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WARFIELD NEIGHBORHOOD DESIGN GUIDELINES

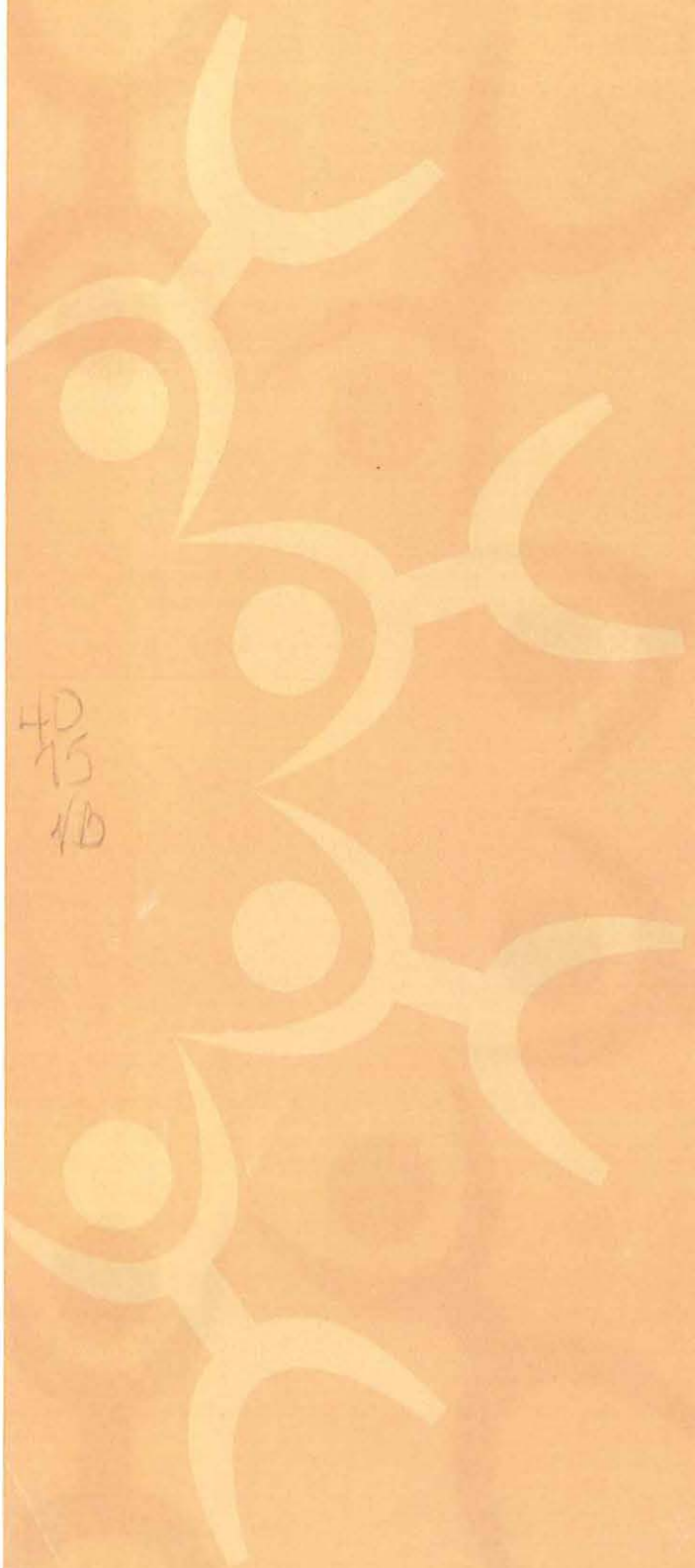
downtown  columbia

Prepared for The Howard Hughes Corporation

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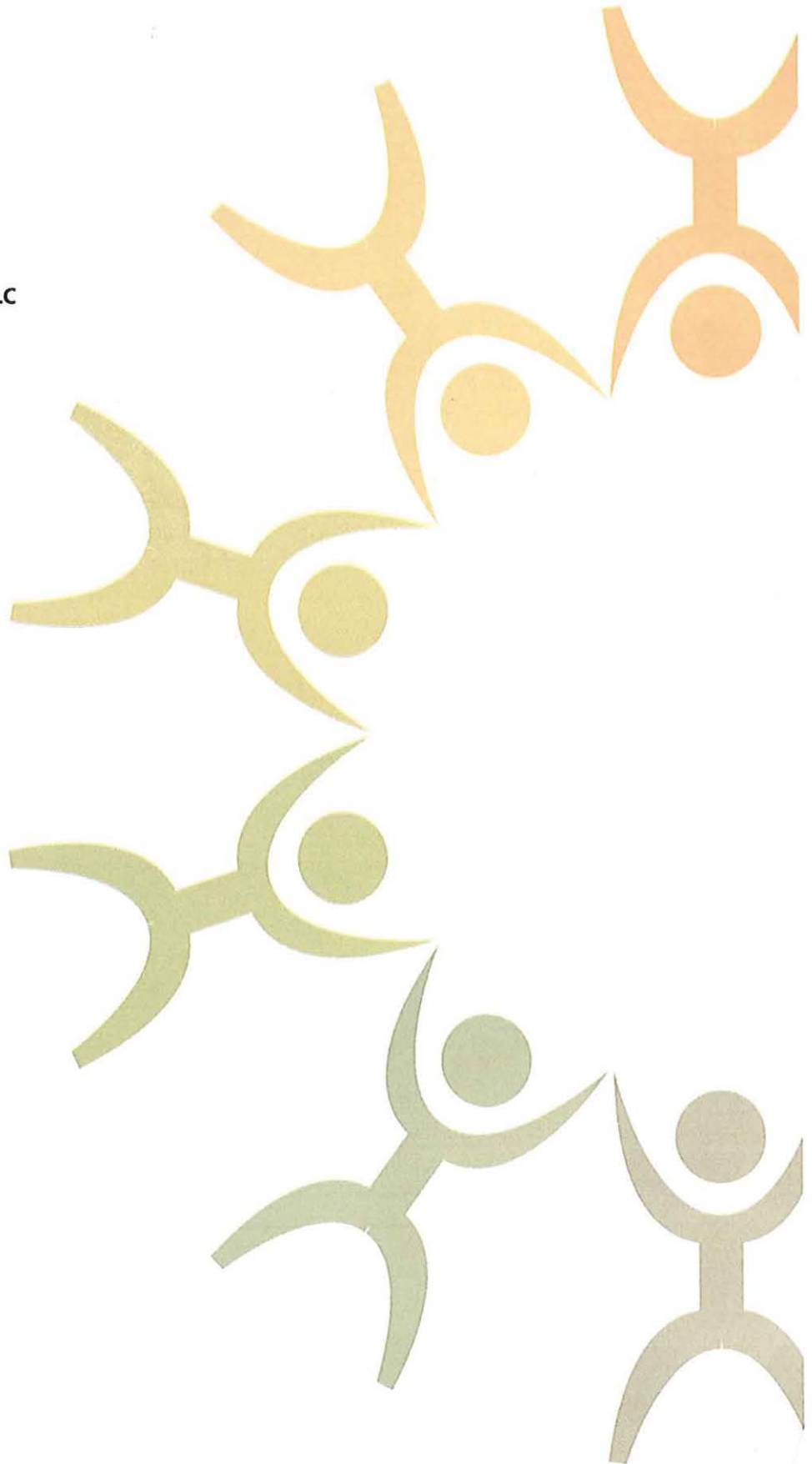


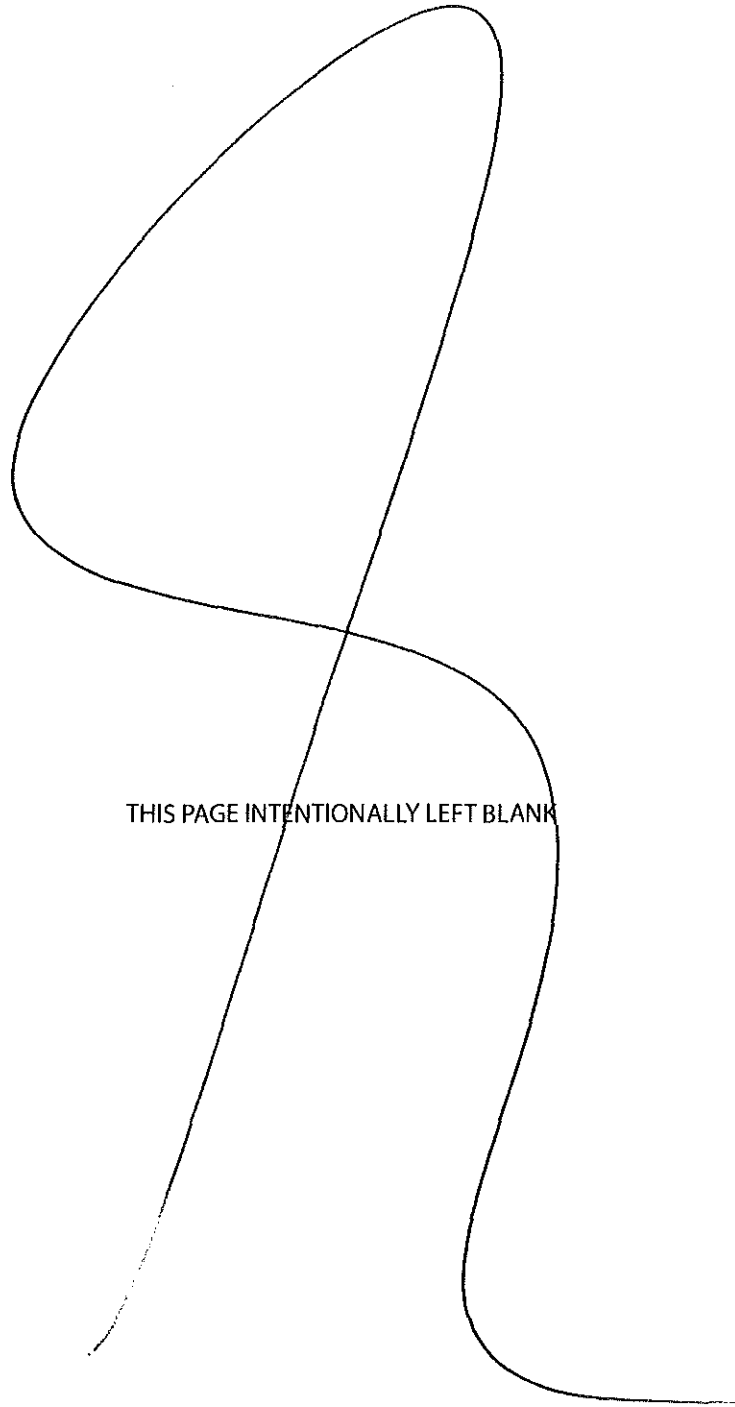
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1.0 INTRODUCTION

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.

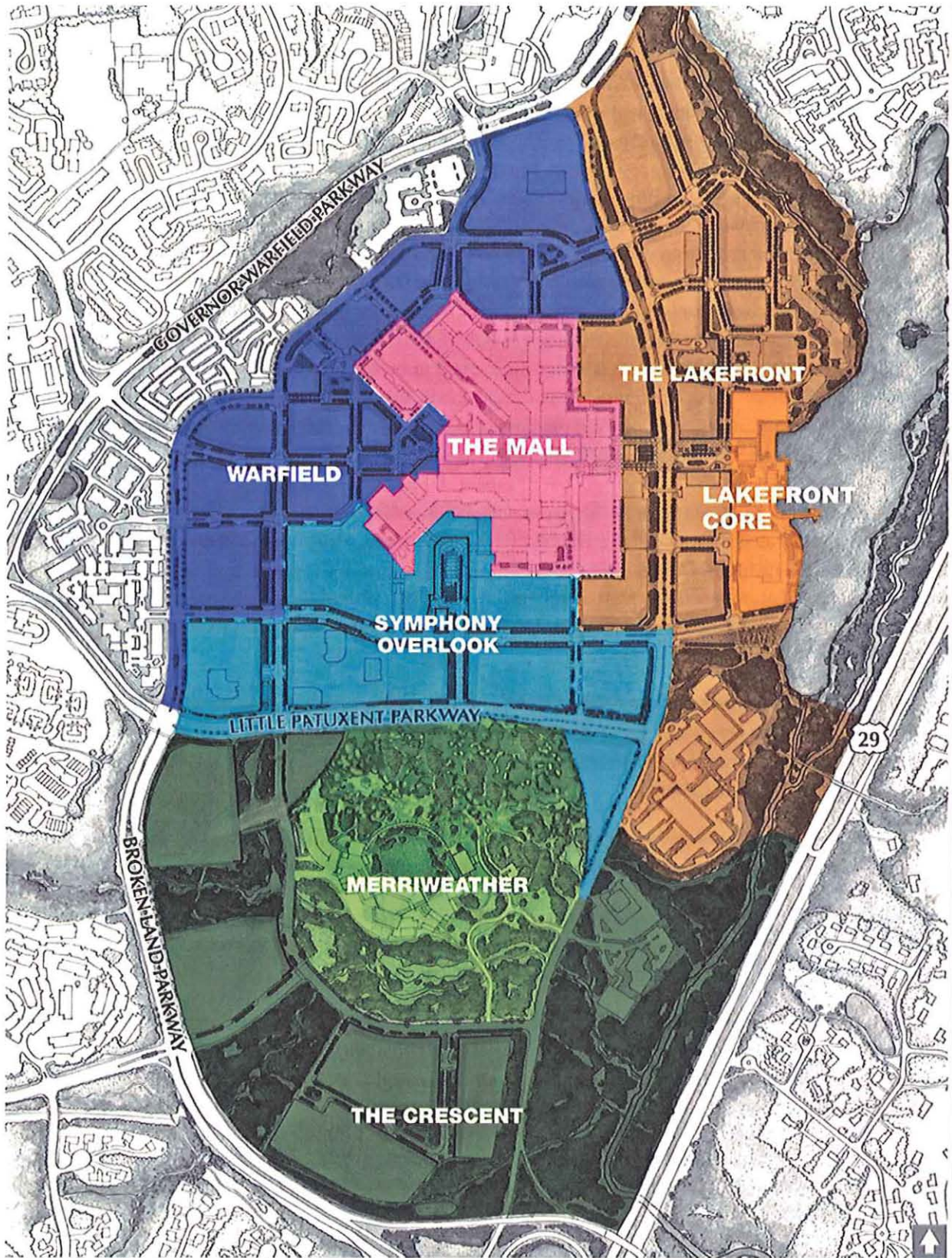
In accordance with the Howard County Department of Planning and Zoning, Division of Land Development, all new development in Downtown must include a Final Development Plan (FDP) with accompanying documentation as prescribed in the *Application for Downtown Columbia Revitalization* checklist. Neighborhood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

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

Background



Downtown-wide Design Guidelines; Neighborhood Diagram

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

1.2 Purpose of the Warfield Design Guidelines

The *Warfield Design Guidelines* are comprehensive and complete and serve as the guide for the design and development of the Warfield neighborhood. All development in Warfield 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 Warfield are governed exclusively by the *Warfield Design Guidelines*.

The intent of these guidelines is to provide developers and designers with criteria for urban design, street design, pedestrian and bicycle circulation, open space design, architectural design, and signage and wayfinding design. 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 Warfield specifically. The *Guidelines* are specifically prepared to ensure that all new development fulfills the vision for design excellence, sustainability, and unique neighborhood character as described in previous Downtown Columbia efforts and documents. Moreover, certain elements within the Warfield 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, neighborhood 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 *Warfield Design Guidelines*. Specific sustainable criteria are incorporated in all sections, including Urban Design, Street Design, Amenity Space, Architecture, and Signage. Additionally, the *Downtown Columbia Sustainability Program Guidelines* are included in Appendix A.1 and cover Livability topics such as housing diversity, affordability and proximity, as well as Transportation topics such as transit access, transit routes, transit hub and stop amenities.

The *Warfield 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 *Warfield 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 Warfield redevelopment.

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 development within the boundaries of the Warfield neighborhood only. These guidelines may be modified from time to time with Howard County Planning Board approval through future FDP submissions.

1.3 The Vision for Warfield

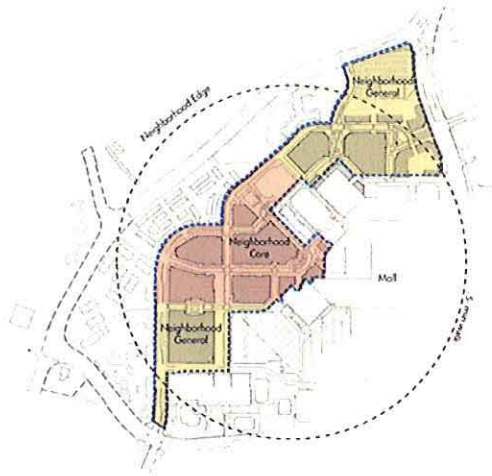


Diagram A

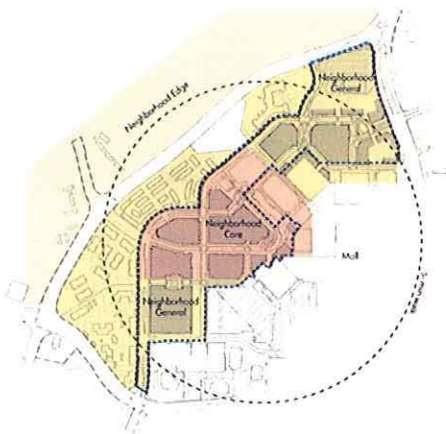


Diagram B

Overview:

A primary goal for Warfield is to create a sustainable neighborhood through the creation of amenity spaces that allow residents to socialize, work, shop and play; the design of complete streets where residents 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.

Warfield is envisioned as a sustainable mixed-use neighborhood with a family-oriented character that enables an appropriate transition from multi-family and single-family residential neighborhoods in the west and north to the central, more urban commercial core of Downtown. Essentially, Warfield is at the midpoint of the suburban to urban transect with predominantly residential and office uses and mid-rise building heights in the range of 4- to 9-stories tall, creating an appropriate and compatible transition from edge to center.

By definition, a transect across a city, town, or village comprises zones of urbanism including the neighborhood center (with the greatest mix of uses, densities, and public activities); the neighborhood general (with moderate mix of uses, densities, and activities); and the neighborhood edge (with largely residential, low density, and resident-oriented activities). Warfield, as one component of Downtown, has a neighborhood center and a neighborhood general zone. Just outside the boundary of the Warfield neighborhood, the neighborhood edge consists of the existing residential communities to the north and west. Within the Warfield neighborhood itself, a range of commercial uses including services, restaurants, and retail; a mix of building types; a variety of amenity spaces and amenities; and a diversity of pedestrian-oriented activities and functions should support users within the neighborhood as well as existing, nearby residents and tenants.

Warfield's neighborhood center zone includes the greatest mix of uses, retail, activities, and a welcoming, identifiable amenity space to accommodate public-oriented events. This center links north and south to the new, adjacent neighborhood blocks and west to the neighborhood edge and the existing residential. Warfield's neighborhood general zone, to the southwest and northeast of the center, includes predominantly residential and/or office uses, retail, and more passive amenity spaces,

similarly linking outward to the new neighborhood blocks and to the neighborhood edge and the existing residential. (see Diagram A and B, above)

Neighborhood Center:

Warfield's neighborhood center includes Twin Rivers Road extended, Warfield Plaza, Warfield Square, and the street that links these two greens, forming the core of the neighborhood center and the most active and vibrant area of Warfield. The existing theatre and restaurant are integrated components of the neighborhood center. The other existing restaurants and garage, though not literally within the neighborhood boundary, play a part in Warfield's neighborhood center. Twin Rivers Road extended, Warfield Plaza, Warfield Square, and the street that links these two open spaces are designed with streets that may be periodically closed to automobiles, creating a grand pedestrian-only zone for seasonal events, festivals, and markets. (see Diagram C, to the right)

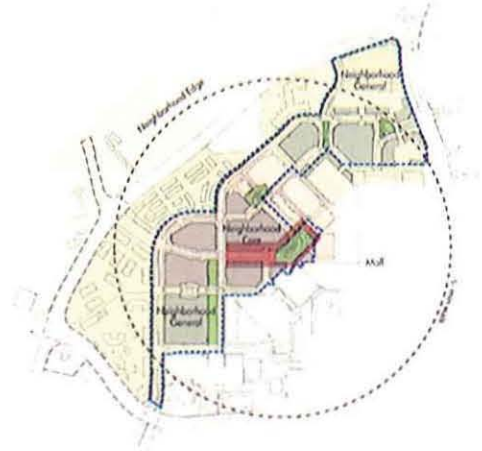


Diagram C

The neighborhood center is envisioned to be very active and vibrant with the extension of Twin Rivers Road serving as Warfield's "Main Street." This new 2- to 3-block section of Twin Rivers Road will include ground level retail and restaurants that serve both the Warfield neighborhood and the broader community as a destination main street.

