character envisioned for Downtown.

Selective and imaginative use of digital displays as part of the overall signage plan the Mall neighborhood will help create a sense of place that is unique to Howard County and will further the continuing evolution of Downtown Columbia as the County's urban center.

### Materials and Standards:

- Digital displays shall employ unique designs to include creative imagery that emphasizes graphics and color over text.
- Shall be programmed to include public service messaging and other programming designed to enhance the streetscape and provide a benefit to the community.
- Utilize LED, LCD, plasma displays, projected images, and other emerging technologies.
- Signs shall complement and enhance the architectural elements of buildings and be of a size that is in scale with the setting and intended audience.
- These sign types shall be located in such a way that existing communities surrounding Downtown Columbia are not adversely impacted.
- Signs shall be placed so as to avoid visual clutter.
- Although not the primary use, digital displays may also identify or advertise businesses, products, and services. Advertising should be designed to emphasize the unique and creative capabilities of this technology.
- Digital signs including advertising shall be located on private land only.
- The current Howard County Sign Code for Downtown Columbia shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.





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## 6.0 | DEFINITIONS

## 6.0 Definitions

The definitions in Section 103.A of the Howard County Zoning Regulations are to be applied to the terms used in the *The Mall Neighborhood Design Guidelines*. The following definitions explain terms used in the *The Mall Neighborhood Design Guidelines* that are either not defined in the Zoning Regulations or have a different meaning in the Guidelines.

**Alley:** A street that typically has one or two lanes and is designed to provide access to parking garages and service areas.

**Amenity Space:** A separate lot or area designated for plazas, promenades, greens, gardens, parks, pedestrian and bicycle circulation systems, enhanced streetscapes, and Downtown Arts, Cultural and Community uses. Amenity Space also includes the enhancement or rehabilitation of environmentally sensitive areas.

**Arcade:** A continuous walkway or passageway adjacent to a building, which runs parallel to and opens to a street or Amenity Space, or a passageway within a building open to public use, usually covered by a canopy or permanent roofing.

**Avenue:** A street that typically has 2 to 4 lanes, intended to provide access to or links between Downtown neighborhoods.

**Bioswale:** Landscape element designed to remove silt and pollutants from surface runoff water in open areas. Swales are typically lined with stone and are planted with wet/dry tolerant vegetation in order to filter and infiltrate rainwater, allowing for improvements in water quality and reduction in volume before discharge to water bodies.

**Block:** An increment of urban land, typically circumscribed by thoroughfares and/or streets.

**Boulevard:** A divided street that typically has 4 lanes and a center median.

**Build-To-Line:** A line established on a parcel to indicate the placement of the principal structure upon the parcel, parallel to the frontage and/or right-of-way, facing a street or Amenity Space. The intent of the build-to-line is to align structures framing a street or Amenity Space.

**Civic Building:** A structure whose principal purpose is a public or civic use, such as government offices, school, post office, Columbia Association headquarters, meeting house or community center.

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

**Downtown Building Frontage:** Means each linear segment of a building perimeter located within Downtown Columbia which adjoins a private street, public right-of-way, Downtown Community Commons, or Downtown Parkland.

**Downtown Columbia:** Means that area defined as "Downtown Columbia", in the Howard County Zoning Regulations

**Downtown Columbia Illustrative Master Plan:** The Downtown Columbia Illustrative Master Plan identifies possible locations and configurations of uses, the potential layout and dimension of streets, blocks, and amenity spaces, within the six distinctive neighborhoods.



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

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

**Expression Line:** An architectural treatment extending or offset from the surface plane of the building wall, or change of material, color or other treatment of the facade. Expression Lines typically delineate the transition between floor levels and base-middle-top of a building.

**Frontage Coverage:** The percentage of a block occupied by building facades. The frontage coverage is calculated as the sum of the length of the building facades divided by the block length.

**Frontage Facade:** The front facade of a built structure parallel to a street or public right-of-way and coinciding with the build-to-line.

**Frontage Street:** The street bordering on a property toward which the front facade and main entrance are oriented.

**Green Roof:** A roof that is partially or completely covered with vegetation and a growing medium, typically placed over a drainage layer above the roof's waterproofing. Benefits include reduction in stormwater runoff, increase in roof life span, heat and noise insulation value, reduction of the urban heat island effect, and creation of wildlife habitat.

**Mixed-Use Building:** A structure consisting of multiple uses, whose ground floor use is typically, but not limited to, retail, restaurant or similar service businesses, with residential, office or other uses on upper floors.

**Porous Pavement:** Permeable pavement such as porous asphalt, concrete, and pavers to be considered for pedestrian walkways and bike paths, plazas, and low traffic volume streets and parking lanes. Benefits include water quality treatment and infiltration, storm water flow control, reduction of water pooling/ponding on paved surfaces and reduction of urban heat island effect by cooling paved surfaces.

**Primary Pedestrian Street:** A Primary Pedestrian Street is intended to be the focus of pedestrian activity. Primary Pedestrian Streets typically have wide sidewalks with amenity spaces, or other pedestrian features.

**Private Street:** A privately-owned roadway including, Alleys, Driveways, Avenues, Streets, or Boulevards that provide access to and through Downtown.

**Rainwater Planter:** An area designed to capture stormwater runoff from sidewalks, roadways, and other paved areas, in order to reduce peak stormwater flows, volume, and pollution. Plant beds along street edges and walks might be designed as a series of small infiltration beds filled with plants and linked to drainage systems in natural areas by means of covered channels below the pavement.

**Sharrows:** A shared lane that has special bicycle markings to provide a higher level of guidance to bicyclists and motorists. The symbols (called "sharrows") alert motorists of locations where bicyclists should be expected to ride and encourage safer passing behaviors.

**Storefront:** The facade or portion of a building's front facade (typically the ground level only) with business or retail uses typically aligned along the frontage line with the entrance to the business or retail use at sidewalk grade.

**Street:** A roadway that typically has 2 lanes and is designed to provide local access and disperse traffic within Downtown. **Street and Block Plan:** The Street and Block Plan frames a possible layout and dimension of streets, blocks, open spaces, and illustrates how buildings, streets and landscape support and reinforce the urban grid of Downtown Columbia.

**Streetwall:** The vertical plane of a building façade along a roadway.

**Street Type:** A street classification based on the distinctive character of the roadway and sidewalks, which may be defined by number of potential lanes, and the presence of medians or other special treatment of the vehicular and pedestrian ways.

**Vista:** A view framed by buildings, landscape, or other structures.

**Vista Terminus:** A building, significant feature of a building, or site element that terminates or punctuates a framed view. Civic buildings, sculptural pieces, iconic natural areas, and special building elements serve as the most appropriate view terminators.





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# A | APPENDIX

A.1 SUSTAINABILITY

A.2 ON-ROAD BICYCLE FACILITIES

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# A.1 | SUSTAINABILITY

08

## SUSTAINABILITY GUIDELINES



**INTRODUCTION AND OVERVIEW**

**THE DOWNTOWN COLUMBIA SUSTAINABILITY PROGRAM**

The Sustainability Program is an ambitious effort to use holistic thinking to guide further development of Downtown Columbia and the design of a livable community. A sustainable community is a place that pursues a quality of life, for all life, now and into the future. Attributes that support a community's effort toward becoming sustainable include:

- Public spaces and amenities where residents can socialize, work, shop, and play
- An increased ease in mobility, where residents can walk to accommodations or access public transit more readily
- Buildings that are healthy and use natural resources, such as water and energy, efficiently
- A healthy environment with clean water, clean air, and increased connections to the natural environment

The Downtown Columbia Sustainability Program establishes goals for Downtown Columbia and is comprised of many integrated and codependent programs, philosophies, and guidance documents which will inform the design, construction, operations and programming of land and building development in Downtown Columbia. The intent of the Program is to fulfill a vision for a livable, socially, economically, and environmentally sustainable urban community. Collectively, the Sustainability Program consists of the following six documents and guidance tools, representing a "kit of parts", that strives to deliver the most comprehensively sustainable development possible. These documents (described on the following page) include:

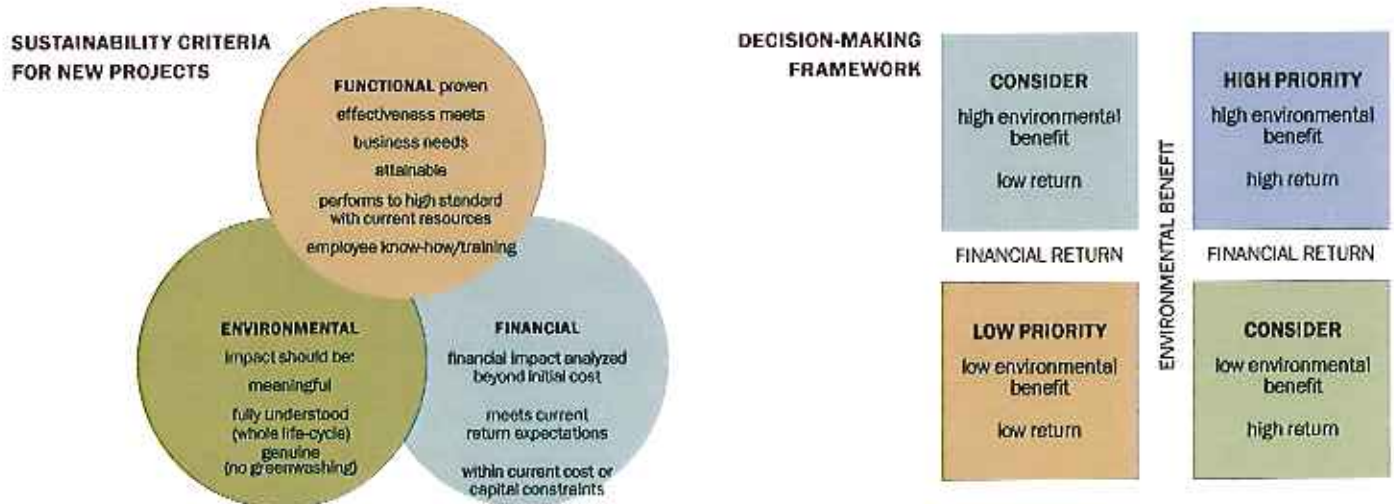
1. The original Columbia plan
2. Smart Growth Principles
3. The Downtown Columbia Sustainability Guidelines (The Land Component & The Community Component)
4. The Howard County Green Building Law
5. Town Center Merriweather and Crescent Environmental Enhancements Study, September 2008
6. Best Management Practices for Symphony Stream and Lake Kittamaqundi Watersheds, September 2008

The program aims to establish goals to be pursued as each phase or project in Downtown progresses toward full build out over the ensuing years. As new technology emerges, innovative strategies will be pursued to conserve natural resources. The sustainability program is designed to allow future flexibility, to learn, adapt and evolve as the project moves from developer, to builder, to community ownership.

The plan recognizes the importance of realistic criteria to sustainability which must meet multiple business goals. Each project must be:

- Functional and effective to meet the needs of the business and perform as designed
- Environmentally sound to reduce impact in a meaningful way throughout the project's life cycle
- Financially viable considering all risks and ensuring initiatives to achieve return on investment

Those initiatives which can realize a high environmental benefit as well as high return are priorities. Solutions that are of a genuine and meaningful benefit to the environment should become priority projects versus ineffective but highly visible solutions.





## THE SUSTAINABILITY PROGRAM GUIDANCE DOCUMENTS

1. **The original Columbia plan** - Columbia is unique in that it was originally designed and developed to embody some of the key elements of sustainability. In fact, one of the main objectives was to "create a comprehensively balanced community", planning for people while respecting "the stream valleys, the forests, the southeastern slopes ... allowing the land to impose itself as a discipline on the form of the Community." These principles continue to guide Downtown development through a balance of natural and open spaces, commercial uses, housing, public amenities, arts as well as an economically sustainable tax and profit base.
2. **Smart Growth Principles** – Smart Growth is a phrase coined in Maryland by Governor Parris N. Glendening. It is now a common term used nationwide to describe the desire and strategy to accommodate new growth and development in the most suitable areas while protecting our most vital natural resources. Since 1997, with the passage of the Smart Growth and Neighborhood Conservation initiative, Maryland has led the nation in this endeavor. Maryland's efforts were recognized by Harvard University in 2000 as one of the ten most innovative governmental programs in the country. The concept of Smart Growth embodies the following ten principles:
  - Smart Growth Planning - Mix of land uses
  - Takes advantage of existing community assets
  - Creates a range of housing opportunities and choices
  - Fosters "walkable," close-knit neighborhoods
  - Promotes distinctive, attractive communities with a strong sense of place
  - Includes the rehabilitation and use of historic buildings
  - Preserves open space, farmland, natural beauty, and critical environmental areas
  - Strengthens and encourage growth in existing communities
  - Provides a variety of transportation choices;
  - Makes development decisions predictable, fair, and cost-effective
  - Encourages citizen and stakeholder participation in development decisions

The Downtown Columbia plan approved in Howard County Council Bills 58-2009 and 59-2009 as well as its enabling and conforming legislation was crafted around these ten principles as a part of the foundation for its sustainability program.

3. **The Downtown Columbia Sustainability Guidelines** – These guidelines are comprised of two interdependent subsections: the Land Component and the Community Component. The Land Component focuses on the land development elements of sustainability that are the result of land planning, site design, construction and management: water, transportation, energy, ecology, materials and livability. The Community Component addresses social elements of sustainability, such as justice, relationships, collaboration, stewardship, vitality and service. The Community Component and its elements must be developed, refined, implemented and managed by the community itself through an extensive community stakeholder effort over time that could include the Community, the Downtown Partnership, the County's Environmental Sustainability Board and others..
4. **The Howard County Green Building Law** – As part of the Downtown Columbia plan conforming legislation, all Downtown Columbia new construction 10,000 square feet or larger will achieve a LEED certification from the US Green Building Council of certified-level rating or higher. This guidance will assure that all major vertical building development in Downtown will target compliance with the USGBC's five environmental categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environment as well as creative design and building expertise through additional Design Innovations.
5. **Town Center Merriweather and Crescent Environmental Enhancements Study, September 2008** – A natural resources assessment was performed by General Growth Properties on over 5000 linear feet of streams and 120 acres in the Merriweather-Symphony Woods & Crescent neighborhoods of Downtown Columbia. The report describes the findings of the assessment and articulates proposed environmental improvements to streambeds, wetlands, forests and vegetation management. These mitigations and improvements to be implemented by property Owners in these neighborhoods strive to enhance the ecological environment by restoring and maintaining the current Symphony Stream and Little Patuxent River riparian corridors. The environment will be enhanced through corridor management activities such as invasive species management, reforestation, stream bed restoration, wetlands enhancement and creation, and understory plantings.
6. **Best Management Practices for Symphony Stream and Lake Kittamaqundi Watersheds, September 2008** - General Growth Properties and its ecological consultant Biohabitats, performed watershed assessments for the three Columbia sub watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located up stream of Downtown Columbia's Town Center Merriweather and Crescent Environmental Enhancements Study area. Watershed assessments were performed to target storm water retrofits and riparian corridor restoration opportunities for the watersheds of the two streams flowing through Downtown Columbia. The Land Component of the Downtown Columbia Sustainability Guidelines identifies the locations of those projects and the Downtown Columbia Plan makes specific recommendations about their implementation.



## THE DOWNTOWN COLUMBIA SUSTAINABILITY GUIDELINES LAND COMPONENT

The Downtown Columbia Sustainability Guidelines Land Component focuses on physical or built elements of the community, as it is planned, designed, constructed and managed. It is principally crafted to provide residents and businesses with the tools to reduce their environmental footprint that will enable them to live lightly on the land.

The Land Component is fully integrated with the Downtown Columbia Design Guidelines. The Land Component is comprised of six Elements: Livability, Water, Transportation, Energy, Ecology, and Materials. Each Element is guided by an overarching goal and split into topics and sub-topics. Each sub-topic includes goals, targets, and strategies.

Although Downtown Columbia will achieve many sustainability targets at its outset, some targets will require the participation and partnership of other stakeholders. These stakeholders include Howard County, the Columbia Association, Maryland Transit Authority, future developers and the community at large. Moreover, some targets and the means of achieving them must be evaluated through the lens of a cost benefit life cycle analysis.

Designing a more sustainable community requires understanding the interrelationships among the primary physical design elements that power, shelter, move, nourish and sustain life.

- Vitality and health are encouraged by producing space that is comfortable, engaging, beautiful and inspiring
- Dense and compact mixed use development allows easy access to stores, entertainment, services, jobs and recreation
- Air and water are naturally purified by a native living landscape, providing habitat for wildlife and natural cooling
- Natural energy and water resources will be harvested for use and conserved preciously with innovative technology and high performance buildings.
- Downtown Columbia seeks to learn and mimic nature's processes to produce a community that is responsible, beautiful, inspiring, healthy, productive and enduring.

A sustainable community is not an endpoint; rather it is a continuous process of adapting and improving, so that each generation can progressively experience a higher quality of life. Like nature, Columbia must have the resources and flexibility to adapt and evolve. Moving toward sustainability requires recognition that today's practices may yet be improved. Downtown Columbia redevelopment aims to address many needed improvements while planning for an enriching future. This Plan strives to reach beyond green buildings and technology and consider all of the elements that comprise the fabric of the community.

6 ELEMENTS AREAS	TOPICS AND GUIDELINES	SUPPORTED FRAMEWORKS & REFERENCES
<p>The Sustainability Guidelines Land Component is organized by 6 elements:</p> <ul style="list-style-type: none"> <li><b>1 LIVABILITY</b></li> <li><b>2 WATER</b></li> <li><b>3 TRANSPORTATION</b></li> <li><b>4 ENERGY</b></li> <li><b>5 ECOLOGY</b></li> <li><b>6 MATERIALS</b></li> </ul>	<p>Each of the 6 elements are split into topics and sub-topics. Each sub-topic includes goals, targets, and strategies:</p> <p><b>0.0 TOPIC</b></p> <p><b>SUB-TOPIC</b></p> <p><b>Goal:</b> Sub-topic goals state the intention for specific targets and strategies, working towards the larger element goal.</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Targets list measurable metrics to achieve goals</li> </ul> <p><b>Strategy:</b></p> <ul style="list-style-type: none"> <li>• Strategies list techniques to achieve targets</li> </ul>	<p>The guideline goals, targets, and strategies are based on, and support, relevant County legislation and sustainability frameworks including:</p> <ul style="list-style-type: none"> <li>• Howard County Code Green Building Law</li> <li>• Howard County CB58-2009</li> <li>• Howard County CB59-2009</li> <li>• Howard County Green Neighborhood Guidance Document for Sites</li> <li>• USGBC LEED for New Construction (NC)</li> <li>• USGBC LEED for Neighborhood Development (ND)</li> <li>• Living Building Challenge</li> <li>• Sustainable Sites Initiative</li> </ul>
<p><b>OVERARCHING GOALS</b></p> <p>Overarching goals for each of the 6 elements guide this document.</p>		



### I. LIVABILITY

**Goal:** Downtown Columbia will be a vibrant, walkable, and economically sustainable community in which to live, work and play. Its ability to nurture and establish connections among people and the land will create a distinct attachment to place. With a focus on meeting the needs and desires of its diverse inhabitants, Downtown Columbia embodies a commitment to equality and healthy environments.