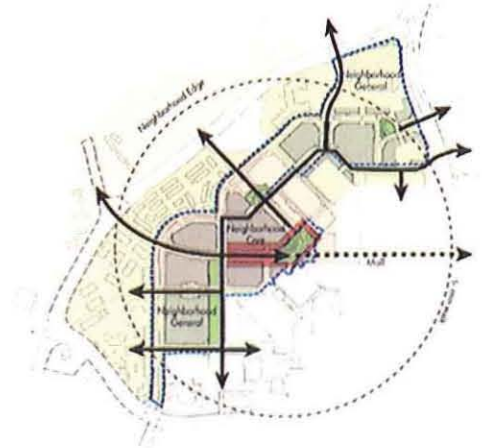


Diagram D

Linking to Wilde Lake Village in the northwest, a planned shared-use pathway will connect to Warfield, transitioning to bike lanes and urban sidewalks as it enters Warfield along Twin Rivers Road Extended. The terminus of Twin Rivers Road Extended includes an important public amenity space, Warfield Plaza, conceived to be similar to a village piazza or a traditional urban plaza. As envisioned in the *Downtown Columbia Plan*, the connection from Warfield to the Lakefront continues from the Plaza through the interior walkways, providing sheltered passage through the Mall, to the Promenade along Lake Kittamaquundi. (see Diagram D, to the right)

The street that extends northwest from Warfield Plaza, along the front of the existing row of restaurants and past the Theatre to Governor Warfield Parkway and Warfield Square, also becomes an important active, mixed-use, retail corridor and open space. Later phases of the Warfield neighborhood redevelopment will complete this street with new retail and restaurants.

Neighborhood General:

Development blocks to the southwest and northeast of the center form Warfield's neighborhood general zones. The southwest neighborhood general zone provides a transition from the existing residential area west of Broken Land Parkway and Governor Warfield Parkway to the mall and future urban core. The northeast neighborhood general zone provides a transition from existing residential north of Governor Warfield Parkway and along Windstream Drive to the mall and future urban core. These areas also contain important, though more passive, amenity spaces. Together with Warfield Plaza and Square, these amenity spaces define a connected urban ecological and community network.

The southwest neighborhood general zone is predominantly, residential, passive, and quiet. The Linear Green with the Promenade and playground, extending south from Parcel D towards Symphony Woods, is envisioned to be a residential-oriented amenity space, with adjacent retail that focuses on supporting surrounding resident needs. The buildings here are largely residential, transitioning to office buildings in Symphony Overlook. The buildings, landscape, streetscape, and hardscape should be designed to support a more quiet, residential portion of Warfield, compared to that of Warfield's neighborhood center and support enhanced urban ecology and green infrastructure connections to the natural resources area in Symphony Woods.

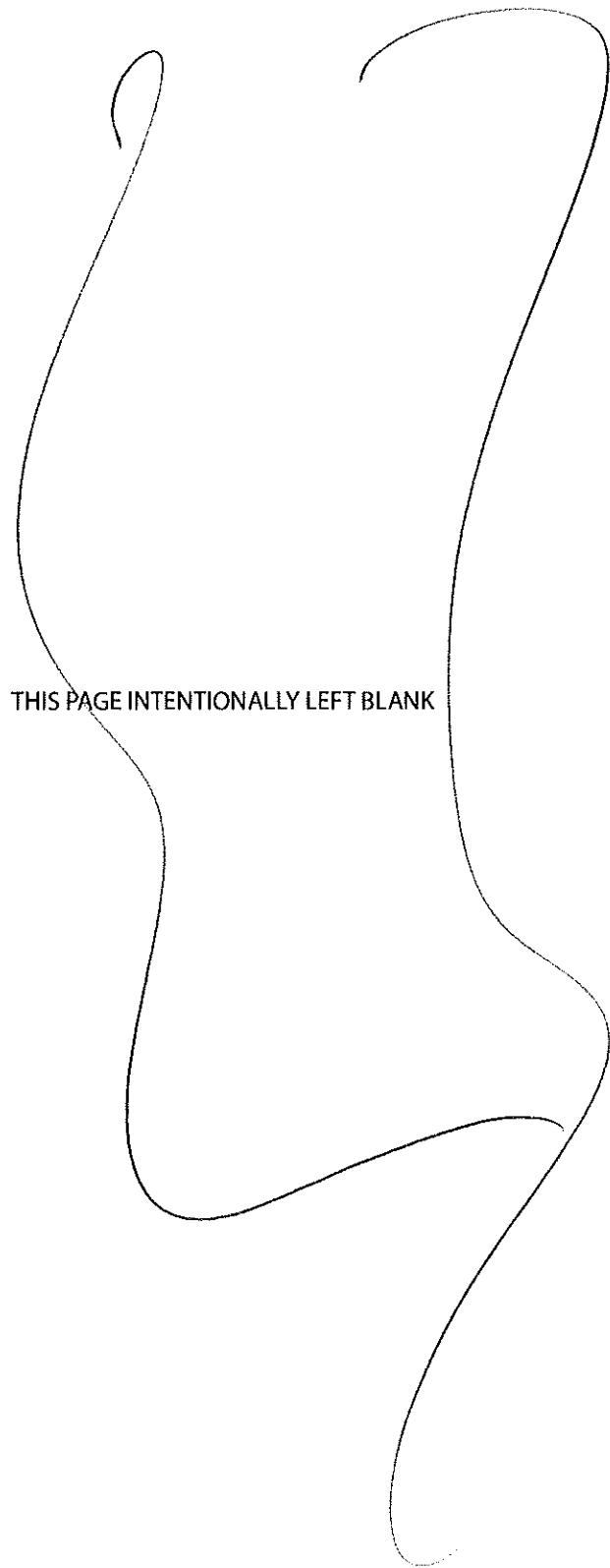
Warfield's northeast neighborhood general zone may include residential, retail, office, hotel, and other uses. This area of Warfield, similar to the southwest, may be less active compared to that of Warfield's neighborhood center, with retail focused predominantly at strategic locations and corners only.

Here, Warfield Green serves as an important amenity space and as the terminus of Sterrett Place extended. Post Office Square in Boston serves as a potential precedent, offering a serene environment, with mostly lawn and a trellis or other shade structure, and garden-like character. Thus, Warfield Green serves as an identifiable amenity space and creates a distinguishing character for the northwest area of Warfield. The building heights here, and particularly those framing Warfield Green and Warfield Mews, are envisioned to be 7- to 9-stories, as the master plan suggests, including sophisticated and stately architecture surrounding the garden-like greens and plazas.

Windstream Drive extended serves as the primary connection to and from existing residential to the north and, similarly to Twin Rivers Road, terminates at an amenity space, Warfield Mews. Like Warfield Green, the Mews is envisioned as a quiet, passive amenity space that supports neighborhood functions and less intense activities.

As the main amenity spaces in the neighborhood, Warfield Plaza, Square, Green, and Mews offer opportunities to express the identity of the neighborhood. Differentiated from the standard street furnishings and lighting, the amenity spaces may have unique selections that highlight the character of these spaces. Walking along and engaging in these places, the resident or visitor will remember these distinctive features, referencing them in memory and in conversation. In a true urban sense, the amenity spaces portray the essence of the neighborhood and, along with the streets, provide the framework from which the place evolves.

Given the vision for Warfield, with physical and visual connectivity to adjacent neighborhoods via streets, view corridors, and open spaces, it is important to support the notion of Warfield being the center of a broader community. Design features, from streetscape to signage, should advance the vision of Warfield as a walkable, family-oriented, mixed-use neighborhood with distinct zones of urbanism, physically and visually connected to its context and nearby communities. (see Diagram D)



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2.0 URBAN DESIGN

- 2.1 INTRODUCTION
- 2.2 BLOCK STANDARDS
- 2.3 BUILDING FORM

2.1 Urban Design Introduction

Overview

Warfield is envisioned as a compact, pedestrian-oriented, mixed-use neighborhood within Downtown where housing, offices, shops, hotels, restaurants, entertainment, services, civic, and cultural uses are all integrated. The Warfield Neighborhood acknowledges the existing adjacent residential neighborhood and mall uses. Buildings range from 4 to 9 stories in height with shared parking facilities typically located internally to the block. Amenities, such as plazas and greens, are incorporated throughout the neighborhood. The Urban Design Criteria include design standards to ensure this vision.

Purpose

The Urban Design Criteria specify those physical elements of the plan that collectively, through careful placement, define the physical characteristics and visual appearance of the public realm. The Urban Design Criteria describe how buildings and the street interface, including the placement of buildings and structures, building heights, and bulk standards.

Sustainability Goals

One of the objectives for the development of Downtown Columbia is to create a vibrant, walkable, and economically sustainable community in which to live, work, and play, by creating a dense and compact mixed-use neighborhood. A sustainable neighborhood should create an urban ecology through an integrated green infrastructure network that includes trees, vegetation and amenity spaces.

Primary sustainability measures for urban design include:

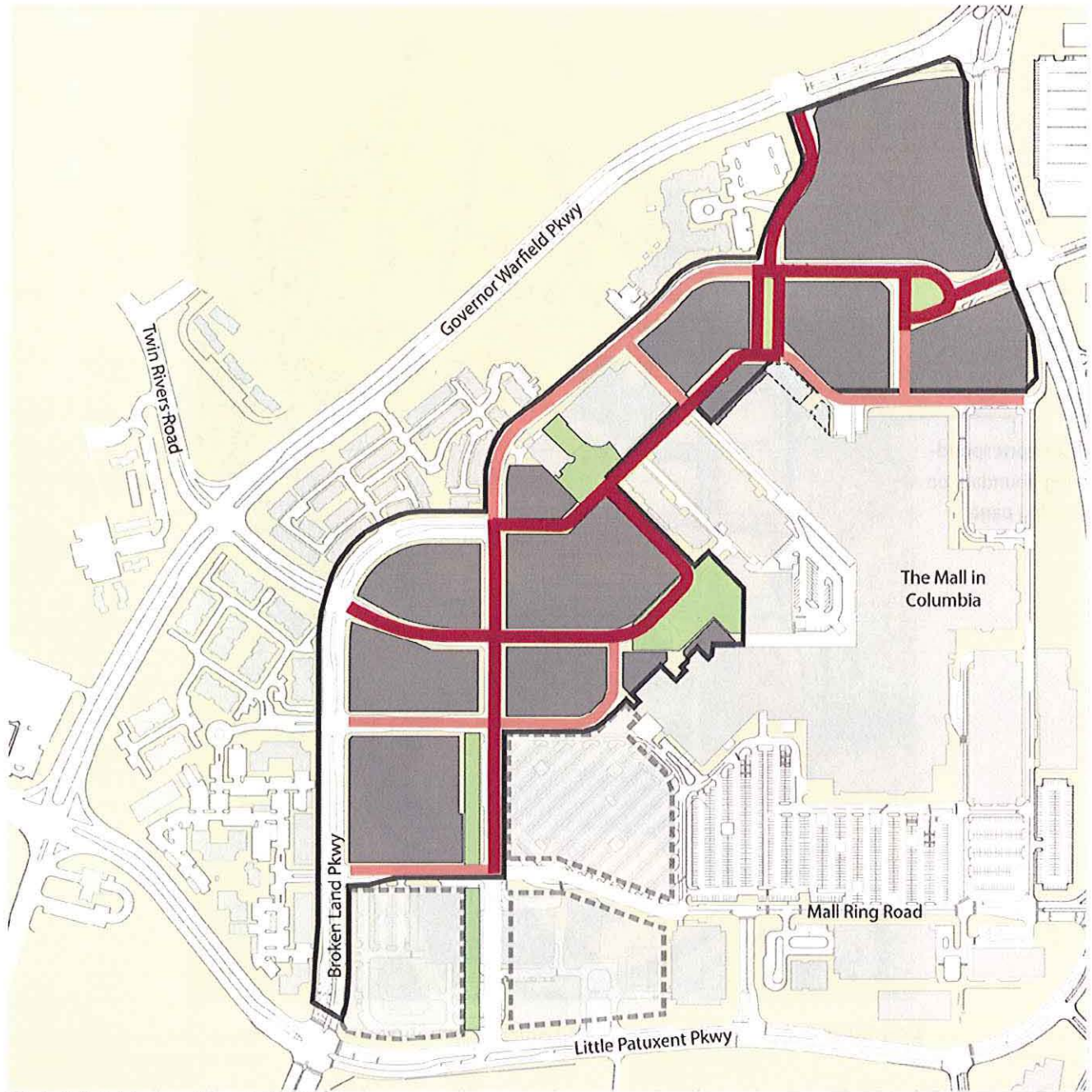
- Use mixed-use development to integrate housing, business, services, retail and community space.
- Provide safe and secure access between housing and diverse services, transportation, and recreation areas.
- Create spaces for active and passive recreation to promote human health and well being.
- Promote walkable neighborhoods for economic vitality and healthy lifestyles.
- 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.

Components

The Urban Design Criteria include the Regulating Plan Diagram showing the recommended block configuration for the Warfield Neighborhood. Within the Regulating Plan, primary and secondary streets are located. Primary streets accommodate the major pedestrian movements and main entrances to commercial buildings, have a focus on ground level retail, and connect major destinations. Secondary streets allow flexibility within the plan and provide locations for residential building entrances and needed services entries.

Block Standards provide guidelines for the block configuration, block length, frontage coverage, terminated vistas and gateway thresholds within Warfield. Building Form provides requirements for setbacks, building form and massing, as well as a Building Height Diagram. Building Form also includes guidelines for parking and services and primary building entrances.



Warfield Neighborhood Regulating Plan

KEY

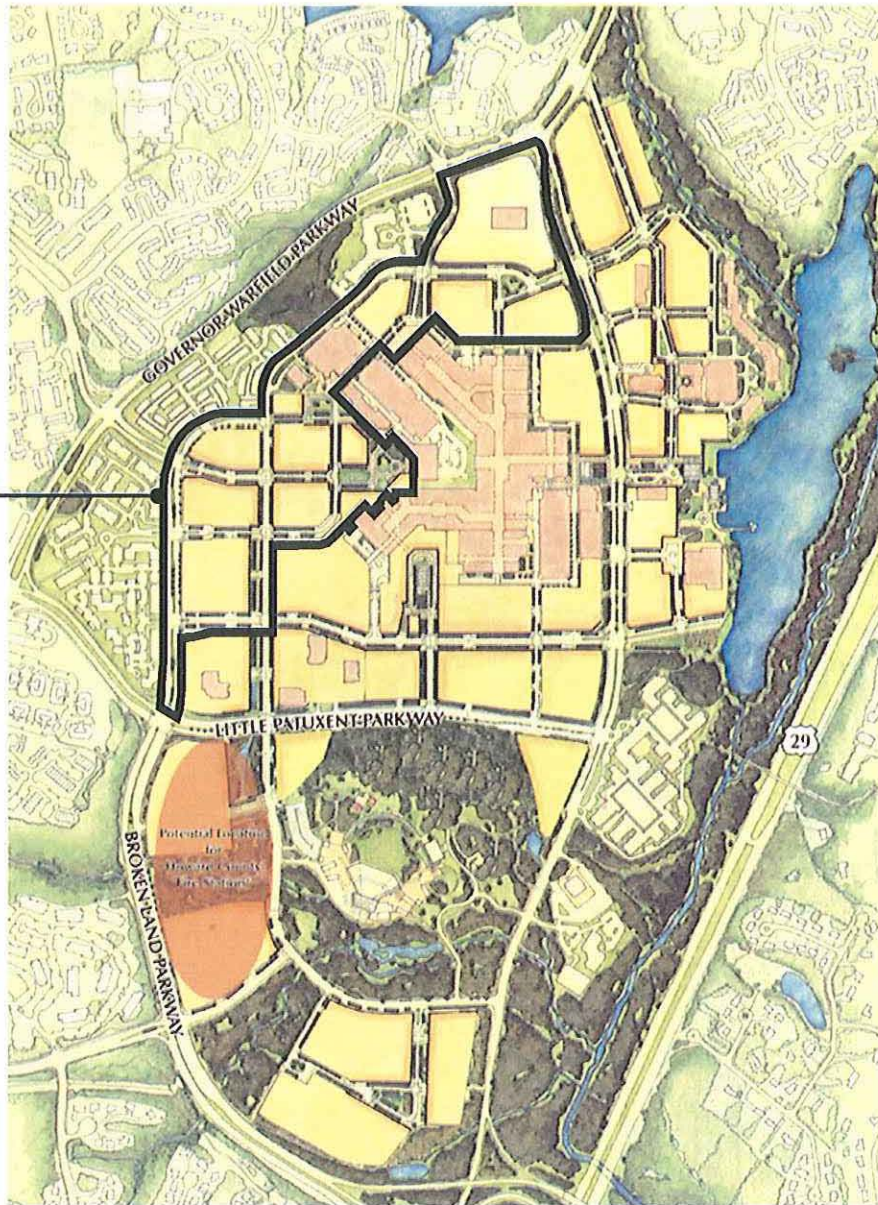
- PROPOSED NEIGHBORHOOD BLOCKS
- EXISTING MALL STRUCTURES
- PROPOSED AMENITY SPACES
- PRIMARY STREETS
- SECONDARY STREETS

*See Street Design for further criteria on Street Types, p. 29 and 34-39.

*See p. 27-28 for variations in street types and configuration as shown in the Downtown Columbia Plan, General Plan Amendment - Street Framework Plan.

Urban Design Introduction

See corresponding boundary on facing page



Downtown Columbia Plan - General Plan Amendment; Street and Block Plan

The *Downtown Columbia Plan - Street and Block Plan*, shown above, illustrates a block configuration and street network. While keeping with the vision for Downtown, further refinements to Warfield have altered the block configuration as follows:

The blocks within the Mall Ring Road (in the area closest to the west mall entrance) have been reconfigured to reduce the amount of infrastructure required as well as combine Blocks W-6 and W-7. This arrangement creates a flexible block allowing for an internal parking facility fully wrapped by a use, such as retail, office or residential. The reconfigured block would require a pedestrian connection, alley, or service lane bisecting the block to meet maximum block and building length requirements.