### II. WATER

**Goal:** Downtown Columbia will work to restore natural hydrologic processes that sustain surrounding ecosystems. New development should be designed to reduce and optimize water consumption while improving its quality upon release.

### III. TRANSPORTATION

**Goal:** Downtown Columbia seeks to reduce regional transportation impacts by planning dense compact neighborhood facilities and fostering choice and convenience in a variety of transportation modes. Downtown Columbia will strive to restructure transportation systems to promote walking, bicycling and transit.

### IV. ENERGY

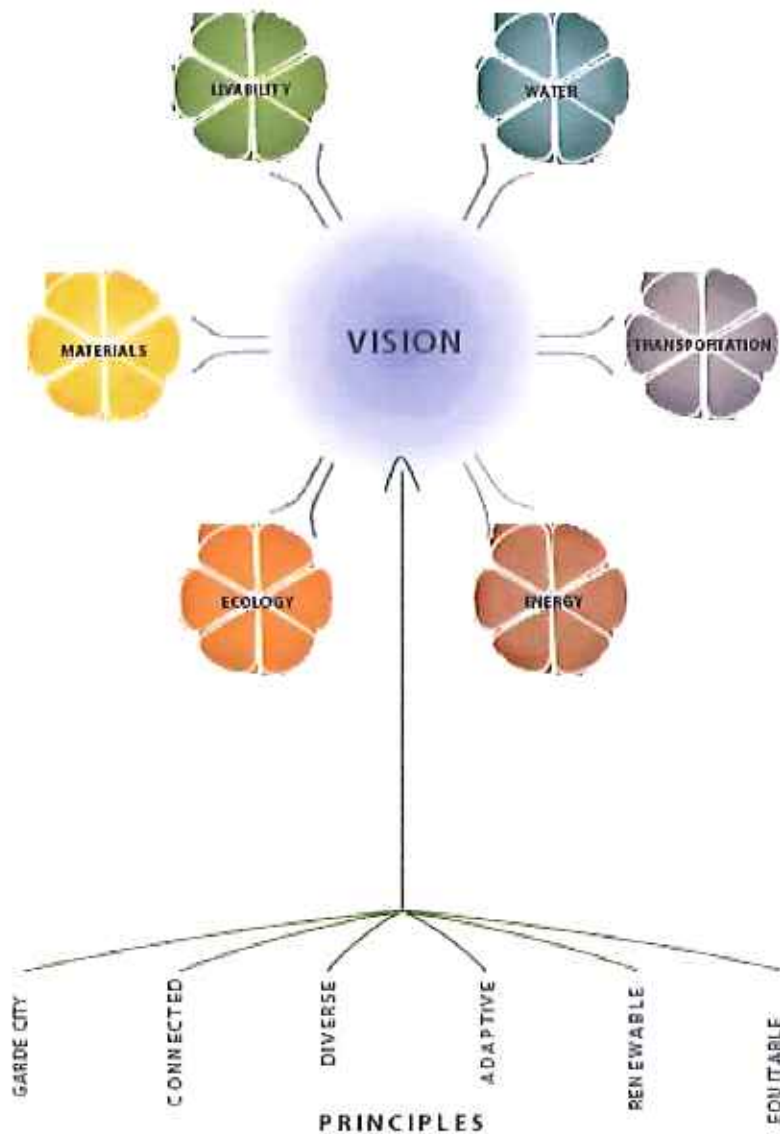
**Goal:** Downtown Columbia should strive to meet its energy needs through renewable sources towards becoming a carbon neutral community.

### V. ECOLOGY

**Goal:** Downtown Columbia will work to restore and maintain a resilient, self-sustaining and diverse site ecology. The site will exist as a whole system that connects and complements the biodiversity of the region. The urban core will include a vital ecology for both humans and wildlife that focuses on healthy soil, air and water.

### VI. MATERIALS

**Goal:** Downtown Columbia should seek to utilize materials that have been responsibly sourced, harvested and manufactured. Materials will be chosen to limit direct and indirect impacts to human health and natural systems. Downtown Columbia will be designed to be adaptable so that changes in use, maintenance, and management are easily facilitated, limiting future material needs and waste.





## LIVABILITY

### 1.1 SENSE OF PLACE



#### SENSE OF PLACE

**Goal:** Preserve and emphasize the distinctive qualities that make Downtown Columbia unique

**Target:**

- Preserve and restore existing cultural elements and amenity spaces

**Strategy:**

- Make Lake Kittamaqundi and Symphony Woods Park the primary open space elements of Downtown Columbia by activating pedestrian spaces
- Preserve and restore forest and waterways and native plant communities
- Preserve such art and artifacts as “the People Tree”, “the Bear”, “the Hug”
- Commission a study to preserve and renovate the former Rouse Company Headquarters as a signature building
- Use appropriate ‘artisan-quality’ fixtures and outdoor furnishings

### 1.2 HOUSING

#### DIVERSITY, AFFORDABILITY, AND PROXIMITY

**Goal:** Create a full spectrum housing program for Downtown Columbia that will establish a flexible model that aspires to make new housing in downtown affordable to individuals earning across all income levels.

**Target:**

- Establish the Downtown Columbia Community Housing Foundation (“DCCHF”), as detailed in CB 58, to satisfy affordable housing requirements for downtown.

**Strategy:**

- Establish the DCCHF and fund the program through contributions as outlined in the Downtown Columbia CB 58-2009
- The DHCCF should be notified by the developer or joint venture of land for all residential units offered for initial sale in each new residential or mixed use building in Downtown Columbia
- The DCCHF also should be notified by the developer of all apartment units offered for rental in each new residential or mixed-use building containing rental units
- Use of DCCHF funds will be limited to providing full spectrum, below market housing in Downtown Columbia that may include, but is not limited to, funding new construction; acquiring housing units; preserving existing homes; financing rehabilitation of rental housing; developing senior, family or special needs housing; providing predevelopment, bridge, acquisition and permanent financing; offering eviction prevention and foreclosure assistance





## 1.3 GREEN BUILDINGS

**Goal:** Create buildings which limit impact to natural resources and are healthy for the environment and people

**Target:**

- All buildings over 10,000 gross feet or more of gross floor area, as detailed in CB 14-2010, will comply with energy and environmental site design standards of the Howard County Green Building Law

**Strategy:**

- Use an appropriate green building standard, such as the United States Green Building Council LEED rating system, in accordance with CB 58-2009, Howard County Code Green Building Law, and CB 14-2010



## 1.4 RECREATION AND RELAXATION

### RECREATION AND RELAXATION

**Goal:** Create spaces for active and passive recreation within Downtown Columbia to promote human health and well being

**Target:**

- Provide a primary amenity space of at least 25,000 square feet for each neighborhood.
- Provide a minimum of 5% of the land (excluding designated open space or public right of way) within Downtown Columbia as community commons

**Strategy:**

- Provide a diversity of parks, promenades, plazas, or other public or semi-public open spaces connected and accessible by sidewalks



## 1.5 ACCESSIBILITY

### ACCESS TO SERVICES, TRANSPORTATION, AND RECREATION

**Goal:** Provide safe and secure access between housing and diverse services, transportation, and recreation areas

**Target:**

- Create a density of 50 dwelling units per net acre or more in Downtown Columbia
- Provide access to retail services within 3/4 mile or less for 90% of Downtown Columbia residents
- Locate 100% of all residential and commercial activity within a 1/4 mile of a bus or transit stop\*

**Strategy:**

- Use mixed-use development to integrate housing, businesses, and services provide neighborhood retail and community spaces
- Integrate transportation networks throughout Downtown Columbia
- Provide adequately sized pedestrian and bicycle routes with appropriate lighting designed to meet Downtown Columbia's Pedestrian and Bicycle Guidelines



\*Requires coordination with Howard County



## 1.6 HUMAN SCALE AND PEDESTRIAN-ORIENTED DESIGN

### WALKABILITY

**Goal:** Promote walkable neighborhoods for economic vitality and healthy lifestyles

**Target:**

- Include sidewalks for all primary pedestrian streets as specified in the Design Guidelines and Design Manual
- Design sidewalks with at least the minimum width as specified in the Design Guidelines and Design Manual per street type
- Limit driveways and sidewalk breaks on commercial and retail streets
- Provide amenities for safety, comfort and aesthetics on all sidewalks and pathways specified in the Design Guidelines and Design Manual
- Design all Downtown Columbia Neighborhoods to be within a 15 minute walk or less of the Downtown Core and a transit hub

**Strategy:**

- Create mixed-use neighborhoods
- Provide diverse building street frontages and ground floor use
- At least 50% of total linear feet of mixed-use and nonresidential street facades is within 1 foot of a sidewalk or equivalent provision for walking
- Comprise  $\geq 75\%$  of building's street level facade of wall openings such as windows and doors on primary pedestrian streets
- Provide street trees, appropriate landscaping, and furnishings on pedestrian streets
- Provide adequate width for accessibility and sidewalk furnishings such as light standards, benches and bike racks;
- Plant street trees at a maximum of 40 foot intervals or to shade at least 40% of the sidewalk within 10 years;
- Provide seating and landscape furnishings at regular intervals as specified in the design guidelines
- Provide clear way finding signage and visual cues for pedestrian navigation



## 1.7 HEALTHY FOOD

### ACCESS TO LOCAL AND SUSTAINABLE FOOD

**Goal:** Provide access to healthy and sustainable local foods

**Target:**

- Do not restrict the growing of produce and fruit or nut trees on individual properties or on balconies or other outdoor private spaces
- Facilitate a farmers market within Downtown Columbia or within a 1/2 mile walk distance of Downtown Columbia

**Strategy:**

- Allow space for community gardening in parks or other public spaces
- Allot space for a community farmers market





## WATER

### 2.1 STORMWATER

#### STORMWATER QUALITY AND GROUNDWATER RECHARGE

**Goal:** Improve stormwater runoff quality and groundwater recharge

**Target:**

- Use a combination of impervious area reduction and Environmental Site Design to reduce and treat stormwater runoff from at least 50% of the existing impervious area, including buildings, roads, sidewalks, and parking lots, in Downtown Columbia

**Strategy:**

- Incorporate into new development and retrofit existing infrastructure with a combination of impervious area reduction, Environmental Site Design, and other green technology solutions to water quality and quantity problems from roads, sidewalks, and parking lots
- Use vegetated roadside infiltration swales, structured soil tree pits, stormwater planters, pervious paving, forested wetlands, and vegetated buffer areas
- Consider green roofs for a substantial reduction in stormwater runoff through storage, vegetative uptake, evaporation and plant transpiration
- Implement stormwater management structure Best Management Practices remediation for conditions identified in the [Best Management Practices for Symphony Stream and Lake Kittamaquidi Watersheds](#) study and as identified on the map and chart at the end of this chapter. Work should proceed during any revitalization that includes these identified conditions.