Urban Design Introduction



Warfield Neighborhood Block Plan

KEY

- WARFIELD BLOCKS
- FUTURE BLOCKS
- EXISTING BUILDINGS
- AMENITY SPACES
- NEIGHBORHOOD BOUNDARY

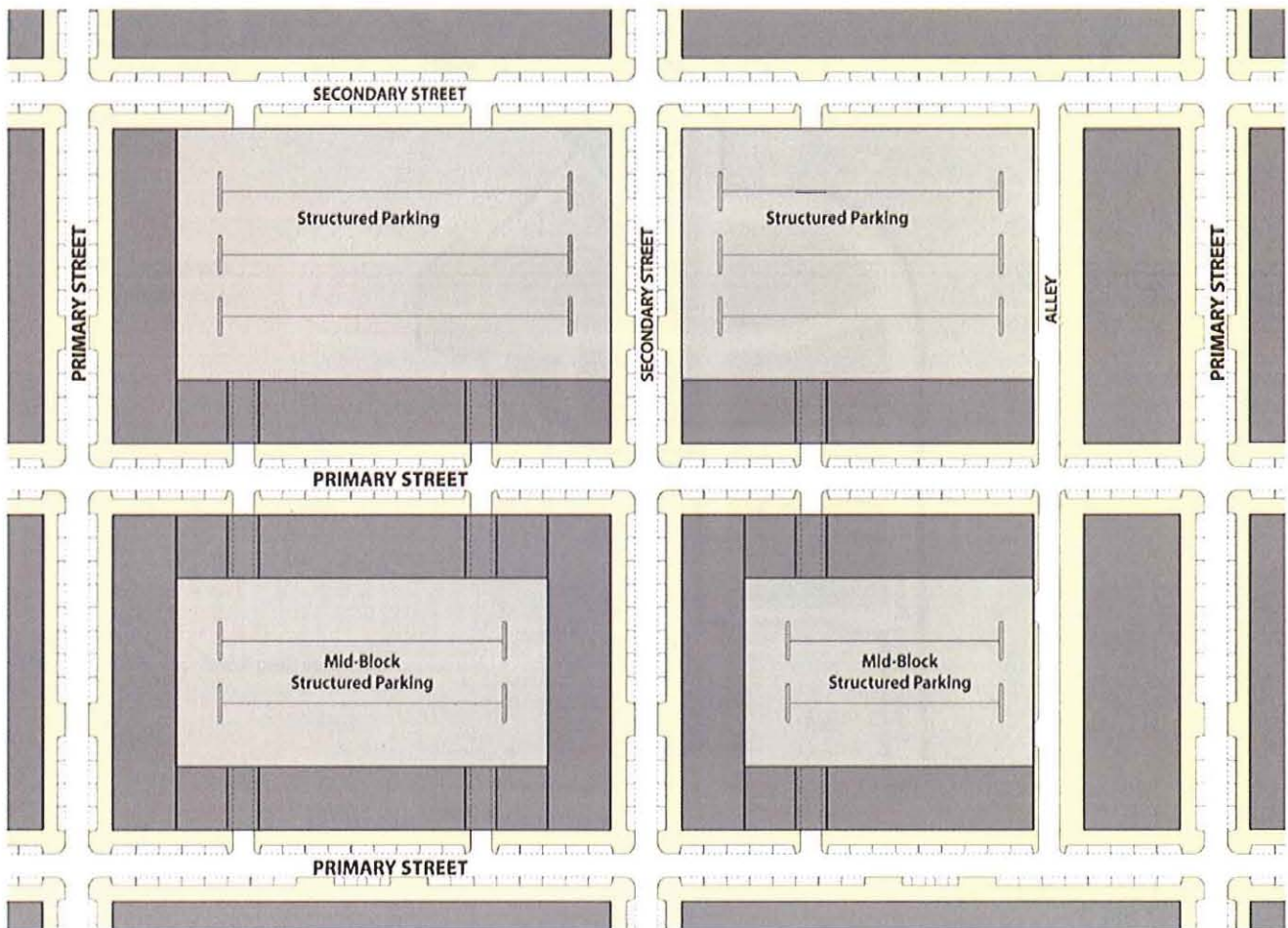
2.0 URBAN DESIGN

2.2 Block Standards

Block Configuration ①

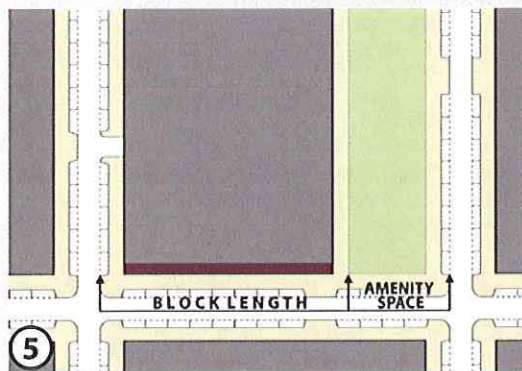
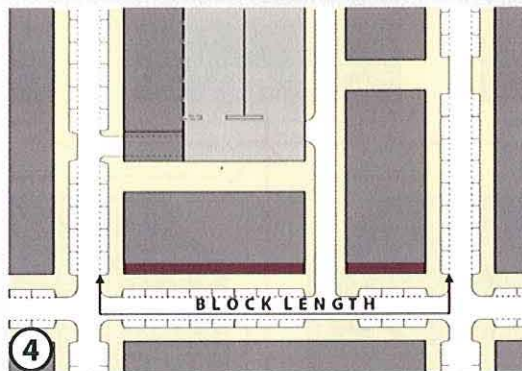
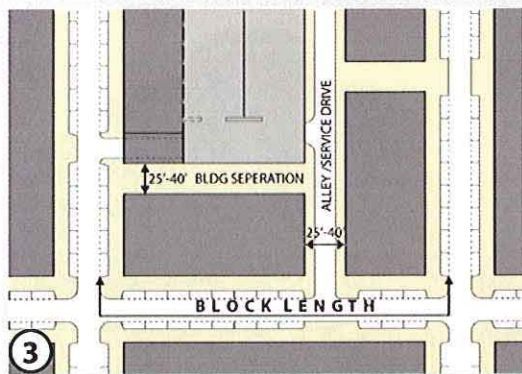
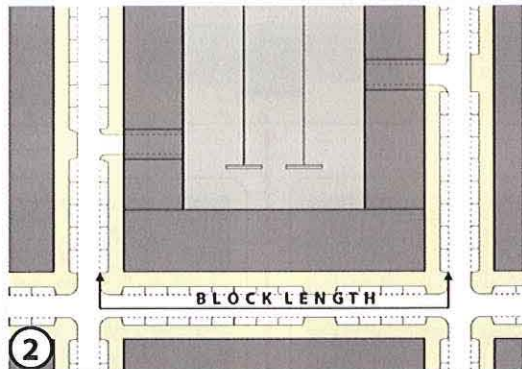
With the goal of emulating the best vibrant downtowns, Warfield should reflect the urban form found in these precedents. In such places, the streetscape is fairly continuous and breaks between buildings are limited. Building mass predominantly defines the perimeter of each block.

Warfield Neighborhood is characterized by a highly interconnected local street network that allows for reduced congestion and promotes walkability. The neighborhood should provide a variety of block sizes to encourage development of a mix of housing forms and densities, and commercial and employment uses. (see p. 13 and p. 21)



① Block Configuration Diagram - Various block configurations based on primary and secondary street frontage. For Primary and Secondary Streets, see Warfield Neighborhood Regulating Plan, p.11.

Block Standards



Block Length

Block length is measured between street right-of-ways (from curb to curb, excluding alleys and service drives). Required Amenity Spaces may be subtracted from the block length.

- ② Average Block Length 400' or less
Maximum Block Length 550'
- ③ Long blocks (450' or greater) should have a pedestrian way, alley or driveway that provides through access to another street or mid-block parking garage.

* When alleys, service drives, or pedestrian passages are required, building separation shall be 25'-40' wide.

Careful attention shall be given to breaking long blocks into shorter, pedestrian-scaled sections by introducing some variety in color and materials and through the use of special tower elements, bays, or varying facade designs to give the impression of multiple building forms.

(see Architecture section, p.125)

Frontage Coverage

Frontage is the way a building engages the public realm. Maintaining "street walls" along frontages is important, particularly for infill construction.

- ④ Building frontages shall be 80-100% of block length.
- ⑤ Amenity Space shall be deducted from the block length dimension.

Block Standards

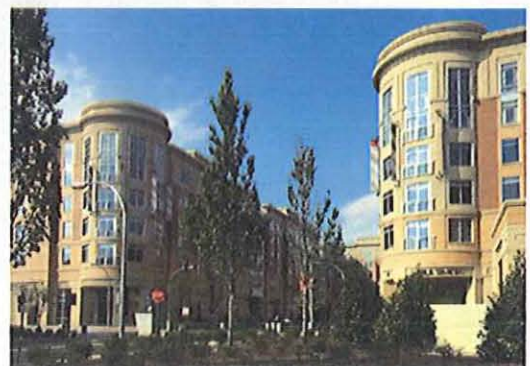
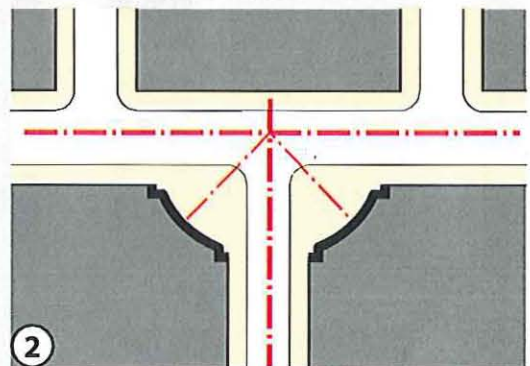
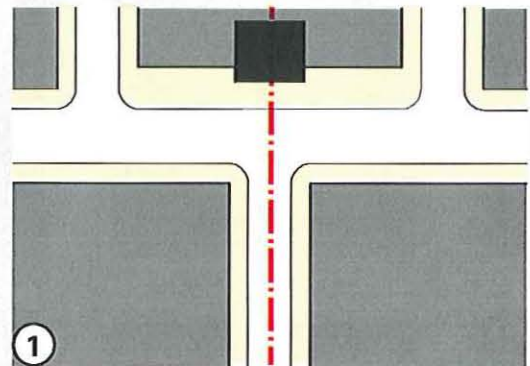
Terminated Vistas ①

Buildings that terminate a street or important vista shall have special articulation and massing, such as a special façade, lobby entrance, bay window, tower element or similar. Civic buildings are encouraged on such prominent sites and shall be given priority for building elements such as towers, monumental staircases and similar.

Gateway Threshold ②

Buildings that act as gateway markers for the neighborhood shall respond in design with the appropriate corner elements that announce Warfield Neighborhood and welcomes visitors. The gateway threshold can be expressed by bookmarking elements on neighboring buildings, by towers, by recessed corner elements, and similar.

(see Architecture section, Building Form, p.134-139)



Block Standards



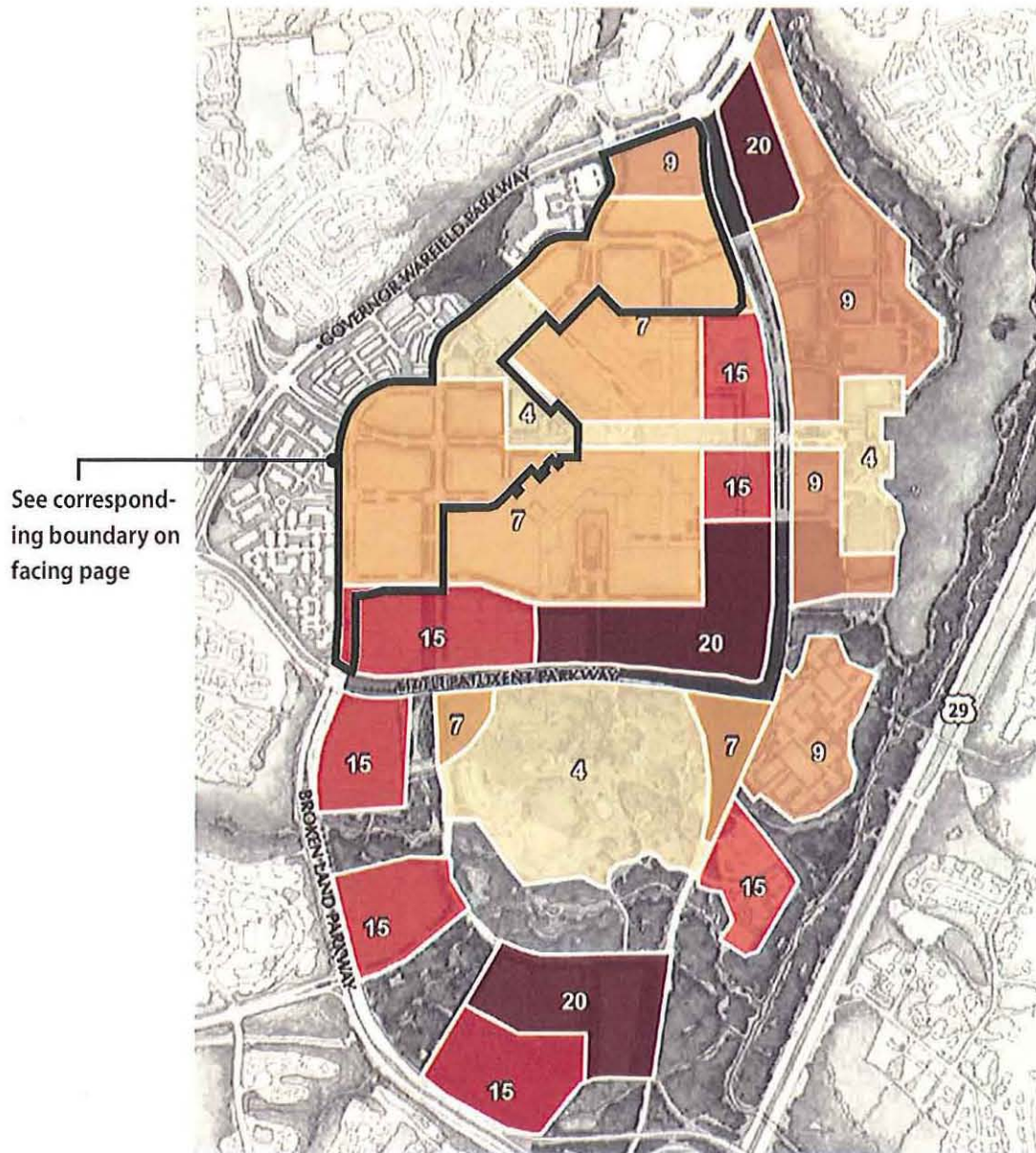
Warfield Neighborhood Gateways and Vistas Diagram

KEY

- ① TERMINATED VISTA
- ② "GATEWAY" THRESHOLD
- IMPORTANT AXIS

2.0 URBAN DESIGN

2.3 Building Form



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

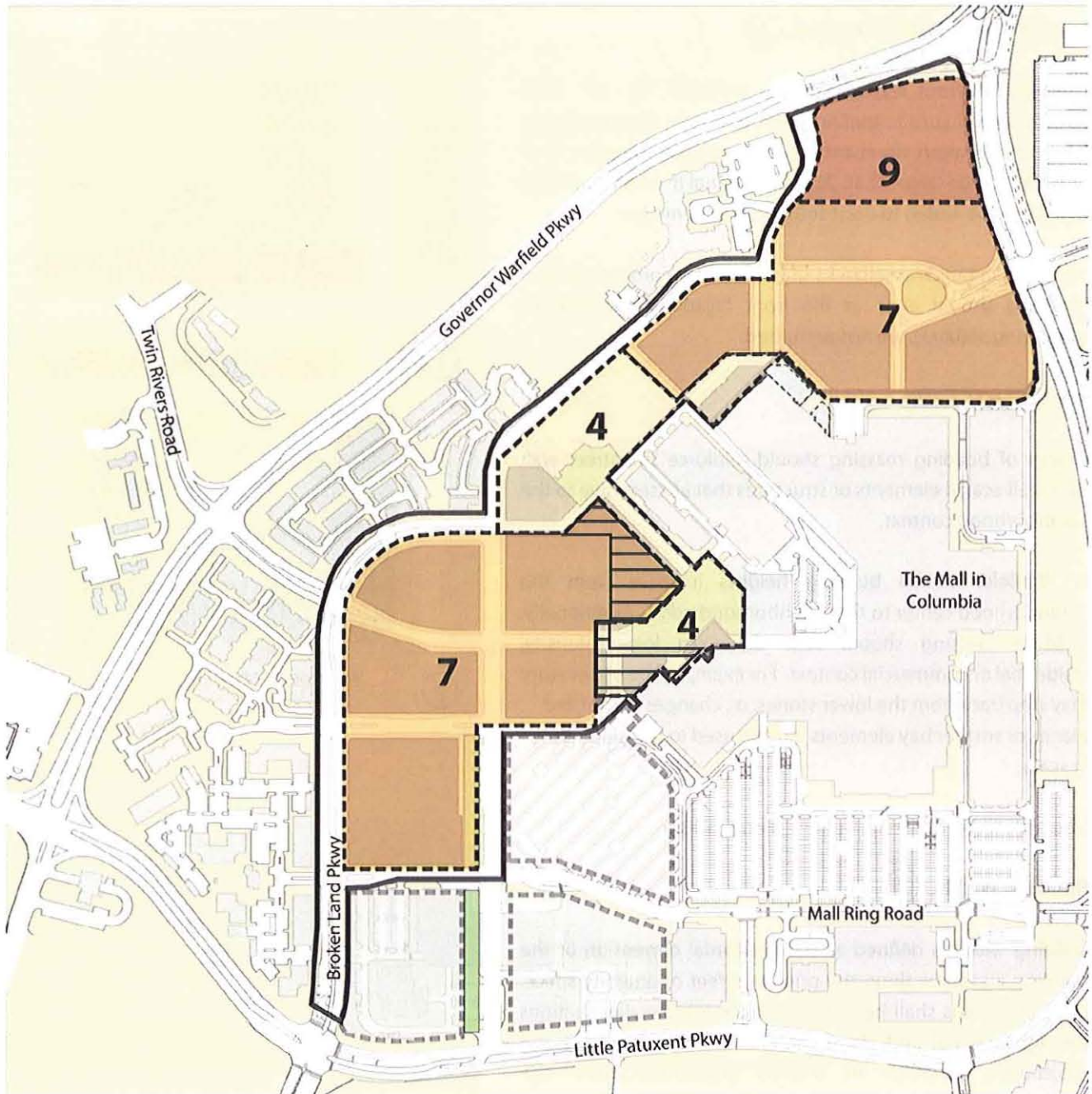
The *Downtown Columbia Plan - Maximum Building Height Plan* (shown above) illustrates maximum building heights throughout Downtown. While keeping with the vision for Downtown, Warfield maintains these buildings heights with the exception of Block W-7, shown with a maximum height of 4 stories in the *Downtown Columbia Plan*. With the reconfiguration of Blocks W-6 and W-7 (see Urban Design, p. 13), the new block has a maximum height of 7 stories, in keeping with Block W-6 in the *Downtown Columbia Plan*.

Building Height

Varying heights along a street achieves more visual interest and distinct building character, avoiding the monotony of continuous building heights. See the Warfield Building Height Diagram for building height restrictions on facing page.

Maximum 9 Stories, not to exceed 120'
 Minimum 2 Stories, or 30'

Building Form



Warfield Neighborhood Building Height Plan

KEY

- MAX. 4 STORIES (NOT TO EXCEED 60')
- MAX. 7 STORIES (NOT TO EXCEED 100')
- MAX. 9 STORIES (NOT TO EXCEED 120')



Maximum Building Height revised area, (see also p. 18)

Building Form

Front Setback (Build-To-Line) ①

The required front setback shall be between 15' - 25' from outside face of curb to building face, unless an Amenity Space is located between street and building in which case the front setback may be larger than 25'. An optional 8' parallel parking space may be added to front setback requirements.

Variations in building setbacks shall occur in an orderly fashion. Buildings should align at the front façade. Alternating or staggering setbacks are not permitted.

Massing and Form

Design of building massing should reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

In Warfield, overall building heights increase from the neighborhood center to the neighborhood edge. Additionally, building massing should step down to lower-intensity, residential or commercial context. For example, the upper story may step back from the lower stories, or, changes in roof line planes or smaller bay elements may be used to transition down in scale.