#### STORMWATER QUANTITY

**Goal:** Reduce stormwater runoff quantity

**Target:**

- Do not exceed the average annual pre-development runoff volume on the site

**Strategy:**

- Reduce impervious cover, capture and reuse rainwater from roofs, and apply other ESD practices



#### STREAM CHANNEL PROTECTION

**Goal:** Protect stream channels and reduce sediment load to streams and the lake

**Target:**

- Prevent future stream channel degradation from stormwater runoff

**Strategy:**

- Utilize regenerative stormwater conveyance (RSC) systems, or other appropriate design practices, to reduce potential for erosion from stormwater runoff at outfalls while creating unique habitat and improved water quality
- Remediate existing stream channels as outlined in the Downtown Environmental Enhancements documents

## 2.2 LANDSCAPE WATER USE

### POTABLE WATER REDUCTION\*

**Goal:** Reduce potable water use in the landscape

**Target:**

- No potable water use for irrigation after initial plant establishment
- Minimize potable water use in landscape water features

**Strategy:**

- Use native and adaptive plants
- Amend and maintain soil health to retain water
- Harvest rainwater for irrigation
- Use filtered grey water or recycled water



### WATER QUALITY IMPROVEMENT

**Goal:** Improve water quality in waterways and receiving water bodies

**Target:**

- Use landscape management and maintenance practices and materials that will not negatively impact waterways and water bodies
- Use landscape areas to filter and infiltrate stormwater, grey water, and recycled water

**Strategy:**

- Use native and adaptive plants
- Amend and maintain soil health
- Design and maintain appropriate landscape buffers to protect receiving waters
- Ensure the use of non-synthetic amendments/fertilizers/pesticides in appropriate quantities and application regimes for all landscape planting and maintenance activities



*\*Potable water efficiency measures in buildings shall be captured by the requirement that all buildings shall be LEED certified*



## TRANSPORTATION

### 3.1 TRANSIT OPTIONS (SYSTEMS/NETWORKS)

#### DIVERSITY AND CONNECTIVITY OF TRANSPORTATION OPTIONS



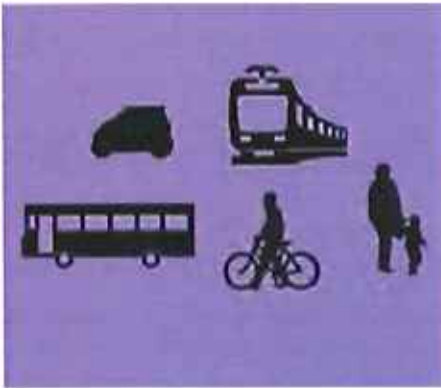
**Goal:** Create a connected and diverse network of transportation options within Downtown Columbia to reduce vehicle miles traveled per individual in single-occupancy vehicles.

**Target:**

- Develop a Transportation Demand Management Program (TDMP)\*
- Include sidewalks, bike lanes, and transit stops on all primary pedestrian streets with a maximum block length of 400-600 ft.

**Strategy:**

- Facilitate pedestrian, bicycle, public transportation, and vehicular traffic within the street grid (Complete Streets)
- Create clearly demarcated lanes for different forms of transportation (bike lanes, etc.)



#### LOCAL AND REGIONAL CONNECTIONS\*

**Goal:** Link transportation options within Downtown Columbia to other local and regional transportation networks

**Target:**

- Provide a transit hub as a central point for connections to local and regional transportation networks within Downtown Columbia

**Strategy:**

- Work with local stakeholders and agencies to map existing or planned local and regional transportation networks outside of Downtown Columbia and plan for local connection hubs
- Prepare transit studies as outlined in CB 58-2009



#### TRANSIT ACCESS AND ROUTES\*

**Goal:** Provide convenient transit options and routes

**Target:**

- Establish a Transportation Management Association
- Provide access to a transit hub within a 15 minute walk for all neighborhoods and the Columbia Downtown Core
- Provide transit stops within 1/4 mile walk-distance of all retail districts, within 1/4 mile walk-distance of minimum 50% of dwelling units, and within 1/4 mile walk of all public parks and open space areas

**Strategy:**

- Work with stakeholders and local agencies to map and determine transportation routes to and from Downtown Columbia
- Provide infrastructure to support safe and accessible bus or shuttle stops

\*Requires coordination with Howard County and/or MTA



## TRANSIT HUB AND STOP AMENITIES

**Goal:** Create safe, comfortable, and convenient transit hub and stops to encourage use of public transit system

**Target:**

- Provide adequate signage, lighting, seating, and shelter from sun, wind, and rain for transit hub and stops

**Strategy:**

- Provide clear signage to direct transit users to hubs and stops
- Post route maps and schedules at transit hub and stops
- Provide enclosed, sheltered areas for all transit hub and stops with seating



## 3.2 BICYCLE TRANSPORTATION

### BICYCLE INFRASTRUCTURE

**Goal:** Facilitate and encourage biking as transportation

**Target:**

- Provide secure bicycle storage for at least 5% of planned occupancy in commercial and retail areas and at least 15% planned occupancy in residential areas
- Designate bike lanes on streets as defined in the Design Guidelines and Design Manual
- Create bike lanes or multi-use pathways to connect all major parks and open space, residential neighborhoods, and commercial centers

**Strategy:**

- Include bike lanes or multi-use pathways on main commercial and retail streets and neighborhood connector streets
- Provide bike racks on commercial and retail sidewalks and/or on street parking spaces and/or in parking garages
- Provide weather protected bike storage in multifamily residential buildings, and in office buildings over 10,000 square feet
- Encourage bike sharing and rental programs



## 3.4 CARS AND PARKING

### REDUCE VEHICULAR TRIPS AND PARKING

**Goal:** Reduce vehicular trips through "park once" design scenarios and alternative transportation measures and limit surface parking areas within Downtown Columbia

**Target:**

- Provide 5% preferred parking for low emission, fuel efficient, car share, and carpool vehicles
- Distribute 80% of parking between on-street parking and parking structures

**Strategy:**

- Encourage a "park once" scenario for residents and visitors
- Encourage shared parking scenarios
- Promote car-sharing programs
- Provide convenient pedestrian, bicycle, and transit connections for parking structures to promote residents and visitors to park only once within Downtown Columbia
- Promote the shift to transit through incentives and demand management programs such as cash-out programs or price of parking





## ENERGY

### 4.1 DEMAND-SIDE MANAGEMENT

#### BIOCLIMATIC DESIGN

**Goal:** Maximize site design to reduce building heating and cooling energy use and provide desirable landscape microclimates



**Target:**

- When possible, orient buildings to maximize southern exposure for passive solar gain
- Use deciduous street trees or landscaping trees within 30 feet of the south facing building façade where practical
- Create a diversity of sun and shade areas in parks and open space
- Plant trees along paved streets and parking areas to maximize shade
- Provide parks with a diversity of solar exposure and shading including amenities such as benches or seating in both sun and shade

**Strategy:**

- Plan streets and buildings to allow solar access for passive solar gain, and natural lighting
- Use roof and window shades to screen summer sun on south, east and west sides of buildings
- Plant deciduous trees along the south, east and west facing building facades to shade the buildings in summer and allow solar access/gain in winter



#### INFRASTRUCTURE ENERGY EFFICIENCY\*

**Goal:** Reduce environmental impacts of landscape and site energy use

**Target:**

- Reduce site infrastructure and landscape energy use by at least 15% from base-line energy use

**Strategy:**

- Install LED traffic lights
- Install energy efficient street and landscape lighting
- Install street and landscape lighting with photo sensors
- Install street and landscape lighting with integral solar panels
- Install timed lighting or manually controlled additional lighting for occasional special needs in public spaces (sports fields, outdoor theatres, etc.)
- Install energy efficient irrigation and water pump infrastructure of landscape features
- Install photovoltaic systems on public amenity buildings (rest rooms, maintenance, etc.) surface parking areas, and other locations to provide an alternative energy source supplement for infrastructure needs

\*Requires coordination with Howard County

## 4.2 SUPPLY AND HARVESTING

### ON-SITE ENERGY GENERATION

**Goal:** Generate renewable energy at a building, neighborhood, or community scale with appropriate technologies to reduce impacts from use of fossil fuels

**Target:**

- Provide some form of on-site renewable energy for at least 20% of new buildings by build out

**Strategy:**

- Facilitate/design/construct a variety of options for alternative energy production including solar photovoltaic, solar thermal, micro wind turbine, district heating and cooling
- Use net metering with local utility
- Covenants, conditions and restrictions (CC&Rs) will not restrict solar thermal or PV installations on rooftops or south facing facades
- Use photovoltaic panels as shade structures on bus stops, surface parking, building awnings, and park facilities





## ECOLOGY

### 5.1 ENVIRONMENTAL ENHANCEMENTS



#### ENVIRONMENTAL ENHANCEMENTS

**Goal:** Restore and enhance the natural environment and ecosystem services provided by natural and formal landscapes and open spaces

**Target:**

- Complete all environmental enhancements based on the Merriweather and Crescent Environmental Enhancements Study

**Strategy:**

- Restore native plant communities and remove and manage invasive species by following the recommendations set in the Environmental Enhancements Report
- Provide and ensure long term funding for maintenance



### 5.2 ECOLOGICAL CONNECTIVITY

**Goal:** Preserve and restore natural corridors for wildlife, seed dispersal, and ecosystem services

**Target:**

- Complete all environmental enhancements based on the Merriweather & Crescent Environmental Enhancements Study.