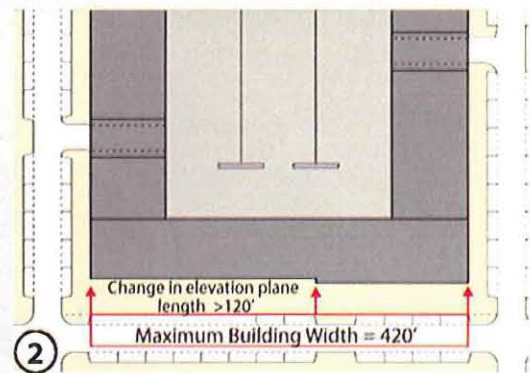
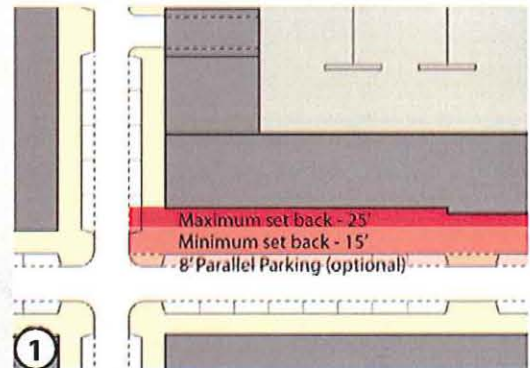
(see Architecture section, Building Form, p.135)

Building Width ②

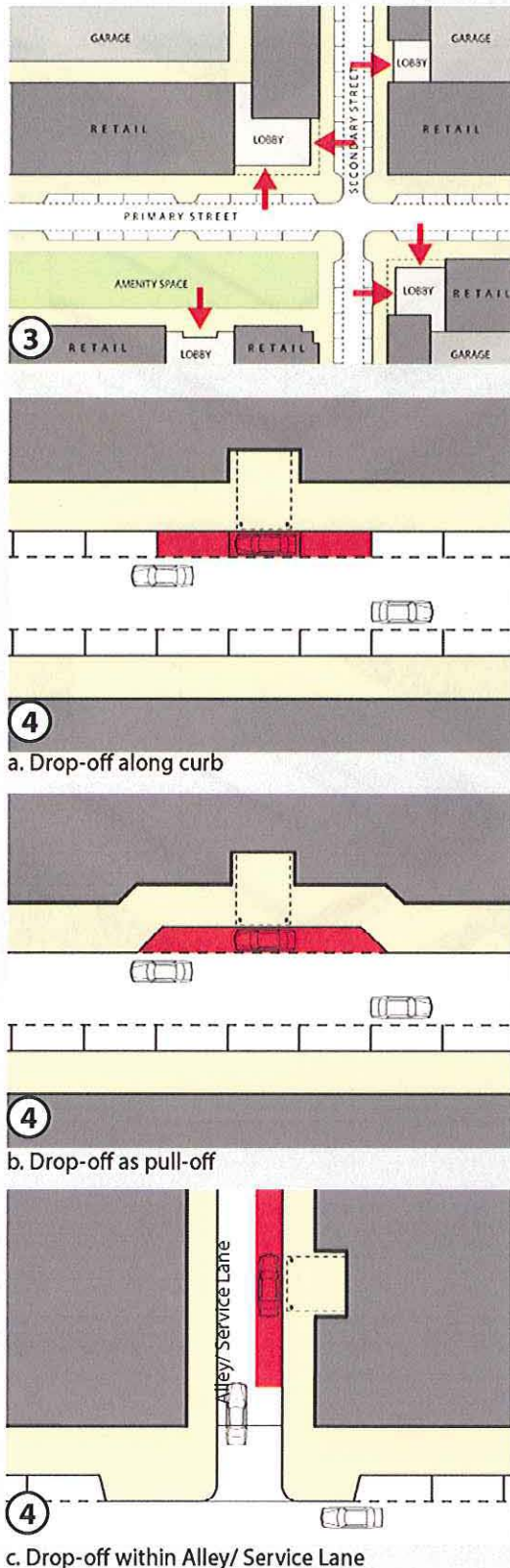
Building width is defined as the horizontal dimension of the building elevation along the primary street or amenity space. Long elevations shall be visually broken into smaller sections through material and plane changes including recesses and projections, variations in window groupings, and/or the addition of bays

Maximum building width: 420'

(see Architecture section, Building Form, p.134-139)



Building Form



Primary Building Entrance ③

The principal structure, including the primary building entrance, shall face a street or an amenity space, not a parking structure or parking lot. Primary entrances and lobbies are encouraged to face the primary street wherever possible. On a corner lot, the primary entrance shall be placed on the corner, on the more prominent street, or facing an amenity space, unless this building space is occupied by retail. Retail is preferred as the ground floor use facing primary streets and amenity spaces. A through-lobby, open-air passage, or entrance is encouraged that allows direct and efficient access from both the street and mid-block parking. Storefront glazing is encouraged in passages linking mid-block parking to the street to add interest and enhance the pedestrian experience.

Drop-Offs ④

Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians. Curb cuts and vehicular entries should be limited along the block length.

Drop-offs, including residential, hotel, and restaurant drop-offs, shall be provided either:

- Along the curb with no sidewalk narrowing.
- Where there is no curbside parking lane and an off-street drop-off is not feasible. A hotel may have a drop-off lane up to 80 feet long provided the required sidewalk width is maintained.
- Within an off-street area (e.g., an alley, service lane or parking facility)

Drive-through Lanes

Drive-through lanes, stacking, and entranceways for drive-through windows for banks and restaurants are discouraged along Boulevards and Primary Streets (see p. 11). Stacking and access should be from the interior of the block and shall be designed so that parking and circulation around the block is not obstructed.

Building Form

Parking ⑤

In Downtown Columbia, the goal for off-street parking, whether surface or structured, is to be accommodated mid-block and screened from public view. On-street parallel parking is encouraged wherever feasible along the perimeter of the block (angled parking, however, is discouraged).

All parking facilities shall conform to the following criteria:

a. All parking garages or structures should be designed to either limit or fully shield their appearance from the public realm. Wherever possible, structured parking should be located internal to blocks. Buildings in which structured parking is the sole use are discouraged.

Further, on primary streets, parking structures should not front the street. Facades along primary streets should have garages faced (wrapped) with a use, such as residential or office.

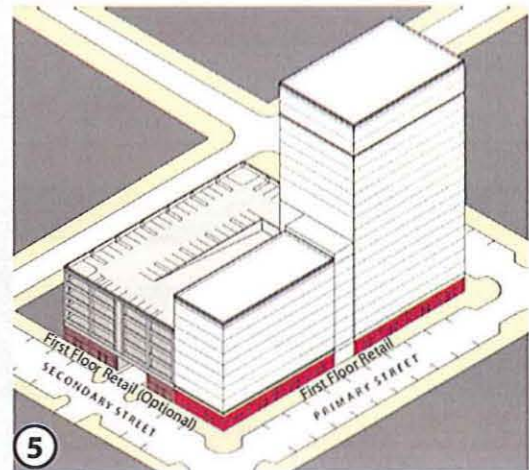
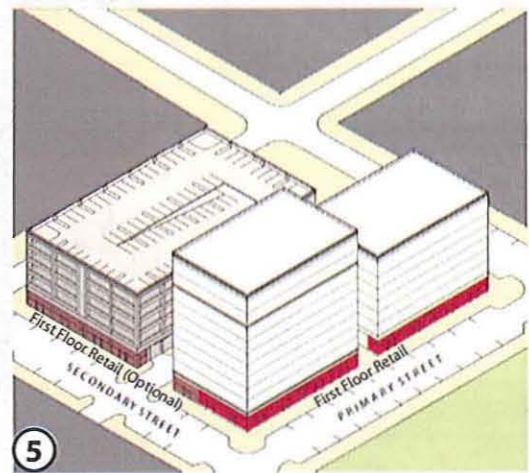
On secondary streets, it is recommended that parking structures be hidden from the street. If necessary, parking structures may be exposed on upper floors but shall have ground floor usable space or be designed such that the ground floor can be retrofitted for future commercial use.

b. Vehicular access to and from off-street surface parking shall be from secondary streets and alleys, where possible. Parking garage entrances shall not dominate the building street facade and are recommended to be a minimal opening in the building at sidewalk level.

c. 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. **For exterior site design standards for bicycle parking facilities, reference Appendix A.2, On-Road Bicycle Facilities Design Guidelines.**

d. Pedestrian access to and from mid-block parking shall provide connections to the more pedestrian-oriented, primary streets or amenity spaces. (See also Primary Building Entrance section above).

e. In instances where surface parking is placed adjacent to the street, the parking lot shall be set back a minimum of 20 feet



Building Form

behind the front façade of the building. If this is a temporary condition, a low evergreen hedge with landscaping and trees should be installed within this 20 foot zone and along the entire edge of the parking lot adjacent to a public right-of-way. If this is a permanent condition, a decorative wall and/or fence should be constructed together with native landscaping and trees along the entire edge of the parking area including vegetated structural stormwater BMPs where appropriate.

f. On-street parking spaces on the same block as the proposed use should be counted towards fulfilling the parking requirement. Reductions in parking are encouraged and may be granted for shared uses. See *Howard County Zoning Regulations*, Section 133.E.3: Off-Street Parking And Loading Facilities, Downtown Revitalization.

(see Architecture: Structured Parking, p. 129 and Materials and Components Standards for additional criteria, pp. 147-151, for additional criteria.)

(see Street Design for further criteria on integrating stormwater management into street parking, p. 60-61)

Alleys and Service Areas

Alleys and service areas provide vehicular access to parking facilities, loading, and service. All alleys and service areas shall conform to the following criteria:

a. Service areas shall be located on secondary streets and alleys (rather than on primary streets), where possible. On streets, service areas shall be screened by overhead doors, walls, or similar.

b. Curb cuts and access lanes will be required for vehicles; at these locations, the sidewalk material(s) shall be carried across the access lane, where possible.

c. Service for small businesses and retail establishments (under 5,500 sf) may be permitted at the front door provided such service is not during primary business hours and does not adversely disrupt traffic movement.

e. Service areas and alleys between buildings should be screened.

f. Off-street loading areas that make it necessary for vehicles to back out directly into a public or private road are strongly discouraged.

(see Architecture: Materials and Components Standards for additional criteria, pp. 147-151)

Utilities

All new utilities shall be placed underground.



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3.0 STREET DESIGN

3.1 INTRODUCTION

3.2 RIGHT-OF-WAY ZONE

VEHICULAR

BICYCLE

3.3 STREETScape ZONE

3.4 MATERIALS AND ELEMENTS

3.1 Street Design Introduction

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 the downtown are an important part of the open 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 Warfield 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, color 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 III.

Purpose

The purpose of the Street Design Criteria for Warfield is to guide the design and character of the Right-Of-Way Zone and streetscape in Warfield for all street types. The streets within Warfield, should be designed as a network and support the vision established for the neighborhood. 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.

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 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.

Street Design Introduction

Primary sustainability measures for streets include:

- Promote walkable neighborhoods for healthy lifestyles. The design of streets should include street trees, appropriate landscaping, and furnishings. Street trees should be planted at a maximum of 40 foot intervals or to shade at least 40% of the sidewalk within 10 years.
- 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, designate bike lanes on appropriate streets and connect them 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 limit surface parking areas by accommodating 80% or more 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.

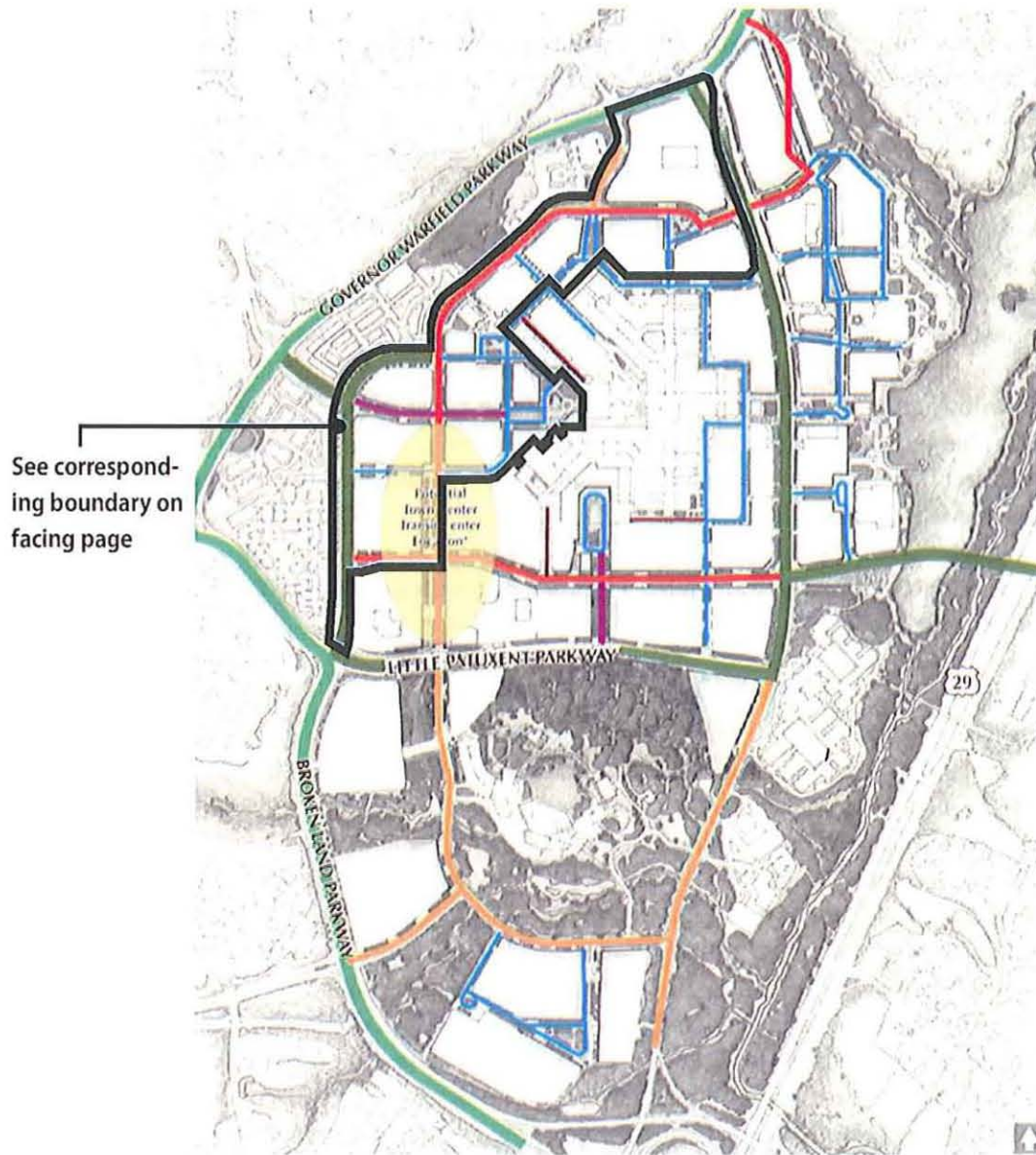
For reference, the Downtown Columbia Sustainability Program, as developed for the Downtown-wide Design Guidelines, can be found in Appendix A1.

Street Framework Plan

Changes to the Warfield Neighborhood Design Guidelines Block and Street Plan (see Urban Design, p. 13), based on the vision for Warfield, created variations in street types and configuration from the *Downtown Columbia Plan, General Plan Amendment - Street Framework Plan*, shown on the following page. These variations include:

- Mall Ring Road.** South of Broken Land Parkway, this facility is planned as an Avenue Type 3 with four (4) general travel lanes, a dedicated bike lane, but no curbside parking. It is proposed to be modified to an Avenue Type 2 that would continue to provide four (4) lanes and dedicated bike lanes, but would add parallel parking on both sides. (Note that curbside parking would only be provided on the west side during this initial stage of Downtown redevelopment.) This change in design designation and curbside parking would reduce travel speeds, provide a buffer for pedestrians, and create convenient short-term parking to serve the street-level retail uses.
The section of the Mall Ring Road north of the Broken Land Parkway intersection, currently designated as an Avenue Type 2 in the Downtown Columbia Plan, is proposed to be modified to an Avenue Type 4 that reduces the number of general travel lanes from four (4) lanes to three (3) lanes. This reduction would create a more pedestrian-oriented street by reducing the crossing distance and is consistent with the existing road section in this area.
- Road “C”**, is a new facility to be built between Broken Land Parkway and the Mall Ring Road (south of Block W-1) as an Avenue Type 2 (Major Collector/Minor Collector/Local Street) that provides four (4) general travel lanes with sharrows. This is consistent with the Downtown-wide Columbia Design Guidelines. The design provides flexibility for an additional future westbound turn lane, if necessary, at the intersection with Broken Land Parkway through the reconfiguration of the transition island
- Twin Rivers Road Extended.** Twin Rivers Road Extended is currently planned as an Avenue Type 1 that provides four (4) travel lanes and curb parking on one side. This roadway is proposed to be reduced from four-lanes to two-lanes, with curbside parking on both sides and dedicated bike lanes. Flexibility for an additional future westbound turn lane assignment at the western intersection with Broken Land Parkway is possible with reconfiguration of the entry transition island. Designated as a “Street Type 2,” this facility would create a pedestrian-oriented street, discourage and minimize through traffic movements, and establish a “main street” character in this area.

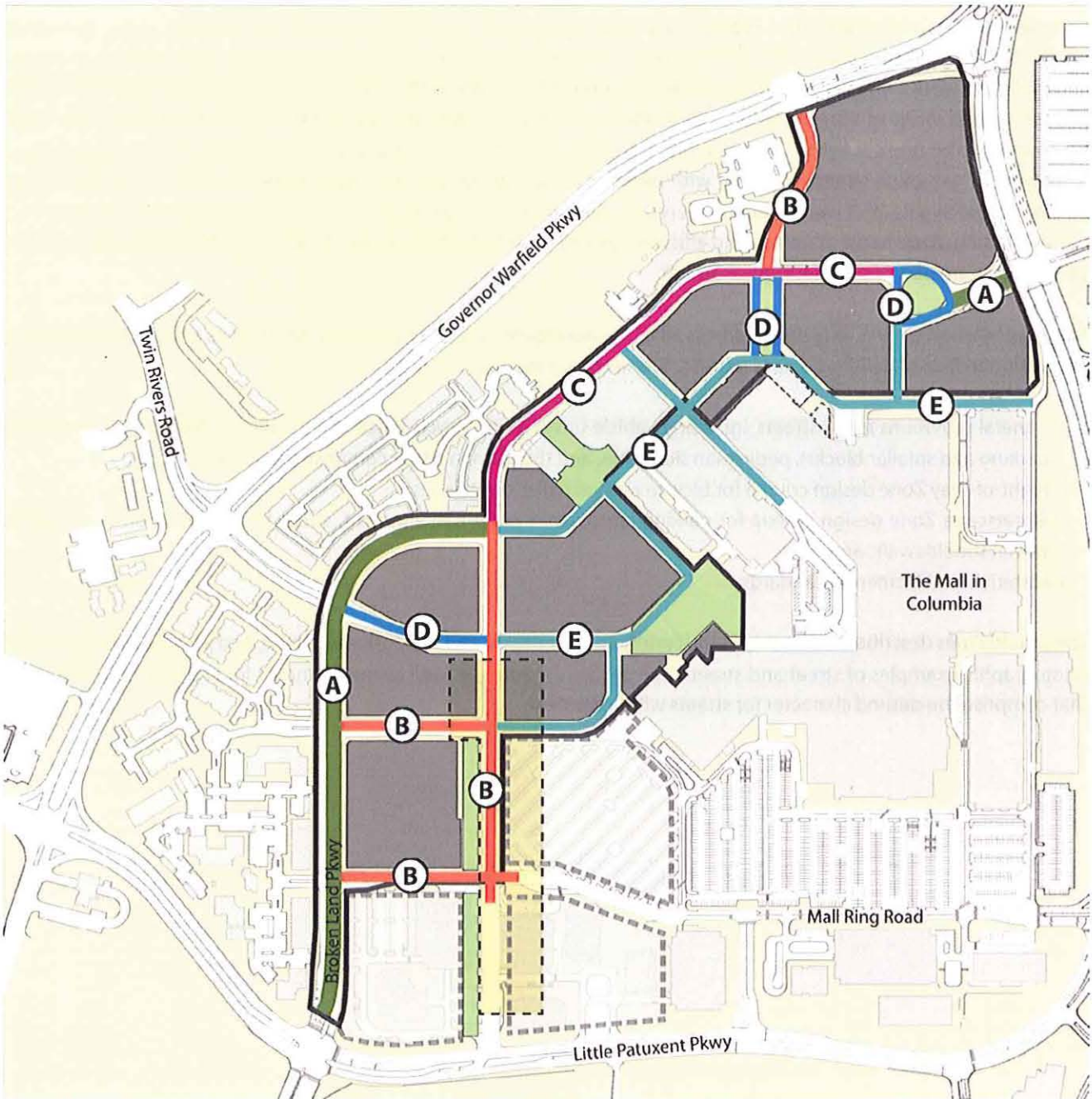
Street Design Introduction



Downtown Columbia Plan - General Plan Amendment; Street Framework Plan

- d. Mall Connection Road. This section, between Broken Land Parkway and the Mall Ring Road, currently exists as a four-lane, undivided road. It was specified as a "Street" in the Downtown Columbia Plan that would provide two (2) lanes with parallel parking and sharrows for bike use. However, land ownership constraints in this area do not allow for the narrowing of this roadway. Thus, this section is planned to remain as currently designed with the addition of sharrows for bike use.
- e. Street Network Changes. A portion of the street network east of the Mall Ring Road is proposed to be reconfigured to simplify the circulation and reduce conflicts for pedestrians entering the amenity space in this area. In addition, a portion of the Mall Ring Road around Warfield Green is proposed to be converted to a one-way system based on the Street Type 2 dimensions, providing for improved safety for pedestrian crossings and traffic flow in this area.