**Strategy:**

- Enhance Symphony Stream and Little Patuxent River riparian corridors through stream and wetland restoration, invasive species management, reforestation, and under story planting
- Provide low-impact pedestrian trails through ecological corridors for recreation and education
- Provide wildlife corridor roadway crossings through the use of arched bottomless culverts at the locations and as shown in the Merriweather & Crescent Environmental Enhancements Study.
- Provide and ensure long term funding for maintenance



### 5.3 URBAN ECOLOGY

**Goal:** Create a green infrastructure network within the Downtown Columbia Core Area through urban forestry, soil health conservation, integrated stormwater management, and patches of native habitat where space allows within the urban fabric

**Target:**

- Create a connected network of street trees on 90% of streets
- Plant streets with a diversity of tree and other plant species

**Strategy:**

- Use streets, green areas, open space, and rooftops to create an urban forest with healthy soil for stormwater and habitat benefits
- Use a mix of regionally appropriate native and adaptive species
- Provide and ensure long term funding for maintenance

## 5.4 PROTECT/RESTORE/ENHANCE LAKEFRONT ECOLOGY

**Goal:** Enhance the ecology/habitat in and around Lake Kittamaquundi

**Target:**

- Design lakefront areas to reduce direct stormwater and irrigation runoff to lake

**Strategy:**

- Provide landscape buffers of native plants or meadow areas adjacent to the lake edge
- Plant native species in bio-regionally appropriate habitat assemblages to improve local ecology and provide desirable bird, butterfly and pollinator species habitat
- Minimize impervious pavement in areas near lakefront
- Create interpretive access points



## 5.5 LIGHT POLLUTION\*

### REDUCE LIGHT POLLUTION

**Goal:** Promote energy-efficient lighting for public safety which minimizes light pollution impacts to habitat and dark sky visibility

**Target:**

- Utilize photo sensors and/or timers and/or motion sensors
- Use shielded or directional exterior lighting
- Reduce use of directional up-lighting

**Strategy:**

- Use energy efficient luminaries
- Use luminaries with shield or directional lighting; choose and install accent lighting that will shine directionally on specific locations or objects without light trespass beyond 45 degrees above horizontal
- Use luminaries that comply with ranking published in LEED ND or approved by the International Dark-Sky Association

\*Requires coordination with Howard County





## 6.1 SMART DESIGN

### DESIGN BASED ON AVAILABLE MATERIALS

**Goal:** Avoid creation of material waste at the design stage

**Target:**

- Use or plan for reuse of 90% or more of purchased/acquired materials in construction

**Strategy:**

- Design based on material availability and standard dimensions

## 6.2 CONSTRUCTION MATERIAL SELECTION

### USE SUSTAINABLY SOURCED MATERIALS

**Goal:** Use environmentally preferable materials that minimize toxicity and embodied energy in the design and construction of infrastructure

**Target:**

- Acquire  $\geq 50\%$  of all site construction materials from reused, recycled content, regional, and rapidly renewable sources

**Strategy:**

- Reuse materials on-site in their original form or location
- Reuse materials on site in another form or location
- Use material with recycled content
- Use materials sustainably sourced or manufactured locally
- Use rapidly renewable materials
- Use materials certified and sustainably harvested
- Choose materials based on a life cycle analysis
- Use materials with non-toxic materials sealants or additives
- Choose materials based on life span, maintenance and recyclability considerations



### HEAT ISLAND EFFECT

**Goal:** Reduce heat island effect from paving

**Target:**

- Use light-colored and/or high albedo materials with a minimum Solar Reflectance Index of 29 for at least 30% of site hardscape surfaces
- Use light-colored and/or high albedo shade structures over dark-colored and/or low albedo surfaces such as parking and top level of parking structures

**Strategy:**

- Use lightly colored or high albedo materials for paved surfaces (walkways, plazas, streets, parking lots/structures, etc)
- Use pergolas, trees, and/or photovoltaic arrays to shade surface parking or the top level of parking structures

## 6.3 CONSTRUCTION WASTE

### MANAGE CONSTRUCTION WASTE

**Goal:** Reduce the amount of construction waste sent to landfills

**Target:**

- Divert 80% or more of non-hazardous construction waste from landfills or incineration

**Strategy:**

- Reduce quantity of construction waste through smart design inspect, store and manage materials carefully to prevent damage and rejected materials
- Plan for separation of different types of construction wastes for reuse or recycling





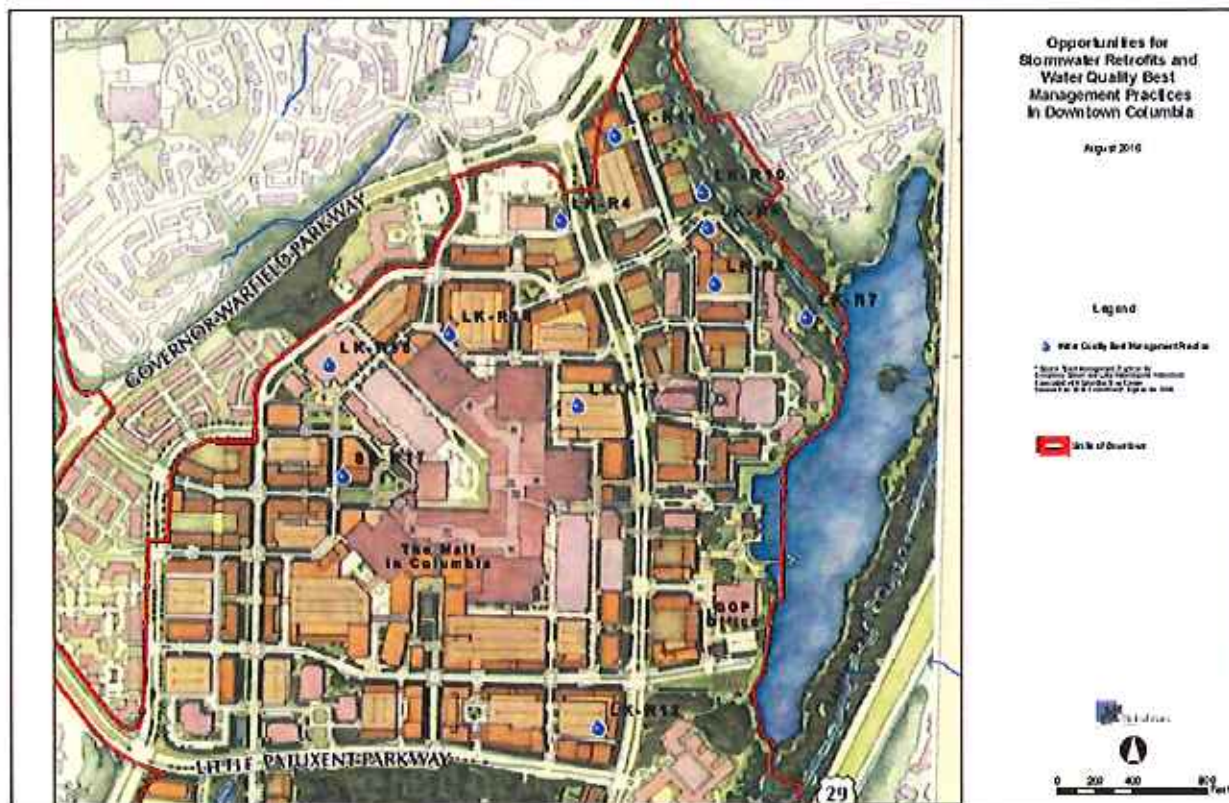
### BEST MANAGEMENT PRACTICES FOR SYMPHONY STREAM AND LAKE KITTAMAQUNDI

#### Remediation locations

General Growth Properties and its ecological consultant Biohabitats, performed watershed assessments for the three Columbia sub watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located up stream of *Downtown Columbia's Town Center Merriweather and Crescent Environmental Enhancements Study* area. Watershed assessments were performed to target storm water retrofits and riparian corridor restoration opportunities for the watersheds of the two streams flowing through Downtown Columbia.

The chart to the right captures projects located within Downtown Columbia from this study. As Downtown develops, property owners should consult this list and the recommendations and suggestions in the Best Management Practices document for ways to include environmental restoration and enhancements in their projects.

Location	Existing Conditions	Drainage Area (acres)	Target Water Quality Volume (cubic ft)
LK-R04 (One Mall North on Little Patuxent Parkway)	West side of parking lot drains to single storm drain inlet that is upstream of an utilized swale and depression.	1.50	3,700
LK-R07 (Sheraton Hotel)	Outfall conveying flows from hotel, adjacent parking lot, and commercial areas discharges to channel behind the Sheraton. The channel cuts through an open space with trees and grass before crossing the recreational path and entering Lake Kittamaqundi	8.50	17,550
LK-R08 (Sheraton Hotel)	Outfall conveying flows from hotel parking lot and adjacent commercial areas discharges to top of steep streambank.	3.40	9,880
LK-R09 (Parking Lot between Chamber of Commerce and Sheraton Hotel on Little Patuxent Parkway)	Outfall conveying flows from parking lot and commercial areas discharges to top of steep streambank, causing pipe sections to separate and large scour hole and eroded channel.	4.70	8,850
LK-R10 (Chamber of Commerce Office Building on Little Patuxent Parkway)	Existing pond lacks direct inflow and may or may not have been designed for stormwater management.	6.00	14,030
LK-R11 (Chamber of Commerce Office Building on Little Patuxent Parkway)	Small portion of Chamber of Commerce parking lot drains to eroded swale via curb cut.	0.60	1,100
LK-R12 (10-70 Columbia Corp Center)	Outfall conveying flows from parking deck, adjacent parking lot, and commercial areas discharges to open channel existing stormwater facility. The vegetated channel cuts through an open space with trees and grass before passing under Governor Warfield P	6.70	13,750
LK-R13 (Columbia Mall)	The east parking structure of the mall appears to drain to the storm sewer system with no stormwater treatment.	1.80	5,560
LK-R14 (Columbia Mall)	The north parking lot of the mall appears to drain to the storm sewer system with no stormwater treatment.	10.20	28,050
LK-R15 (Columbia Mall)	The roof drains of the AMC Columbia 14 Cinemas building appear to drain to the storm sewer system with no stormwater treatment.	1.70	4,930
SS-R17 (Columbia Mall)	The west parking lot of the mall appears to drain to the storm sewer system with no stormwater treatment.	18.70	46,790





**COLUMBIA TOWN CENTER** LIBER | 4407 FOLIO 2 | 4  
**MERRIWEATHER AND CRESCENT**  
**ENVIRONMENTAL ENHANCEMENTS**  
**STUDY**

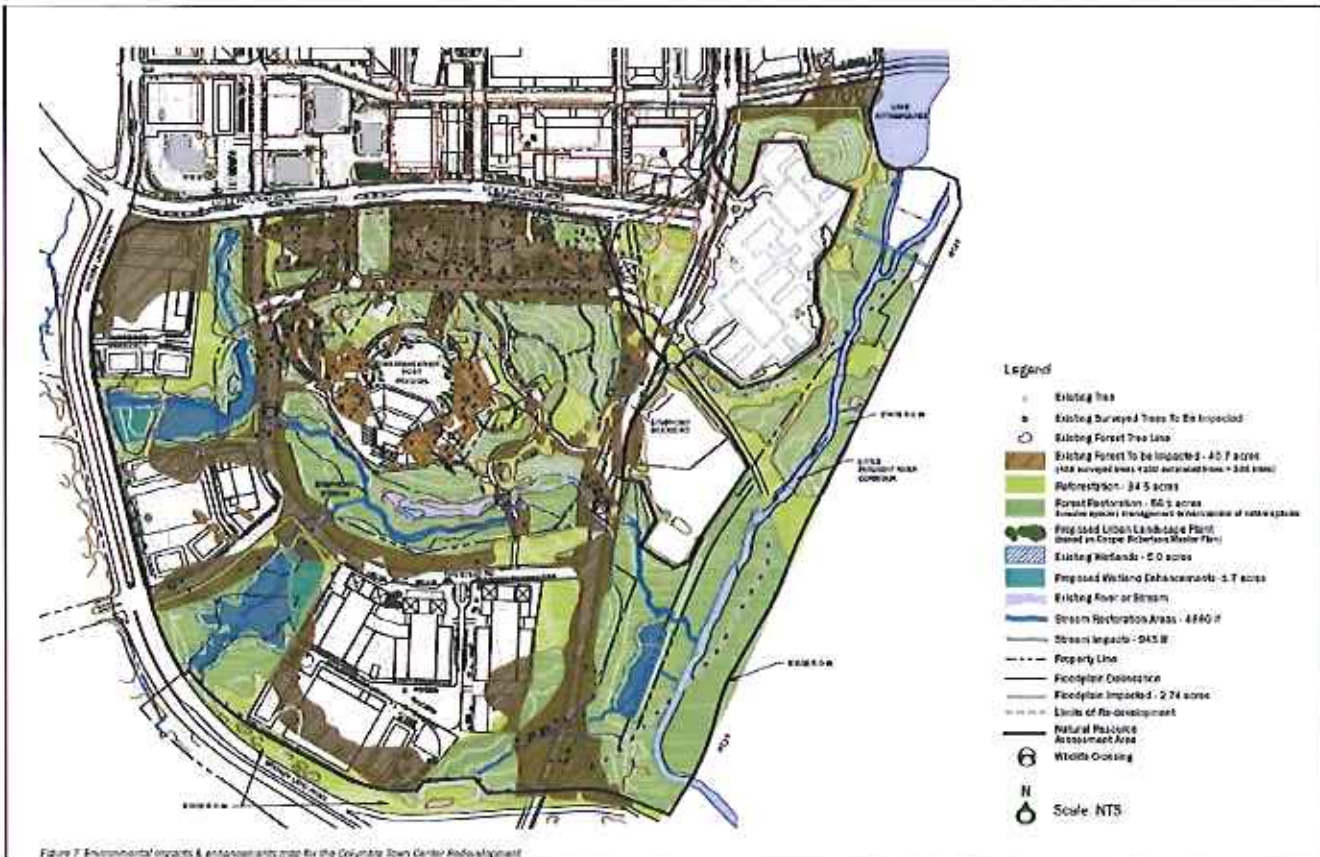
A natural resources assessment was performed by General Growth Properties on over 5000 linear feet of streams and 120 acres in the Merriweather-Symphony Woods & Crescent neighborhoods of Downtown Columbia. The report describes the findings of the assessment and articulates proposed environmental improvements to streambeds, wetlands, forests and vegetation management. These mitigations and improvements to be implemented by property Owners in these neighborhoods strive to enhance the ecological environment by restoring and maintaining the current Symphony Stream and Little Patuxent River riparian corridors. The environment will be enhanced through corridor management activities such as invasive species management, reforestation, stream bed restoration, wetlands enhancement and creation, and understory plantings.

TABLE 5. SUMMARY OF PROPOSED IMPACTS & ENHANCEMENTS  
 (all numbers approximate)

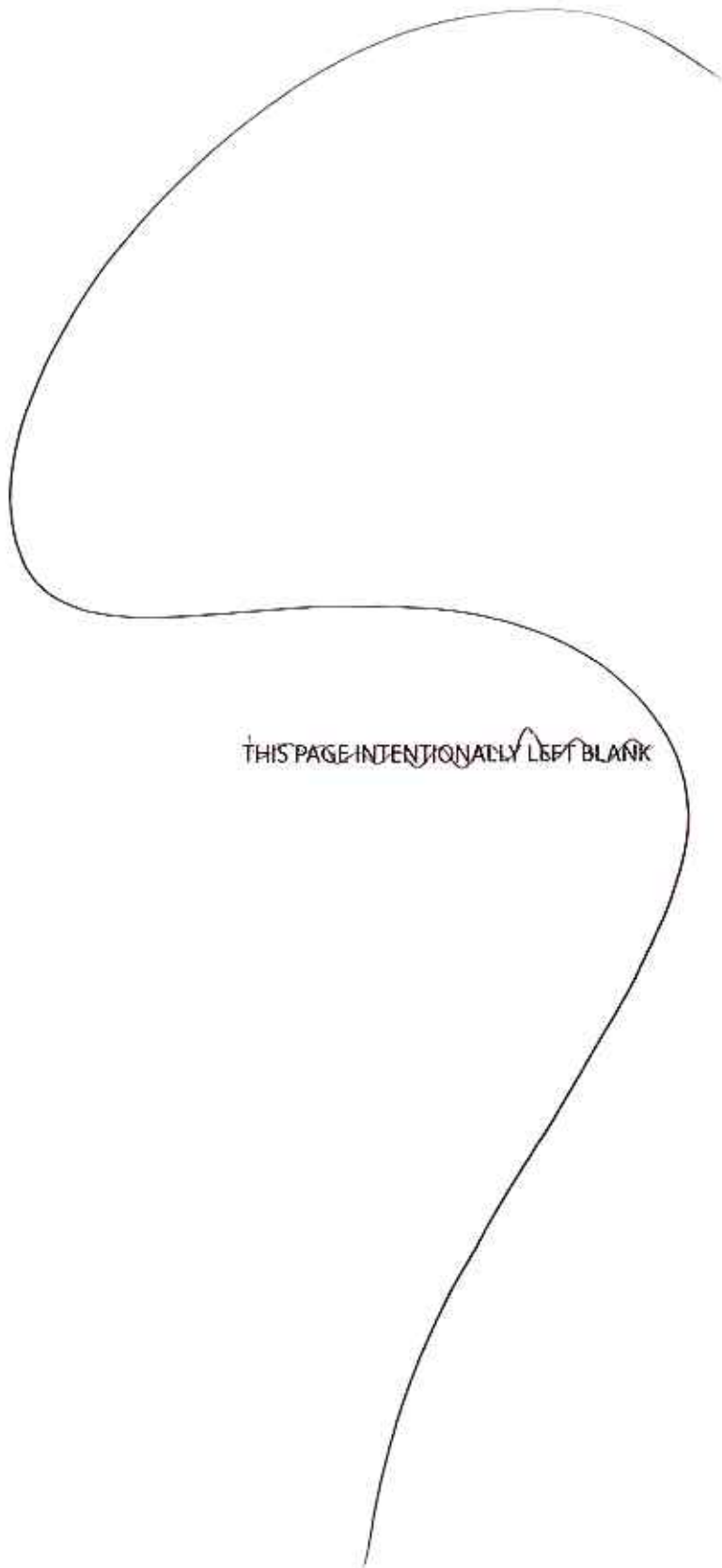
	EXISTING	IMPACT	RESTORATION		TOTAL
			CREATION	ENHANCEMENT	
Forest (Acres)	106	41	34	56	90
Wetland (Acres)	5	0.1	2	5	7
Stream (Linear Feet)	5000	945	0	4860	4860
Floodplain (Acres)	40	2.74	2	47	49
Trees (Individuals)	1214	588	1360 <sup>1</sup>	5600 <sup>2</sup>	19200

<sup>1</sup>Based on estimates using 400 trees per acre. <sup>2</sup>Based on estimates of an existing forest using 100 trees per acre.