Street Design Introduction



Warfield Neighborhood Street Framework Plan

KEY

- (A)** BOULEVARD - Minor Arterial/ Major Collector
(4 LANES W/ MEDIAN) - Broken Land Parkway
- (B)** AVENUE TYPE 2 - Major Collector/ Minor Collector/ Local Street
(4 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES/SHARROWS)
- (C)** AVENUE TYPE 4 - Major Collector/ Minor Collector/ Local Street
(3 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES)
- (D)** STREET TYPE 2 - Minor Collector/ Local Street
(2 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES)
- (E)** STREET TYPE 3 - Minor Collector/ Local Street
(2 LANES, PARALLEL PARKING (Optional), SHARROWS)

Potential Transit Center
 Location

*Alleys may be placed within blocks for internal circulation, servicing, and parking. Final locations of alleys will be proposed at the SDP stage. See Urban Design for further criteria on alleys, p. 15 and 23.

Street Design Introduction - 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 livability of Warfield, 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 Warfield to be safer, more livable, 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 from face of building to face of building, across a street. These criteria include:

- 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 Warfield.

Street Design Introduction - Complete Streets

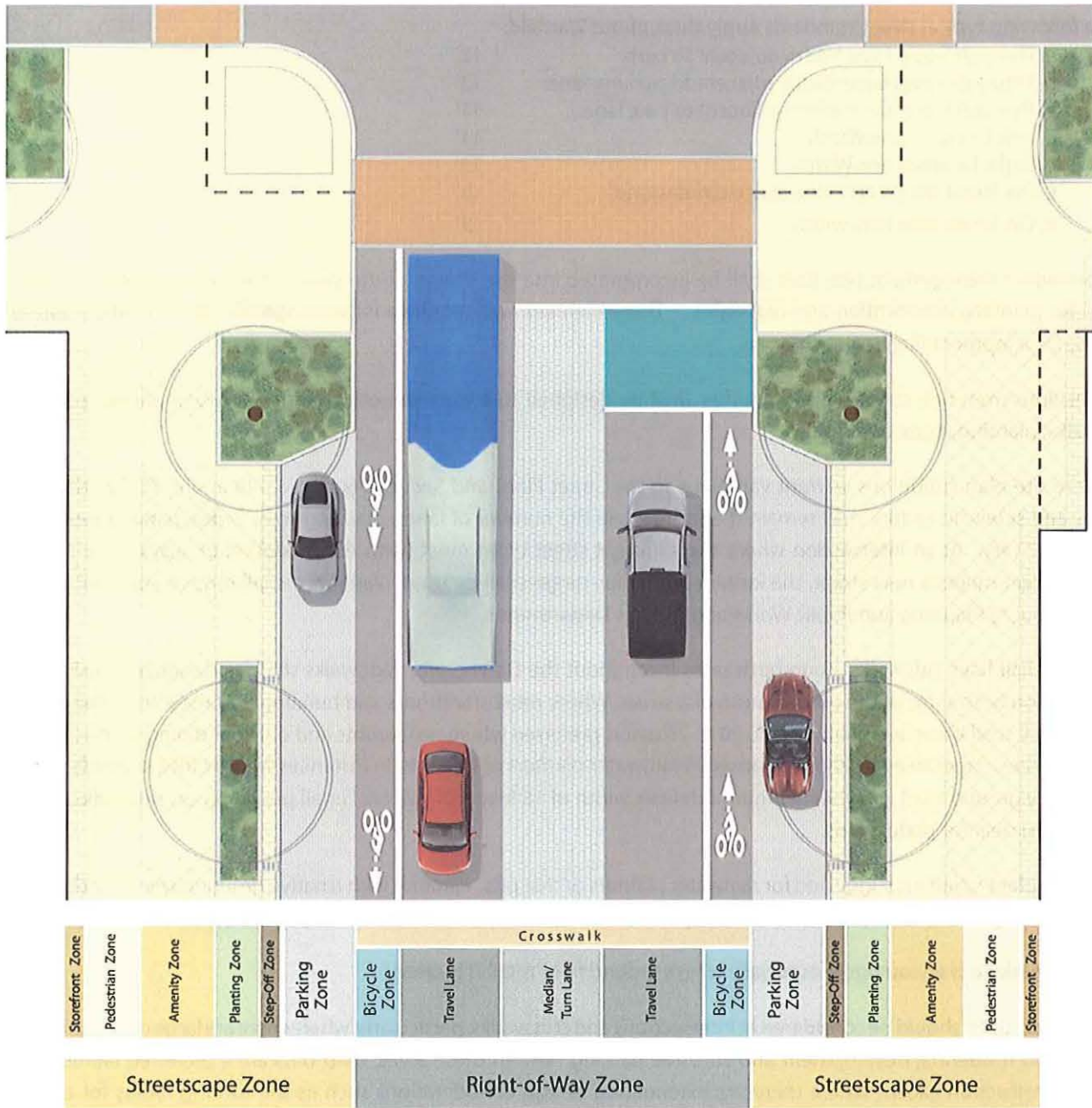


Diagram Example above shows an Avenue Type 4 with a commercial zone.

Street Design Introduction - General Provisions

1. The following typical street standards apply throughout Warfield:

a. Through Travel Lane Width adjacent to curb:	12'
b. Through Travel Lane Width adjacent to parking lane:	12'
c. Through Travel Lane Width adjacent to bike lane:	11'
d. Left Turning Lane Width:	11'
e. Right Turning Lane Width:	12'
f. On-Street parallel parking space dimensions:	8'
g. On-Street bike lane width:	5'

2. Stormwater management practices shall be incorporated into the design of the streets, such as rainwater tree pits, rainwater planters, bioretention and bioswales. These elements will require a location-specific determination during the Site Development Plan review process.

3. Transitions from one street type to another shall be designed to ensure smooth changes between paving, parking, sidewalks, planting strips, and similar.

4. Where site plan conditions warrant variations to the Street Plans and Sections (see p. 35-39 and p. 50-52), 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.

5. Streets shall have sidewalks along both sides throughout the Downtown. Sidewalks shall be designed consistently along and on both sides of the entire length of a street. 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, 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 shall remain clear for pedestrians.

6. 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.

7. Parallel parking is encouraged, especially where ground floor retail is located.

8. 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 across vehicular travel lanes.

9. To accommodate future bus stops in Warfield, 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.

10. 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.

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11. Landscaping within the right-of-way, if approved by the County, shall be planted and maintained by the property owner(s), developers, homeowner’s associations and/or other entities.

12. Plantings shall be setback a minimum of four feet from the edge of crosswalks and handicap curb cuts.

13. Street Trees:

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. Refer to the Howard County Landscape Manual for approved tree species.

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 and existing County/Downtown roads, except where such streets are adjacent to existing wooded areas, and 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 placed in from curb face and centered in the planting strip or within minimum 4 foot by 6 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. 70, 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 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 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 8 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 8 feet.

14. Along streets throughout Downtown, street lighting and street furniture should be consistent. (see p. 64-70)

3.2 Street Design: Right-of-Way Zone

Overview

The Right-of-Way Zone addresses design criteria for the streets: travel lanes, bicycle lanes, medians and turn lanes, and crosswalks. The design criteria for sidewalks and streetscape are covered in the following section.

The Street Types Diagram shows locations for the various types of streets, which are keyed to the street sections. These guidelines address the right-of-way characteristics for the various street types, including vehicular and bicycle lane widths, number of lanes, medians, pedestrian refuge areas, turn lanes, and crosswalks. Further, these guidelines provide criteria for motorized vehicles within designated travel lanes, bicycles within designated or shared bike lanes, and pedestrians within crosswalks.

The Right-of-Way Zone includes:

1. Vehicular travel lanes;
2. Bicycle lanes:
 - a. Separate, on-street designated bicycle lanes
 - b. Sharrows (shared bicycle and vehicular lanes)
 - c. Bicycle boxes (clear bike zones at intersections)
3. Pedestrian crosswalks
4. Medians:
 - a. Planted medians
 - b. Turning lanes
 - c. Pedestrian refuge areas
 - d. Rainwater Tree Pit/ Rainwater Planter/ Bioswale

The primary types of Right-of-Way Zones in the Warfield Neighborhood will include:

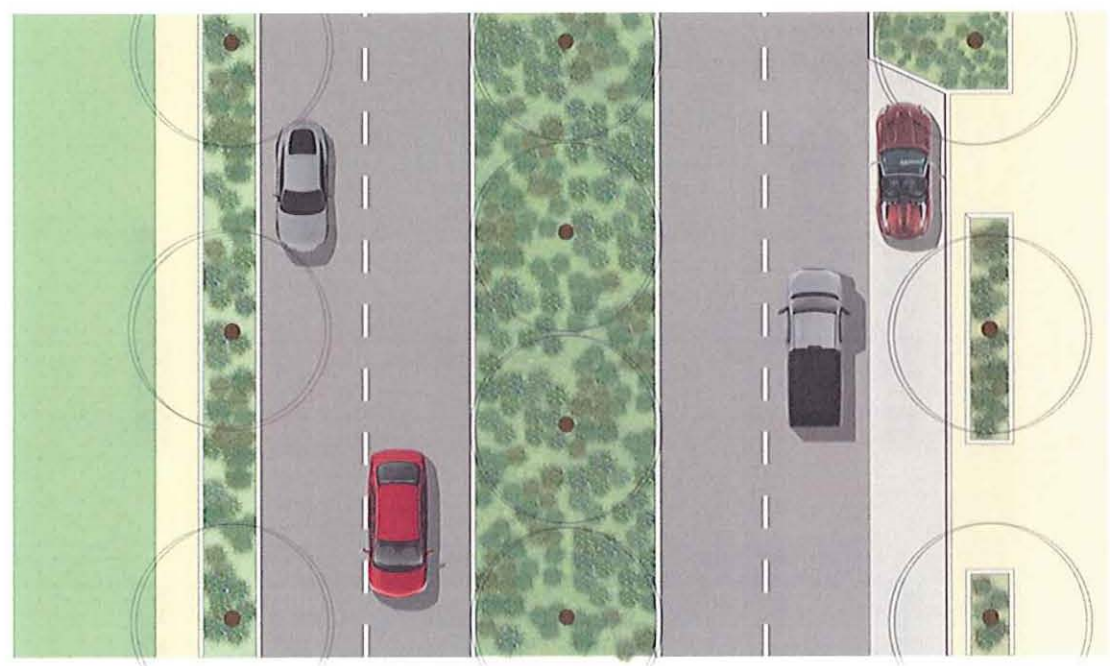
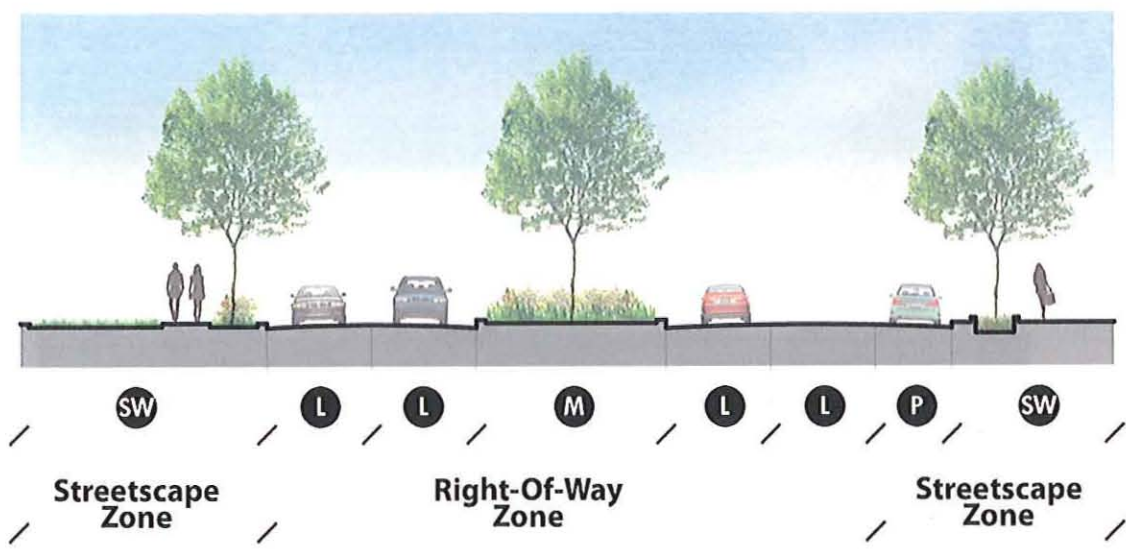
Boulevard: Thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards have planted medians and buffered sidewalks.

Avenue: Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

Street: Local urban Thoroughfare of low speed and capacity.

Right-Of-Way Zone: Boulevard

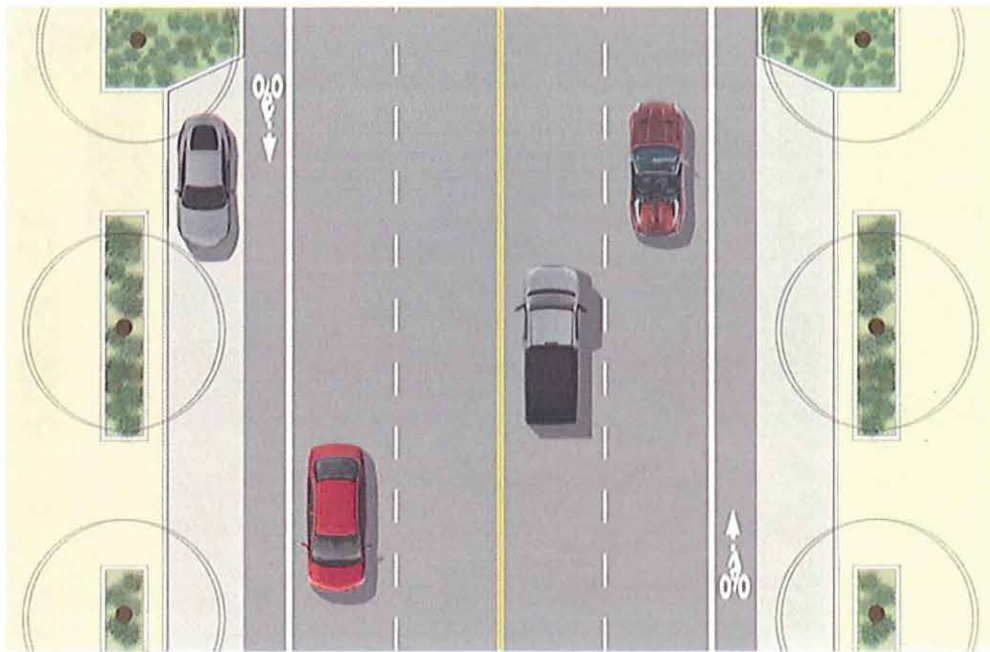
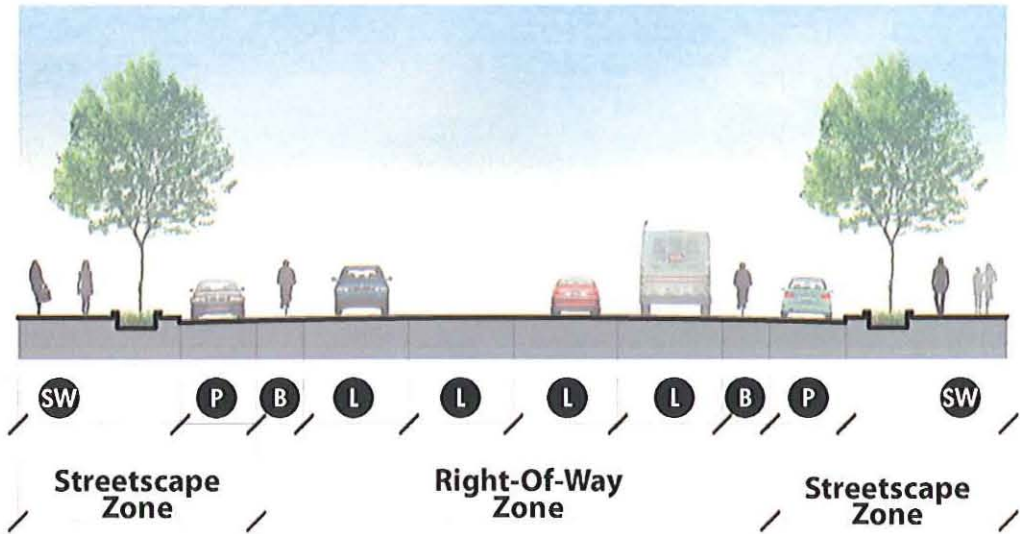
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BOULEVARD (4 LANES W/ MEDIAN) - Broken Land Parkway

- M** 20' Median - Existing
- L** 11' Travel Lane - Existing
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone - reference Street Design: Streetscape
For additional Boulevard Street Tree criteria, see, p. 56

Right-Of-Way Zone: Avenue Type 2

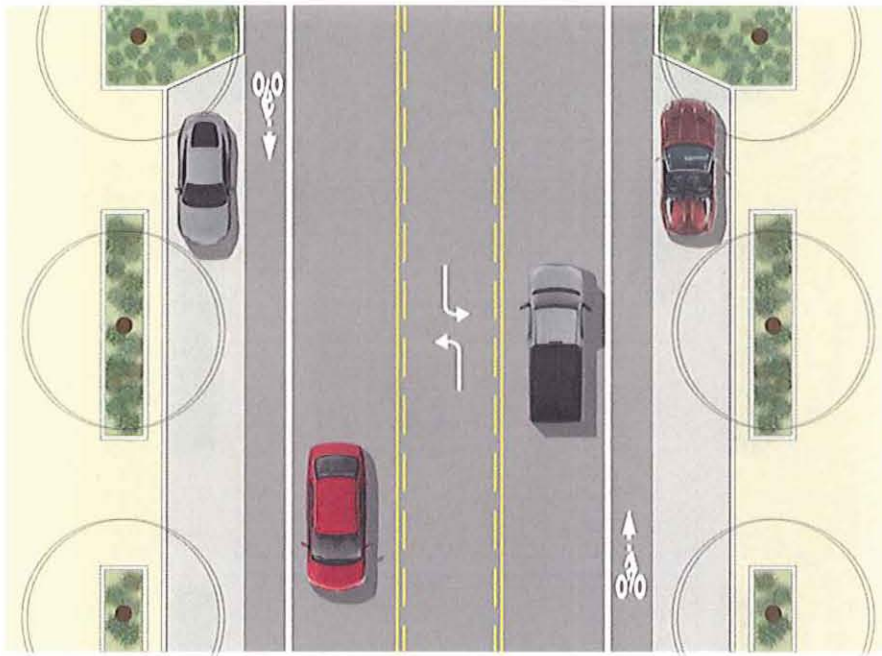
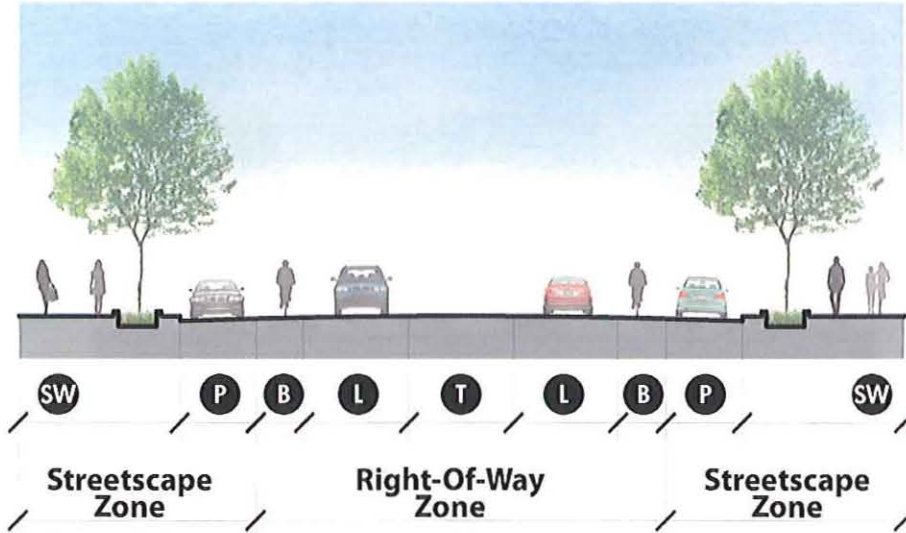


AVENUE TYPE 2 (4 LANES, DEDICATED BIKE LANES, PARALLEL PARKING)

- L** 11' Travel Lane
- B** 5' Bike Lanes (Sharrows may be used only where there are site constraints)
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone- reference Street Design: Streetscape

* For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41

Right-Of-Way Zone: Avenue Type 4

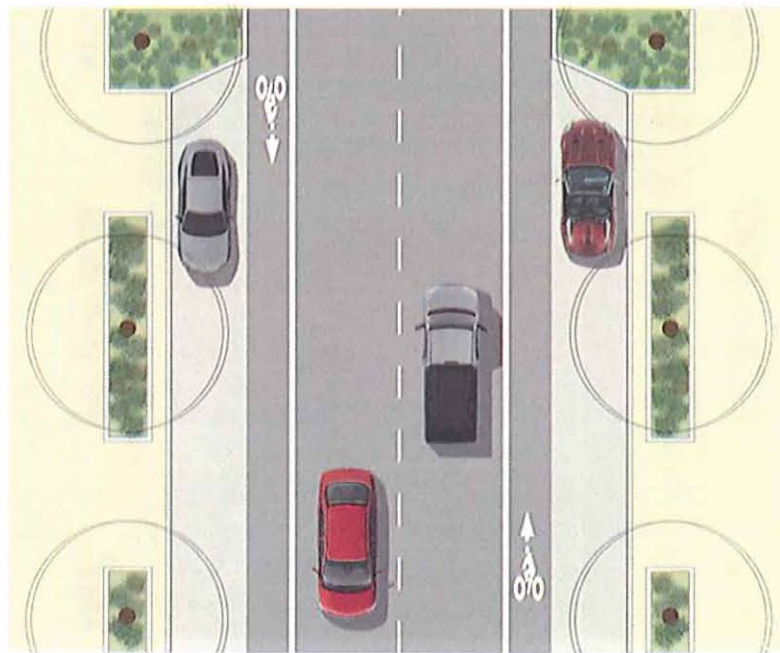
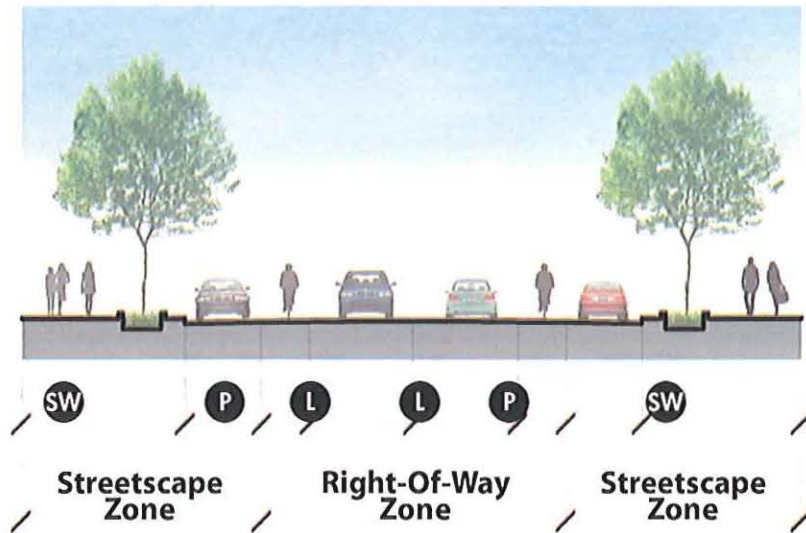


AVENUE TYPE 4 (3 LANES, DEDICATED BIKE LANES, PARALLEL PARKING)

- T** 11-12' Turning Lane
- L** 11' Travel Lane
- B** 5' Bike Lane
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone - reference Street Design: Streetscape

* For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41

Right-Of-Way Zone: Street Type 2

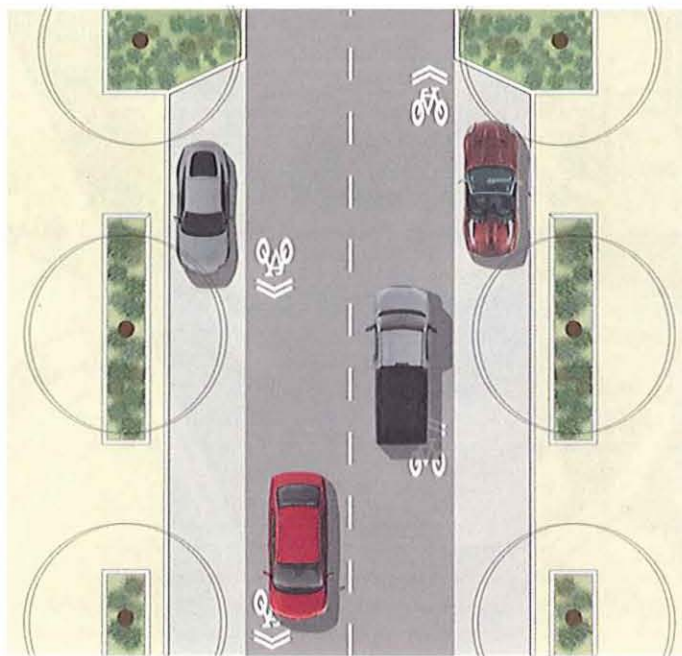
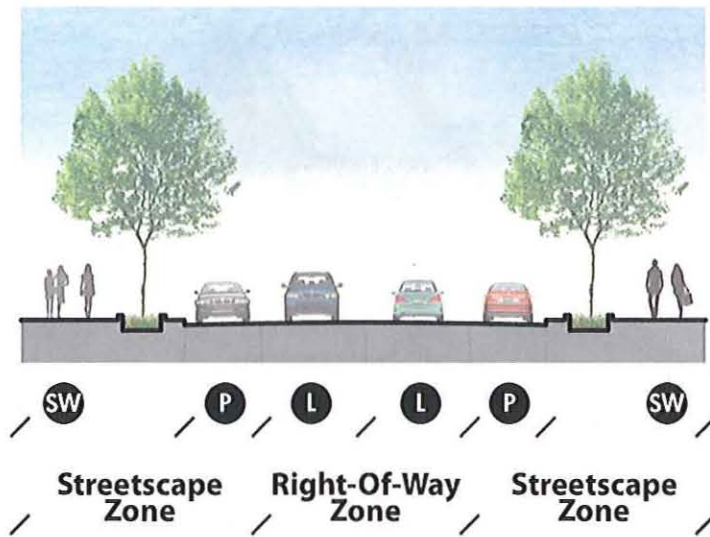


STREET TYPE 2 (2 LANES, DEDICATED BIKE LANES, PARALLEL PARKING)

- L** 11' Travel Lane
- B** 5' Bike Lanes
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone - reference Street Design: Streetscape

* For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41

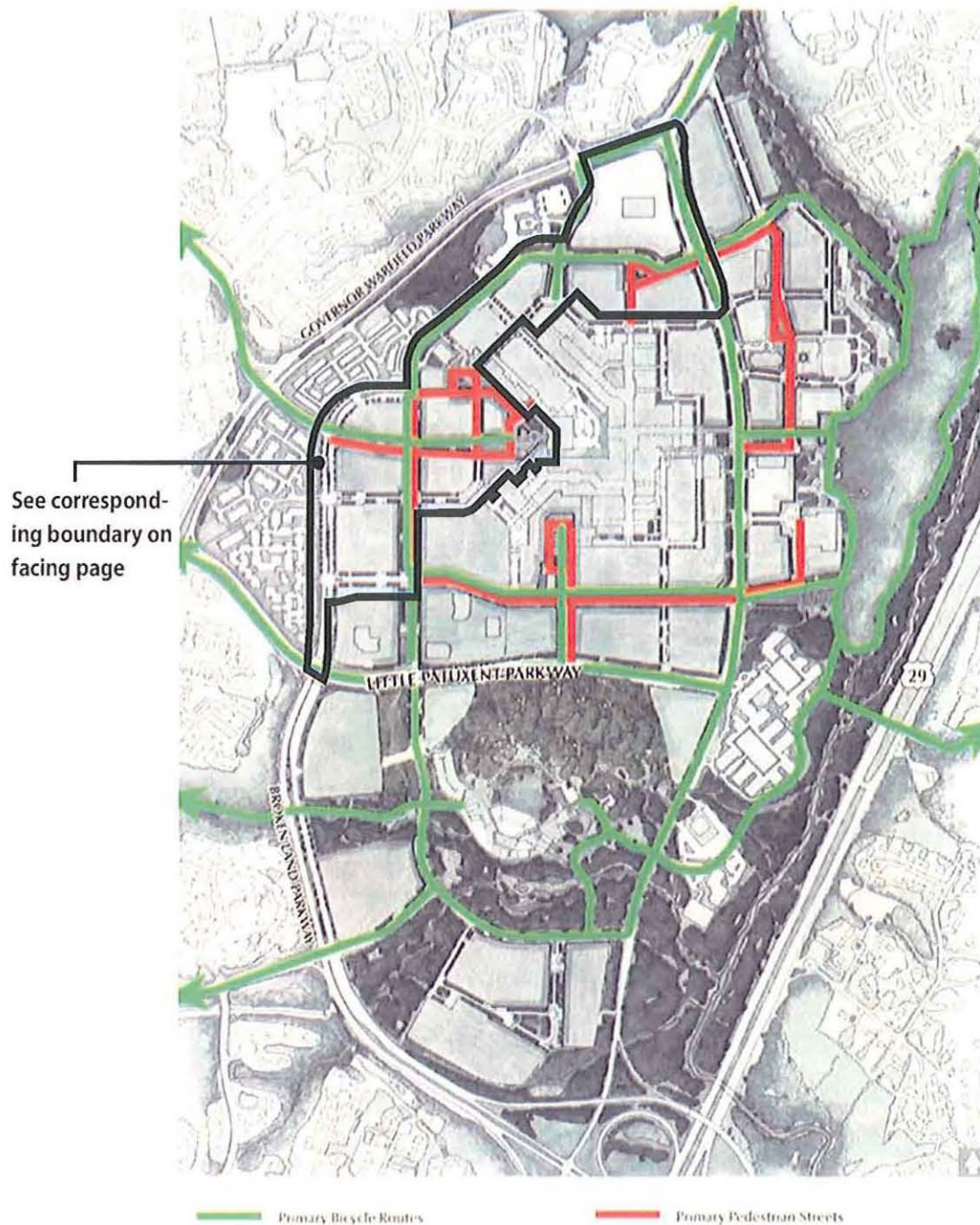
Right-Of-Way Zone: Street Type 3



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

- L** 12' Travel Lane
- P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW** Sidewalk Zone - reference Street Design: Streetscape
- * For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41

Bicycle Circulation

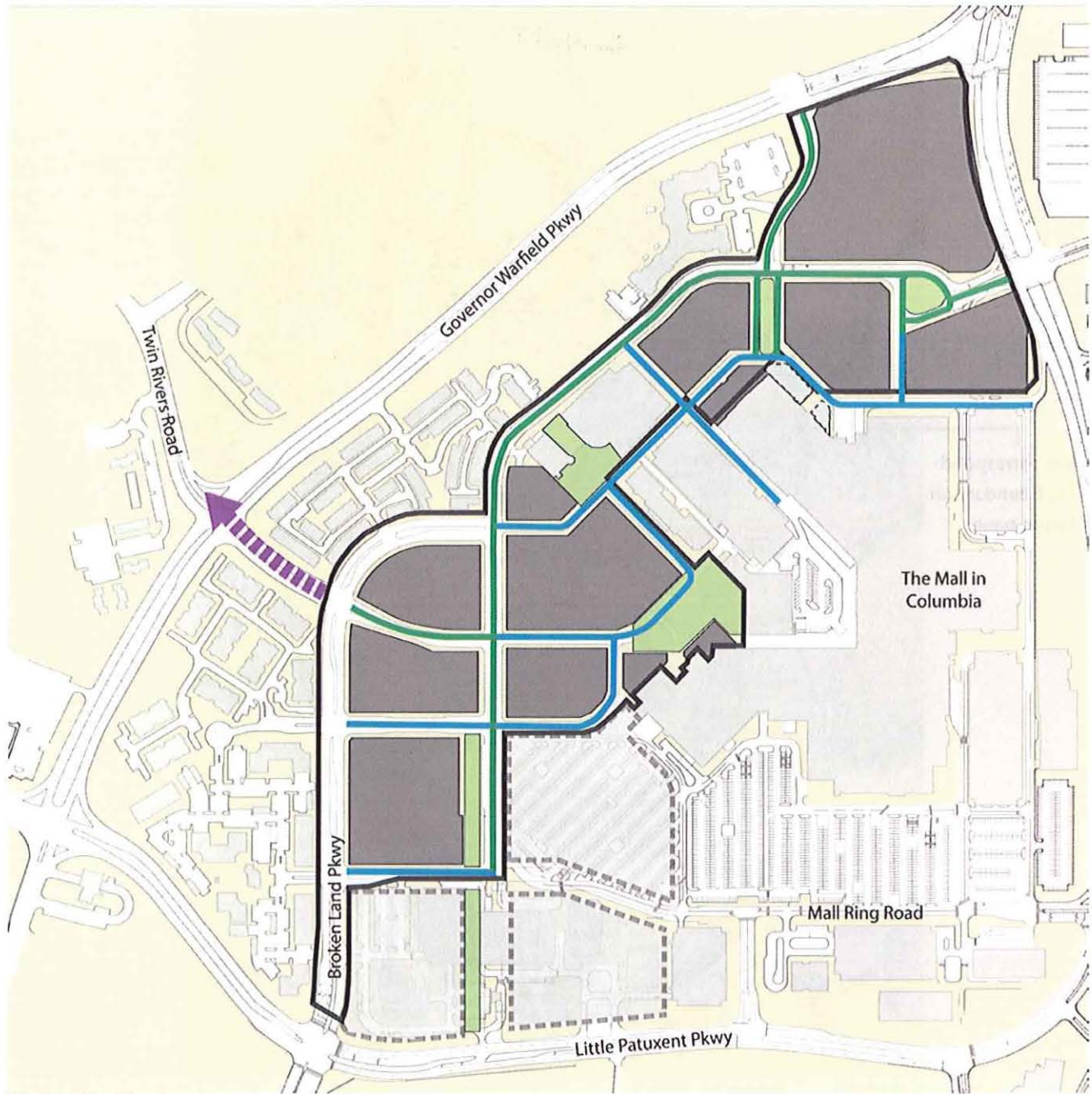


Downtown Columbia Plan - General Plan Amendment; Bicycle and Pedestrian Circulation Plan

The Downtown Columbia Pedestrian and Bicycle Map indicates desired locations for designated bicycle lanes and/or routes within the downtown. Accommodating bicyclists is essential in creating the multimodal character desired for Downtown Columbia. The Warfield Bicycle Circulation Map is guided by this intent, and indicates which streets in Warfield must have designated bicycle lanes and which must have sharrows. All streets in Warfield will have one or the other. Cycle tracks, off-street bicycle routes (such as within sidewalks or open spaces), and contra-flow bicycle lanes are not anticipated in Warfield.

(See Appendix A.2 for more information regarding on-road bicycle facilities.)

Bicycle Circulation



Warfield Neighborhood Bicycle Circulation Plan

KEY



DEDICATED 5' BICYCLE LANES



SHARROW BICYCLE & VEHICULAR LANES

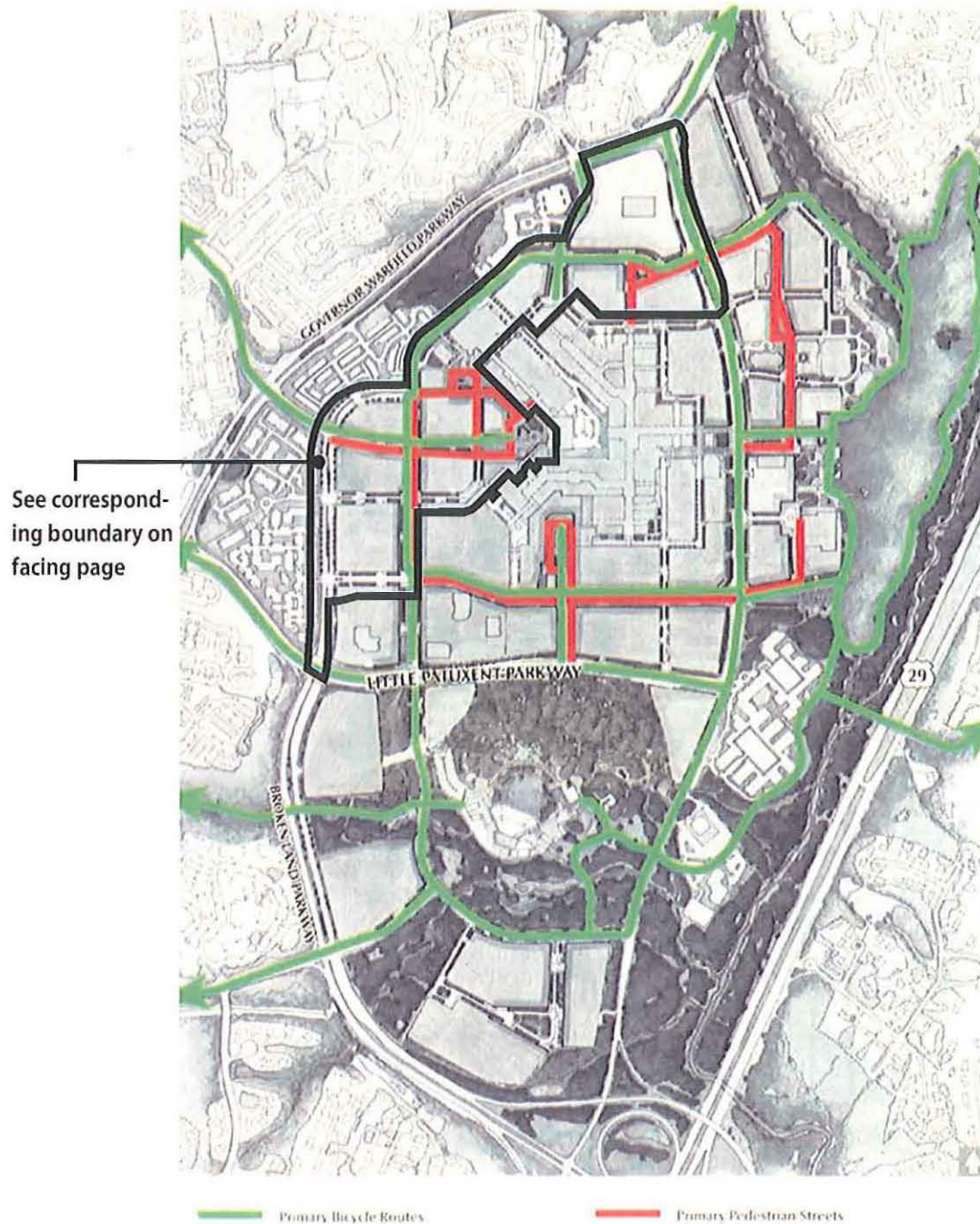


SHARED-USE PATHWAY

* The shared-use pathway is outside Warfield; it transitions to sidewalks and bike lanes as it enters the neighborhood.