*This plan was created prior to adoption of CB58-2009, may not reflect the actual roadway network or neighborhood configurations identified in the final legislation.*







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**A.2** | **ON-ROAD BICYCLE  
FACILITIES**



# **ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES**

**Downtown Columbia, MD**

## ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES

These guidelines are intended to compliment the Howard County Downtown Columbia Downtown-Wide Design Guidelines and provide supplemental guidance for the planning and design of on-road bicycle facilities and bike parking areas within Downtown Columbia, MD. These guidelines are intended to supplement Federal, State, and local design standards and specifications for the planning and design of bicycle facilities. An Engineering Analysis is recommended when designing all on-road bicycle facilities.

The following guidance and standards are referred within this guideline:

AASHTO Guide for the Development of Bicycle Facilities  
AASHTO A Policy On Geometric Design of Highways and Streets  
Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration  
APBP Bicycle Parking Guidelines, Association of Pedestrian and Bicycle Professionals

Revised: August 29, 2011



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# SECTION 1

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## ON-ROAD BICYCLE FACILITIES

Standard Bike Lanes

Marked Shared Lanes

Buffered Bike Lanes

Cycle Tracks



## Standard Bike Lanes

### Description / Purpose

On-road bike lanes provide an exclusive space for bicyclists through the use of lines and symbols on the roadway surface. Bike lanes are for one-way travel and are normally provided in both directions on two-way streets and/or on one side of a one-way street. Bicyclists are not required to remain in a bike lane when traveling on a street, and may leave the bike lane as necessary to make turns, pass other bicyclists, or to properly position themselves for other necessary movements. Bike lanes may only be used temporarily by vehicles accessing parking spaces, entering or exiting driveways/alleys, or making turns onto intersecting streets.

### Application

Bicycle lanes should be a minimum of 5' wide when adjacent to a curb or parking lane, and 4' wide minimum with no adjacent obstructions. (Bike lane between travel lanes).

Bicycle lanes are normally placed on the right side of the road to reflect the general principle of slower traffic keeping to the right.

Wider bicycle lanes may be desirable when adjacent to a narrow parking lane with high parking turnover, in areas of high bicycle use, or along higher speed roadways.

### Design Considerations

- Where additional space is available, consider providing a buffered bike lane (Refer to Buffered Bike Lanes).
- Bike Lanes should have a smooth riding surface. Utility covers should be adjusted flush with the surface of the lane.
- Bike lanes should be provided with adequate drainage (bicycle-safe drainage grate) or slope to prevent ponding, debris accumulation, and other hazards for bicyclists.
- On streets where sustained downhill grades are long enough to result in faster bicyclist speeds, a bicycle lane may be provided in the uphill direction with a shared lane marking in the downhill direction. (Refer to Marked Shared Lanes).

### Sources for Design Guidance

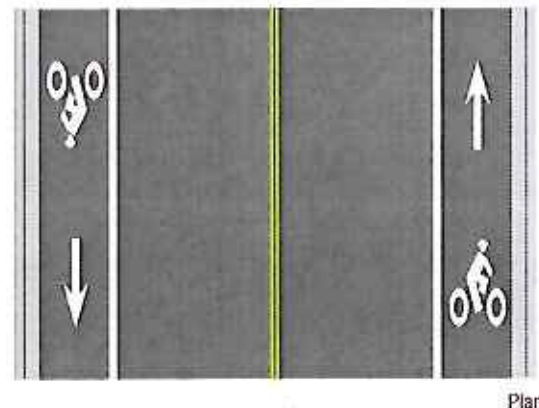
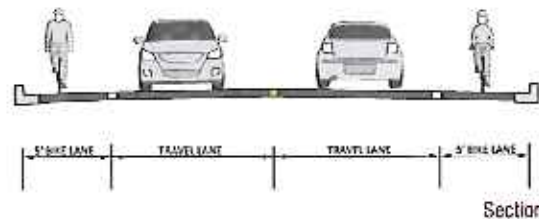
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



Bike Lane  
Source: TDG Library



Bike Lane  
Source: TDG Library





## Marked Shared Lanes

### Description / Purpose

Marked shared lanes are shared lanes that have special bicycle markings to provide a higher level of guidance to bicyclists and motorists. The symbols (called "shared lane markings") alert motorists of locations where bicyclists should be expected to ride and encourage safer passing behaviors.

### Application

Shared lane markings are typically used on streets where right-of-way constraints limit the possibility of providing bike lanes.

On streets with narrow lanes, the shared lane marking is typically placed in the center of the lane to indicate that motorists must change lanes to pass bicyclists.

On narrow travel lanes adjacent to on-street parking, shared lane markings should be placed in a location that is outside of the door zone of parked vehicles.

Shared lane markings can be used to fill a gap between two sections of roadways that have bike lanes or between a shared use path and a nearby destination.

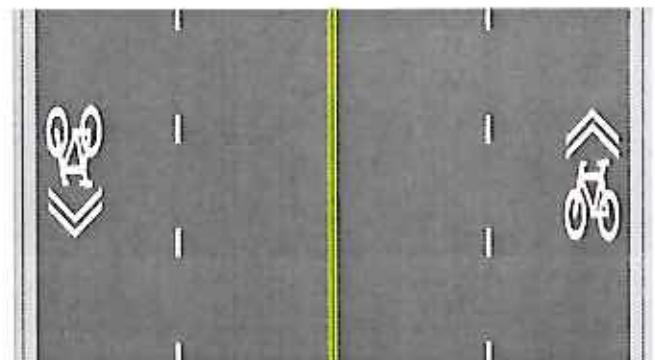
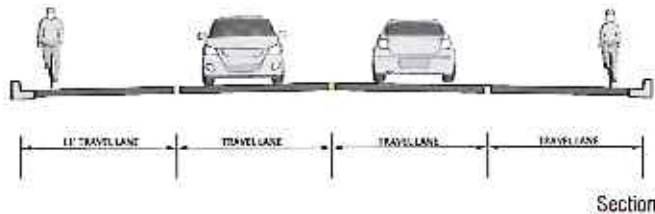
Shared lanes can be used to complete connections between bike lanes and other bicycle facilities.

### Design Considerations

- Marked shared lanes should not be used on roads with a speed limit above 35mph.
- Marked shared lanes should be provided only after other measures to provide bike lanes or other facilities have been proven to not be feasible.
- Shared lane markings should be marked on an alignment that represents a practical path of bicycle travel under typical conditions. For some streets, this may be the center of a shared travel lane.
- Minimum marking placement is 11' from face of curb where parking is permitted and beyond door zone, or 4' minimum from face of curb, when parking is not permitted.
- Bike Chevron (sharrows) symbol dimensions are 9'-3" x 3'-3" and should be placed at a minimum at beginning and end of each block, or more frequently.
- Shared lane markings are not appropriate on paved shoulders or in bike lanes.

### Sources for Design Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



Shared Lane Marking  
Source: TOG Library



## Buffered Bike Lanes

### Description / Purpose

Buffered bike lanes are created by painting a flush buffer zone between a bike lane and the adjacent travel lane. While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists comfort, they can also be provided between bike lanes and parking lanes in locations with high parking turnover to discourage bicyclists from riding too close to parked motor vehicles.

### Application

Buffered bike lanes can be provided on any street with sufficient space for a bike lane and additional separation from either motor vehicle travel ways or parking lanes.

Buffered bike lanes provide space for cyclists to pass other bicyclists without encroaching into the travel lane, mitigate for obstacles in the bike lane (i.e. drainage inlets, debris, or manholes), or provide additional separation on roadways with higher speeds.

### Design Considerations

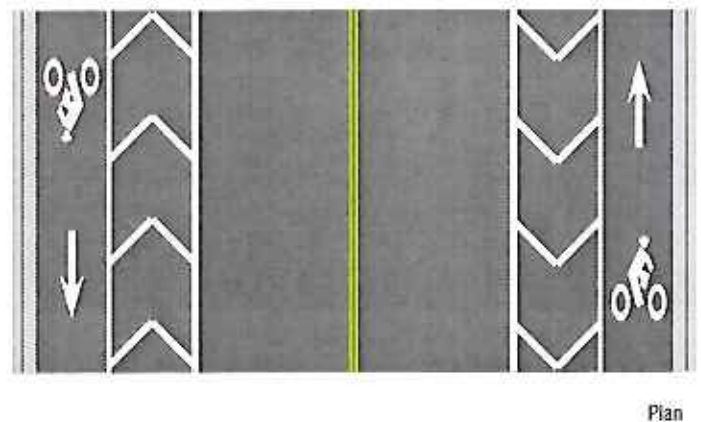
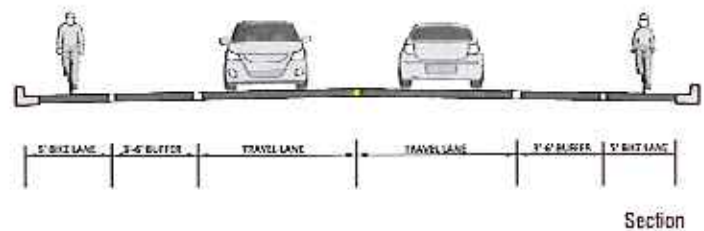
- The buffered space should strive to be 3-ft minimum width, however width may vary depending upon the available space, and need for separation. Buffers should be painted with solid white lines and cross hatches per MUTCD.