(See Appendix A.2 for more information regarding on-road bicycle facilities.)

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 Warfield Pedestrian Circulation Map is guided by this intent, and indicates which streets in Warfield 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.

(See Streetscape Zone on pp. 44-52 for more detail regarding the types and design of Warfield's streetscapes.)

3.3 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 sidewalk widths, appropriate stormwater management methods, 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:
 - a. Curb Step-off Zone (curb edge adjacent to on-street parking);
 - b. Planting Zone (for trees and planting, stormwater treatment, street lights, and signage);
 - c. Amenity Zone (for outdoor dining and temporary/movable furniture);
 - d. Clear Pedestrian Zone; and
 - e. Storefront (building frontage) Zone or Residential (frontage) Zone.

Generally, the streetscape design is guided by whether the building frontage is commercial (retail, office, storefront, or similar non-residential use) or residential. Further, the commercial streetscape includes variations for the placement of outdoor dining and amenity zones. The streetscape types include:

- 1) Commercial A Streetscape (with clear pedestrian zone along the storefront and optional dining/amenity space outboard, closer to the curb);
- 2) Commercial B Streetscape (with optional dining/amenity space along the storefront and clear pedestrian zone outboard); and
- 3) Residential A Streetscape (with transition zone against the building to accommodate paving, landscaping, stoops, and/or building projections).

Building frontage along a street may vary: including restaurants that may need outdoor dining and seating areas, retail that may not require outdoor dining, office, and residential, 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, 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 (integrated stormwater management where appropriate);
- 3) Provisions for outdoor dining and amenity areas; and,
- 4) The residential (frontage) transition zone;

Pedestrian Circulation



Warfield Neighborhood Pedestrian Circulation Plan

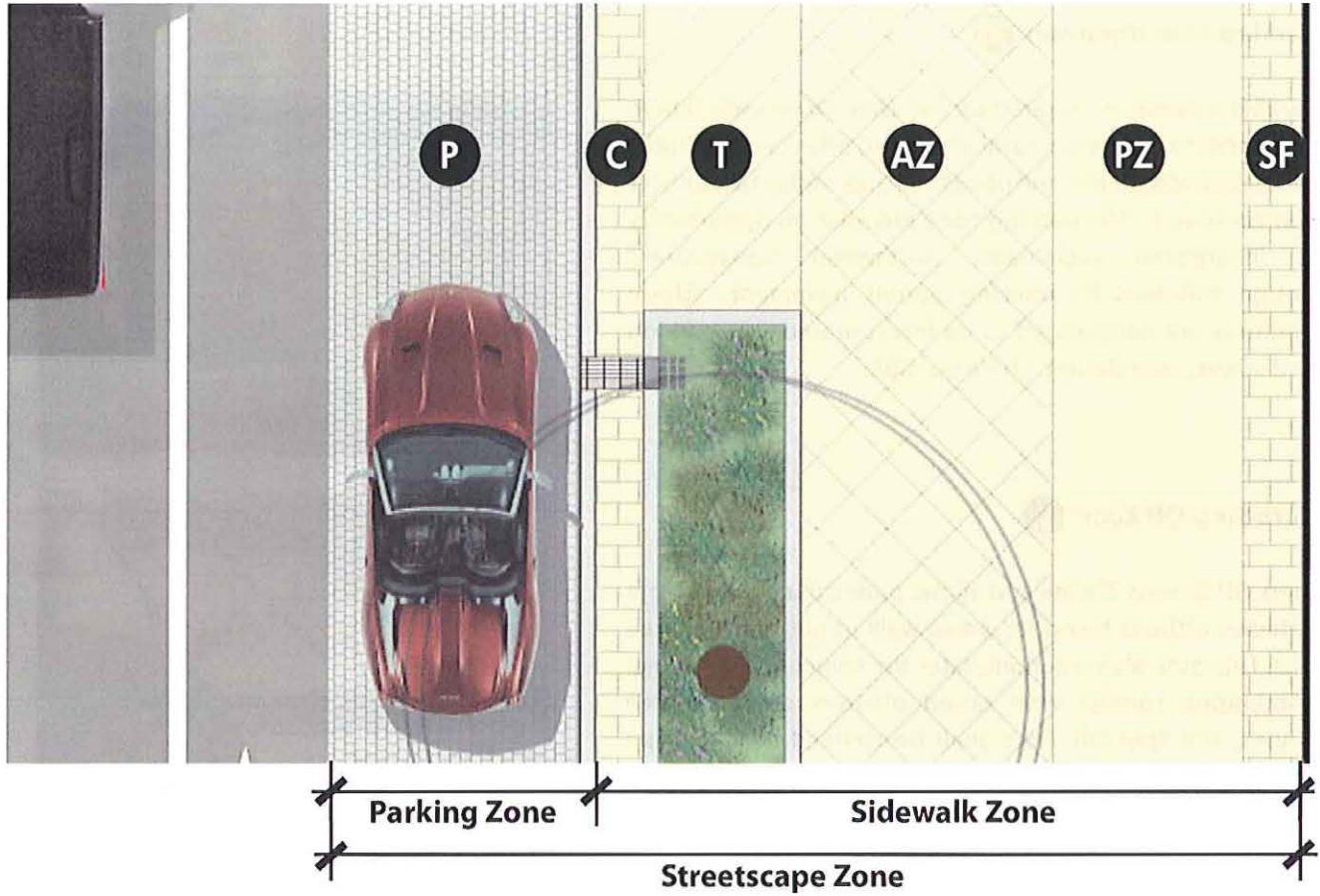
KEY

- PRIMARY PEDESTRIAN STREETS
- SECONDARY PEDESTRIAN STREETS
- PRIMARY PEDESTRIAN ROUTES

- SHARED-USE PATHWAY

* The shared-use pathway is outside Warfield and it transitions to sidewalks and bike lanes as it enters the neighborhood.

(See Streetscape Zone on pp. 44-52 for more detail regarding the types and design of Warfield’s streetscapes.)



Parking Zone

- P Parallel Parking (Optional)

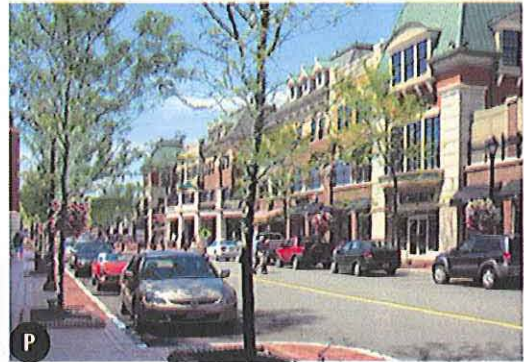
Sidewalk Zone

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

Streetscape Zones Types

Parking Zone (Optional) **P**

Parallel parking is required by the *Downtown-wide Design Guidelines* to 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**

Step-Off Zone is 2' wide 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.

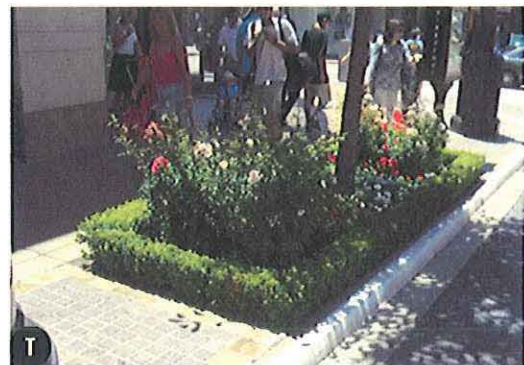


Planting Zone **T**

Planting Zone is at a minimum 5' wide 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 on the following pages for additional criteria.**



Reference plan on p. 45 for labels

Streetscape Zones Types

Amenity Zone **AZ**

The Amenity Zone is 6-10 feet wide. 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**

The Pedestrian Zone is a minimum 6 feet wide 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 on the following pages for additional criteria.**

Reference plan on p. 45 for labels

Streetscape Zones Types

Storefront Zone SF

In commercial areas, the Storefront Zone is 2 feet wide and is reserved for the shop tenant/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. 62-63) or to accommodate door swings and projecting window bays.

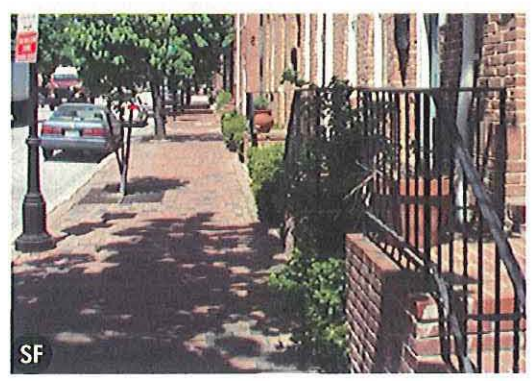


Residential Zone SF

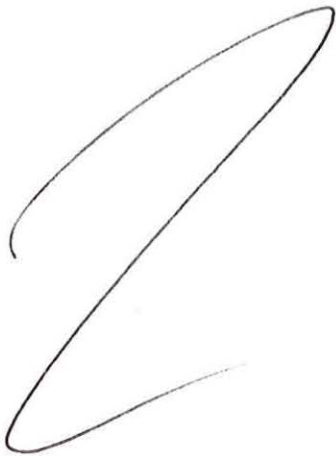
In residential areas, the Residential Zone varies in width and is reserved for the building tenant/owner. This zone occupies the space nearest the building wall and may be used for stoops, benches, and rainwater planters (see diagram for rainwater planters pg. 62-63) or to accommodate door swings and projecting window bays.



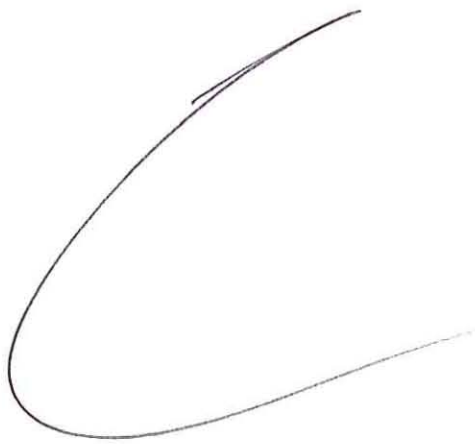
*** See the Material and Element Standards section on the following pages for additional criteria.**



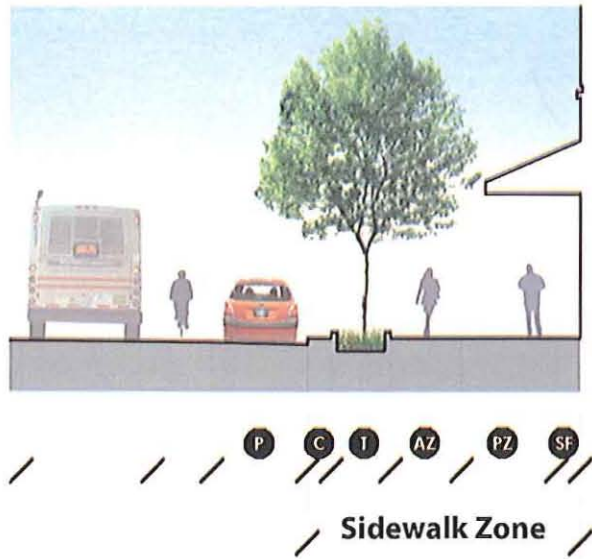
Reference plan on p. 45 for labels



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Streetscape: Commercial A



Commercial A Streetscape Zones:

Parking Zone:

- P** 8' Parallel Parking (optional) (see p. 55)

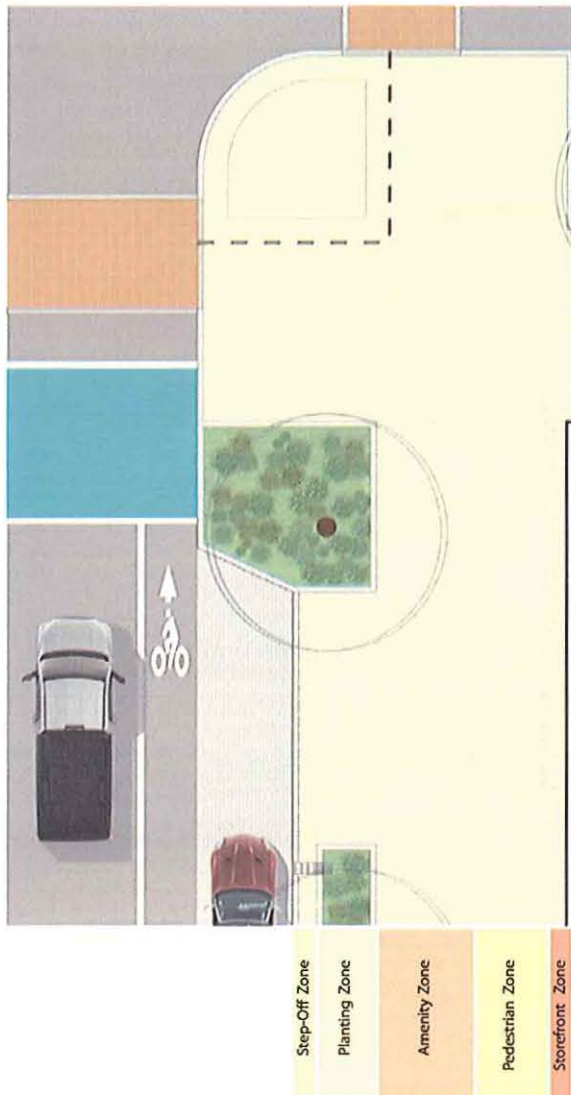
Sidewalk Zone = 15' min. - 25' max.

- C** 2' min. Curb Step-Off Zone
- T** 5' min. Tree/Planting Zone (see p. 57)
- AZ** 6'-10' Amenity Zone (optional)
- PZ** 6' min. Pedestrian Zone
- SF** 2' min. Storefront Zone minimum

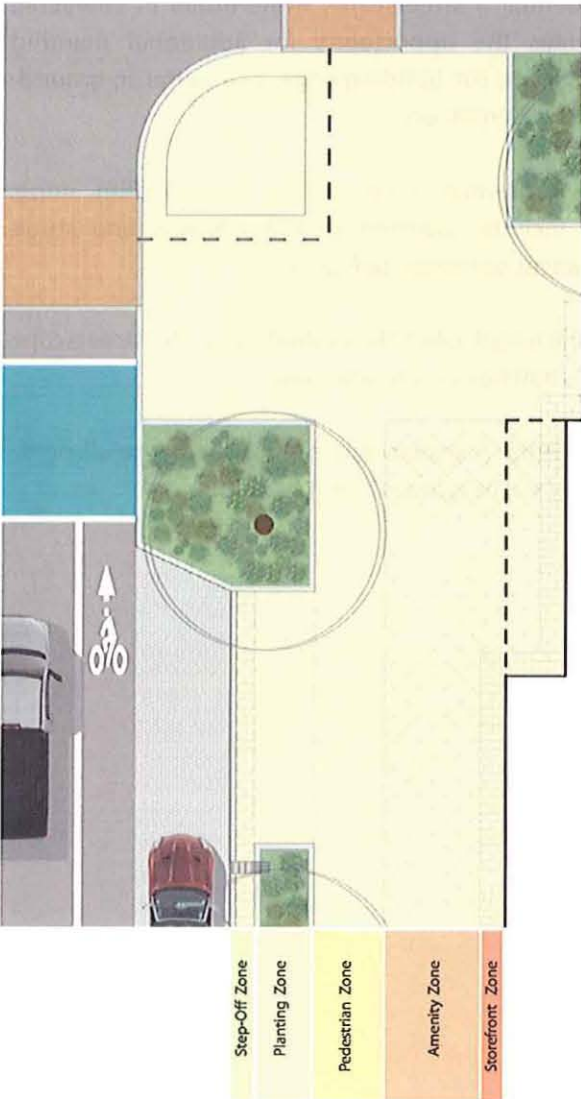
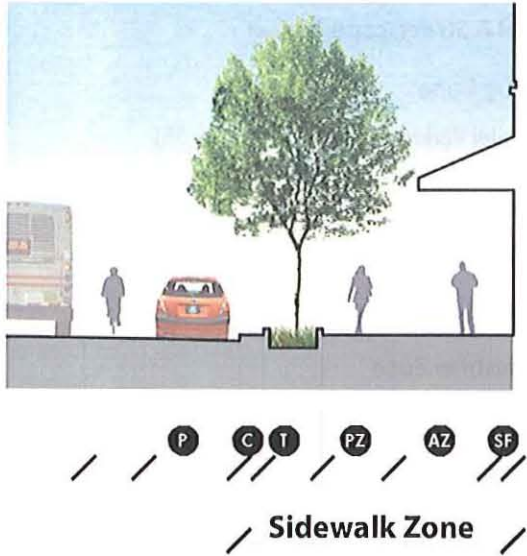
Typically, the Commercial A streetscape is preferred over the Commercial B streetscape, particularly along streets where heavy restaurant and retail space is planned. The Commercial A streetscape provides the opportunity for restaurant and café seating areas to be located along the curb rather than the 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 Warfield.