### Sources for Design Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



Buffered Bike Lane  
Source: TDG Library





## Cycle Tracks

### Description / Purpose

Cycle tracks are bikeways that are physically separated from the adjacent roadway through the use of a raised median, striped buffer, or on-street parking. Cycle tracks are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. Cycle tracks can either be one-directional or two-directional and can be provided on both sides of two way streets, or on one side of one-way streets.

### Application

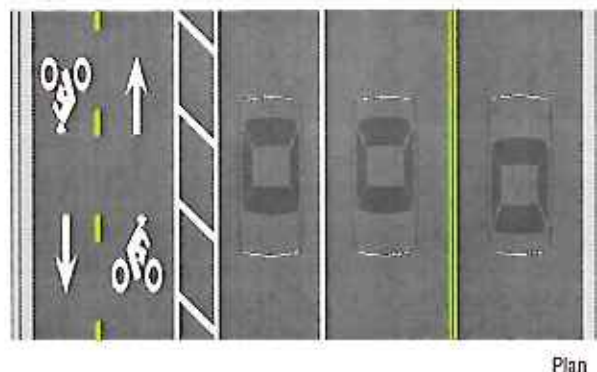
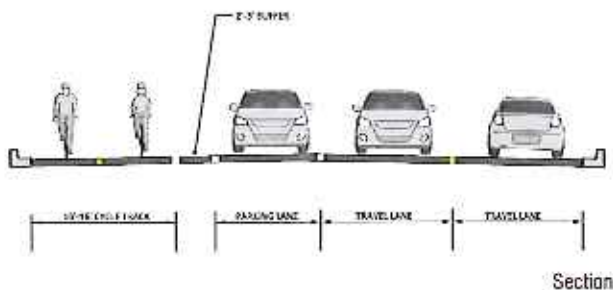
Cycle tracks are typically installed on streets with higher traffic volumes and speeds, with long blocks and therefore fewer intersections.

Cycle tracks are often placed between a parallel parking lane and the curb.

Cycle tracks may be useful on streets that provide connections to off-street trails, since bicyclists on these streets may be more accustomed to riding in a space separated from motor vehicle traffic.



Cycle Track  
Source: TDG Library



### Design Considerations

- Intersection design for cycle tracks is complex and requires careful attention to conflicts with turning vehicles, signal phasing and operations, stop bars, crosswalk design, and ADA compliance.
- The desired width of a single directional cycle track is 5 feet, when adjacent to on-street parking. A 3-foot buffer should be provided between parking and the cycle track, which serves as a pedestrian loading and unloading zone.
- In areas with higher bicycle volumes, single direction cycle tracks should be 7 feet wide to allow bicyclists to pass one another.
- At driveway and low volume street crossings, pavement markings should be provided to indicate that bicyclists have the right-of-way.
- Cycle tracks require increased parking restrictions compared to bike lanes to provide for visibility between bicyclists and motorists at intersections.
- When cycle tracks are provided on the same side as transit operations, stops, and waiting areas, a buffer should be provided between the cycle track and the roadway to reduce conflicts between bicyclists and pedestrians loading and unloading.

### Sources for Design Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



Cycle Track  
Source: TDG Library



## SECTION 2

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### BICYCLE PARKING

Standard Bike Rack Design - Exterior

Bike Rack Site Design - Exterior

Bike Shelter Design - Exterior

## ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES

## Standard Bike Rack Design - Exterior

## Description / Purpose

Bicycle racks allow bicyclists to safely park their bikes if they wish to stop along the way or have arrived at a destination. Bicycle racks also prevent damage to trees and street furniture, as well as keep bicycles in an orderly appearance and from blocking pedestrian passageways. Bicycle parking is an important component in order to encourage and accommodate bicyclists throughout Town Center.

## Application

Bike racks should be located in locations easy to locate and access at parking areas, commercial areas, and within close proximity to possible destinations.

A bicycle rack should provide proper support with two or more points of contact on the frame of the bicycle. Bicycle racks that only support the wheel of the bike are not recommended.

Two general bike rack styles include:

**Inverted "U"** - recommended bicycle rack for most site conditions, allowing the bicycle's frame to be supported at two points while also holding two bicycles.

**Post and Ring** - recommended bicycle rack for constrained sites, allowing the bicycle's frame to be supported at two points of contact. This rack is within the footprint of the bicycle and may also be incorporated into the design of parking meters.

## Design Considerations

- Bike racks should be located without interfering with traffic flow or routine maintenance; this includes the space needed for a locked bicycle. (Refer to Bike Rack Site Design - Exterior).
- Bike racks should accommodate the dimensions of a conventional bicycle of 72" in length, 48" in height, and 24" handlebar width.
- Bike racks should be properly located and fit the context of a site's streetscape and/or landscape setting.
- Opportunities for art or customized racks are possible; however, they should be recognizable as bike parking.
- Racks should be located in highly visible locations to promote usage and security.

## Sources for Design Guidance

- APBP Bicycle Parking Guidelines
- AASHTO Guide for the Development of Bicycle Facilities



"Inverted U" Bicycle Rack  
Source: TDG Library



Post and Ring Bike Rack  
Source: TDG Library



"Inverted U" Customized Bicycle Rack  
Source: TDG Library



## Bike Rack Site Design - Exterior

### Description / Purpose

Bike rack site design should facilitate movement around and between bike racks. Short-term bike parking may consist of a single rack, while long-term parking may include a group of racks beneath a shelter. Specific parking needs should be determined through a site specific needs analysis.

### Application

Short term bicycle parking consists of simple bicycle racks located in front of a building or destination, and therefore site design focuses on convenience, utility, and security. Short-term bicycle parking should be convenient to the entrance of the cyclist's destination, visible from the destination to reassure cyclists about the security of the rack, and located in high-traffic areas with passive surveillance or eyes on the street.

Bicycle racks perpendicular to the curb should have a minimum spacing of 36" from the curb.

Bicycle racks parallel to the curb should have a minimum spacing of 24" from the curb.

Typical bicycle rack spacing of 48" is recommended, (36" minimum).

Avoid handlebar/rack/basket conflicts through proper rack spacing.

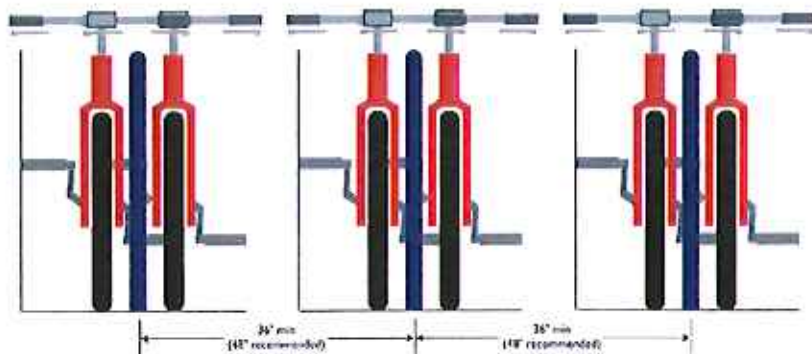
Allow two feet of clearance around each rack for users to be able to access and securely lock bicycles from the side.

### Design Considerations

- Racks placed too close together or too close to nearby objects such as walls or trees may be completely unusable.
- Distance to other racks
  - aligned end to end - 96" between racks
  - side by side - 36" minimum, 48" preferred
- Distance from curb
  - perpendicular to curb - 36"
  - parallel to curb - 24" minimum from back of curb
- Ensure adequate end and side clearance for users to maneuver bicycles around the parking area.
- A greater buffer space from moving traffic can be achieved by positioning bicycle racks at a 60 degree angle.
- Bike racks should be placed at locations near front entrances of buildings and should not be hidden from view to prevent theft.
- For long term bicycle parking, shelters are recommended. The location of the shelter is considered by the setback requirements, providing enough space for pedestrians, overhead, and visibility clearances. (Refer to Bike Shelter Design - Exterior)



Covered Parking  
Source: TDG Library



Typical Rack Spacing  
Source: APBP Bicycle Parking Guidelines

### Sources for Design Guidance

- APBP Bicycle Parking Guidelines
- AASHTO Guide for the Development of Bicycle Facilities



Inverted "U" Bicycle Parking  
Source: TDG Library



## Bike Shelter Design - Exterior

### Description / Purpose

Bike Shelters have many benefits for cyclist as well as pedestrians since both parties can benefit from the shelter from inclement weather as well as protection from the sun and cold. Kiosk shelters can also provide cyclists and pedestrians with travel information, such as bicycle maps and transit routes.

### Application

Typical bike shelters should be placed on sidewalks or on curb extensions, which minimizes encroachment into the pedestrian path.

Bike shelter roof span should be a minimum of 9 feet to clear the length of the bikes underneath,

Bike shelters should be placed at locations where bicyclists frequently park for longer periods of time. The design of bike shelters should be context sensitive and site specific while considering the character of nearby amenities.

### Design Considerations

- Setback, clearances, and building requirements per local and state guidelines should be considered when installing bicycle shelters.
- The consideration of lighting should be taken into account to assure safety in a bike shelter. Glass roofs provide light from street lamps to pass through the shelter.

### Sources for Design Guidance

- APBP Bicycle Parking Guidelines
- AASHTO Guide for the Development of Bicycle Facilities

Dimensional Footprint



For maximum visibility do not build structure within 15 feet of corner property line.

### Sample Clearance Guidelines

Source: APBP Bicycle Parking Guidelines



Covered Shelter Bicycle Parking

Source: TDG Library



Covered Shelter Bicycle Parking with Informational Kiosk

Source: APBP Bicycle Parking Guidelines











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