Streetscape: Commercial B



Commercial B Streetscape Zones:

Parking Zone:

- P** 8' Parallel Parking (optional) (see p. 55)

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

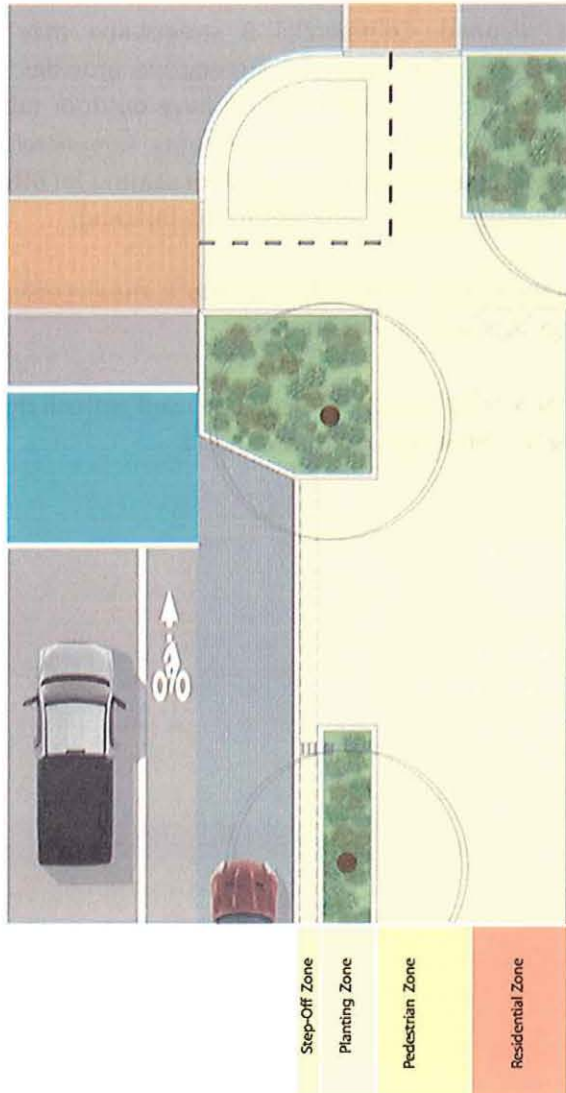
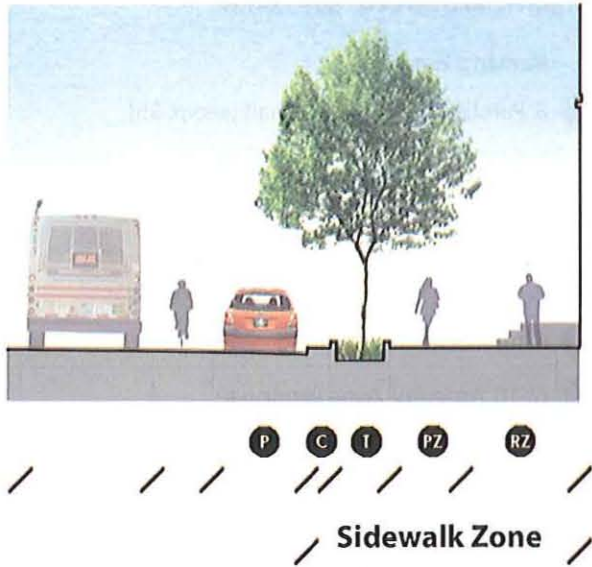
- C** 2' min. Curb Step-Off Zone
- T** 5' min. Tree/Planting Zone (see p. 57)
- PZ** 6' min. Pedestrian Zone
- AZ** 6'-10' Amenity Zone (optional)
- SF** 2' min. Storefront Zone minimum

Typically, the Commercial A streetscape is preferred over the Commercial B streetscape. However, 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. Commercial B streetscape also allows for outdoor seating for office/residential lobbies, adjacent to the building.

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 Warfield.

Streetscape: Residential A



Residential A Streetscape Zones:

Parking Zone:

P 8' Parallel Parking (optional) (see p. 55)

Sidewalk Zone = 15' min. - 21' max.

C 2' min. Curb Step-Off Zone

T 5' min. Tree/Planting Zone (see p. 57)

PZ 6' Pedestrian Zone

RZ 6 - 8' Residential Zone

Along streets where the primary ground-floor use is residential, Residential A streetscape shall be used.

Residential A streetscape, while urban in character, provides the opportunity for additional planting areas along the building edge, as a buffer to ground-floor residential units.

The residential zone, along the building edge, may include: planting area, hardscape, and stoop entrances to residential units.

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

Residential A streetscape can be used with all right-of-way street types within Warfield.

3.4 Street Design: Material and Elements Standards

Overview:

The purpose of the Material and Elements Standards is to ensure and maintain a consistent, high-quality built environment in the Warfield Neighborhood as a new mixed-use neighborhood which supports the vision for the redevelopment of Downtown Columbia and exemplifies the character and experiences of the best urban 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 *Warfield Design Guidelines*.

Developers shall follow the alternative compliance procedures found in the Howard County Landscape Manual and submit 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 alternative.

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 Warfield redevelopment.

Hardscape

Sidewalks

A primary streetscape sidewalk material, pattern, and color should be consistent throughout Warfield 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, hardscape areas within amenity spaces are encouraged to differ from and contrast with the typical sidewalk paving (see **Amenity Space Types, p. 77-103**).

Materials:

Streetscape sidewalk 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 for sidewalks.

Details:

Streetscape sidewalk 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, except in limited situations, where there is no traffic control device.

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.

It is envisioned that crosswalks throughout Downtown should be uniform in material.

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.



Hardscape



Bike Lanes

All street bike lanes shall conform to the On-Road Bicycle Facilities criteria 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. For a three-lane street section, where a center turn lane is incorporated, a change in paving material or color is encouraged to visually define the lane. Where a street runs through an amenity space (particularly through the Warfield Plaza), continuity of the plaza paving is encouraged.

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.

Within Warfield, along Broken Land Parkway, a second row of street trees in the Planting Zone is encouraged where space allows to further differentiate the Boulevard from other Street types. (see p. 29 and p. 35)

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 8 feet clear. 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

<u>GENUS SPECIES</u>	<u>COMMON NAME</u>
<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>Celtis occidentalis</i>	Common Hackberry
<i>Fagus grandifolia</i>	American Beech
<i>Gleditsia triacanthos inermis</i>	Thornless Honeylocust
'Imperial'	
'Shademaster'	
<i>Liriodendron tulipifera</i>	Tulip Poplar
<i>Liquidambar styraciflua</i> 'Rotundiloba'	Rotundiloba Sweetgum
<i>Platanus x acerifolia</i>	London Plane
'Bloodgood'	
'Columbia'	
<i>Platanus occidentalis</i>	Sycamore
<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>Quercus velutina</i>	Black 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'	

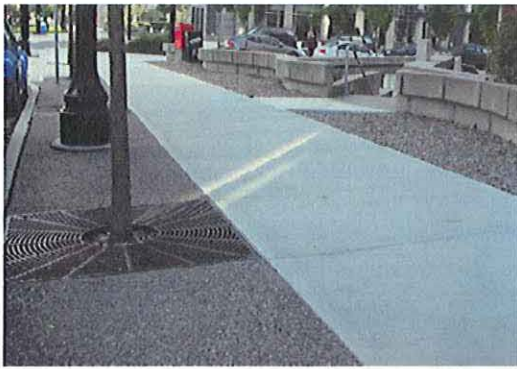
MEDIUM TREES

<u>GENUS SPECIES</u>	<u>COMMON NAME</u>
<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
<i>Robinia pseudoacacia</i> 'Globe'	Globe Black Locust
<i>Sorbus americana</i>	Mountain Ash

SMALL TREES

<u>GENUS SPECIES</u>	<u>COMMON NAME</u>
<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>Carpinus caroliniana</i>	Ironwood
<i>Viburnum lentago</i>	Nannyberry

Landscape

**Tree/Planting Pits**

Tree/planting pits should be regularly spaced along the streetscape to include street trees. Pits 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, such as along residential streets or where limited pedestrian activity is anticipated, pits may be elongated to accommodate 2 or more 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. 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 30 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. 67.

Foundation Planting

Along a street, where the foundation of a building does not have storefront and/or entry doors, such as a residential building or an office building with raised windows, 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

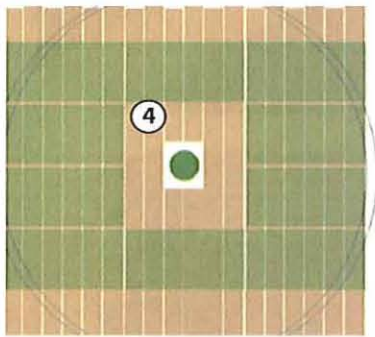
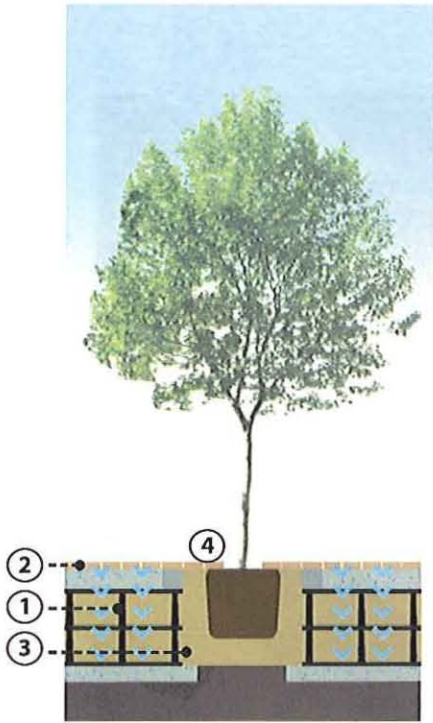
Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: tree longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved 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:

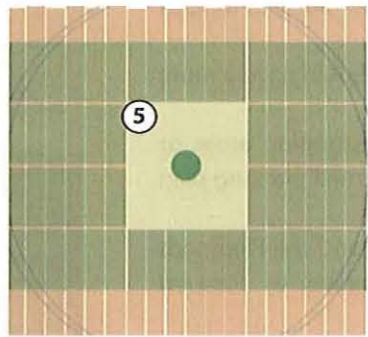
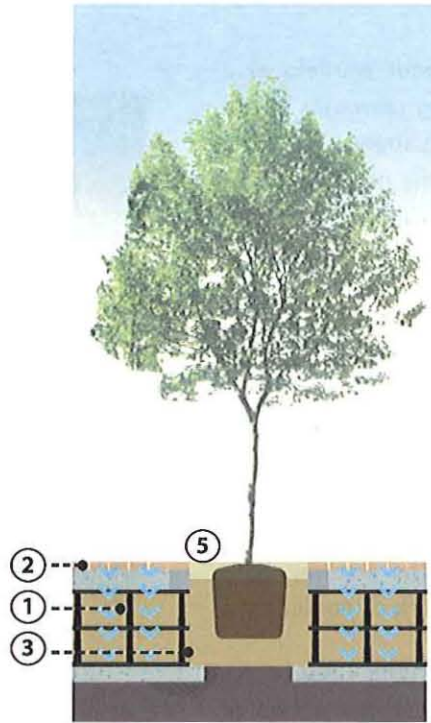
Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see diagrams on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.



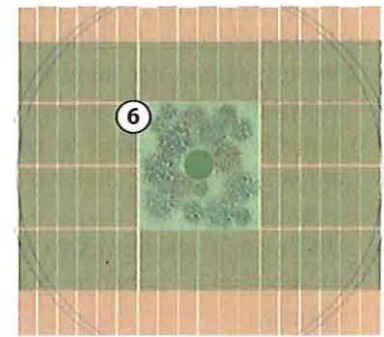
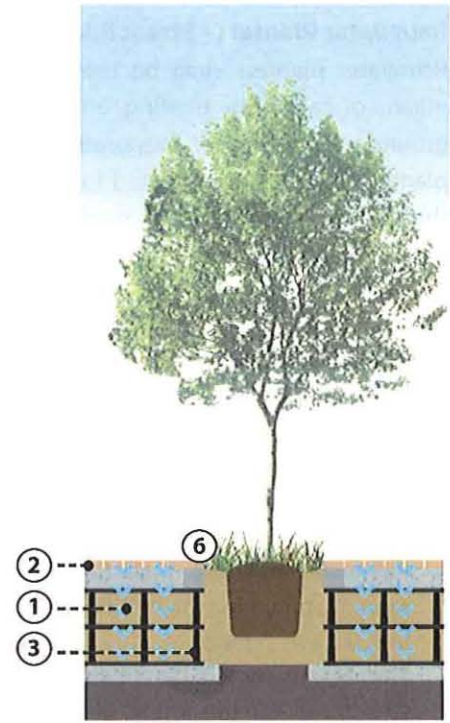
Landscape



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:

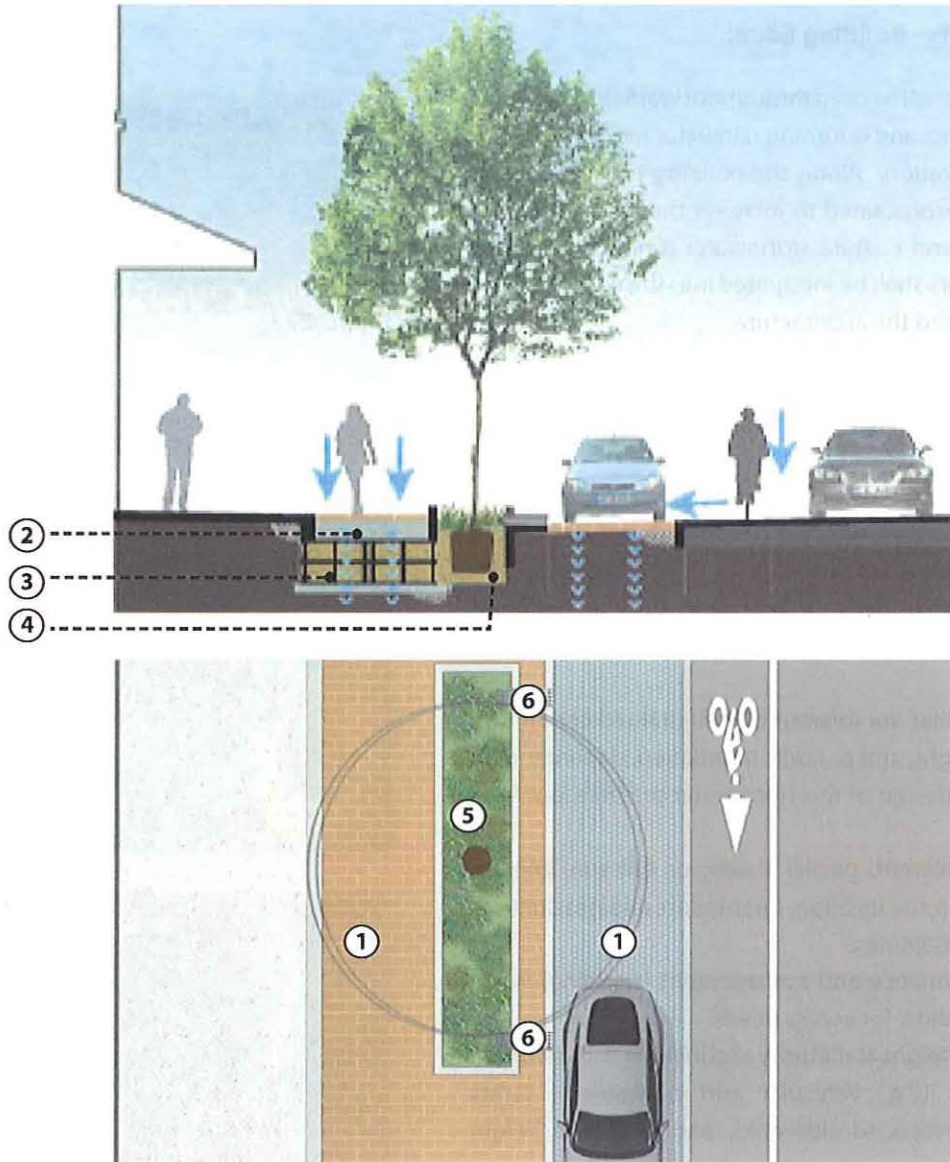
Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along streets, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved 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. Along residential streets or 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, trees shall be limited to 8 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 Porous Pavement (in parallel parking; optional)
- ② Permeable Sub-base
- ③ Uncompacted Soil Media
- ④ Silva Cell or other MDE approved systems
- ⑤ Rainwater Planter
- ⑥ Curb Inlet

Landscape

Rainwater Planters - Building Edge:

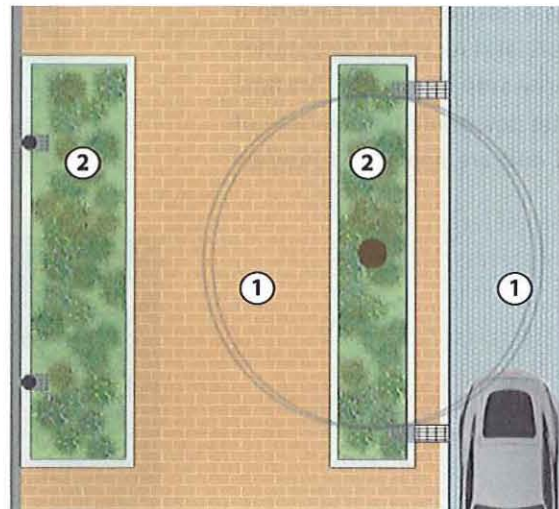
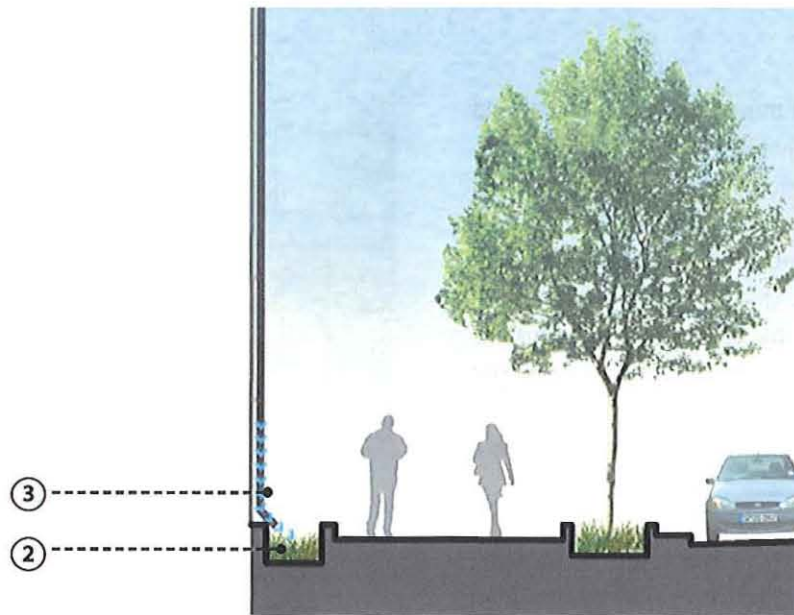
Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along the building edge, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from 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 Warfield 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 if custom-designed, they shall be designed to correspond to and complement the architectural character of the neighborhood. 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.



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 shall 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 with perennial and annual plantings are highly encouraged throughout Warfield, 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.



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 Warfield, tree grates shall be used near transit stops, plazas, and other appropriate locations.

Materials: As part of the streetscape, tree grates shall 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 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

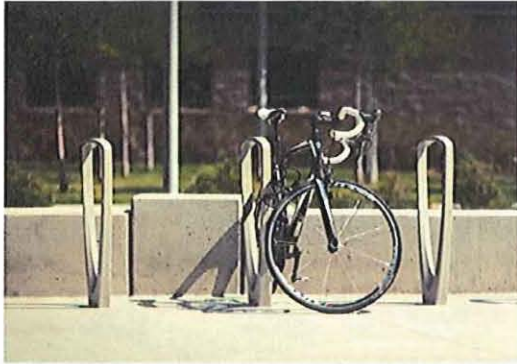
A non-smoking environment should be a goal of the Warfield neighborhood; however, proper disposal of tobacco products is necessary to avoid littering and fire hazards.

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 Appendix A.3 , Shared-Use Path Guidelines. 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 or a residential building shall be unique and expressive of the overall composition and character of the building or storefront.

Details:

Bike racks shall be permanently installed.

* See Appendix A.2 On-Road Bicycle Facilities for additional criteria.

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 light types shall be selected with the developer, the County, and BGE participation. The County will have final 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:

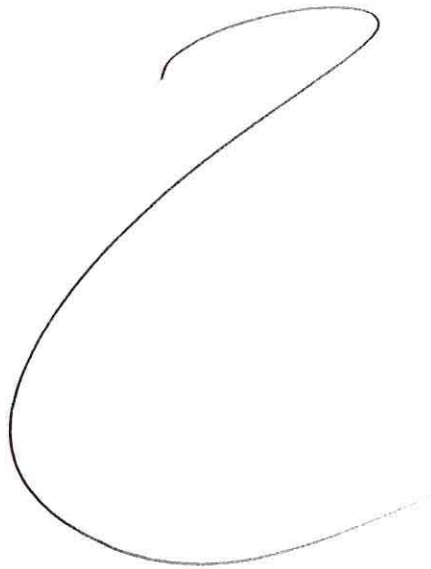
The location layout of all street lights installed in the County right-of-ways will be determined by Howard County DPW/Traffic Engineering. Street lights installed on private roadways or in private areas adjacent to any roadways will be determined by the developer and/or BGE with the County's input regarding 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.



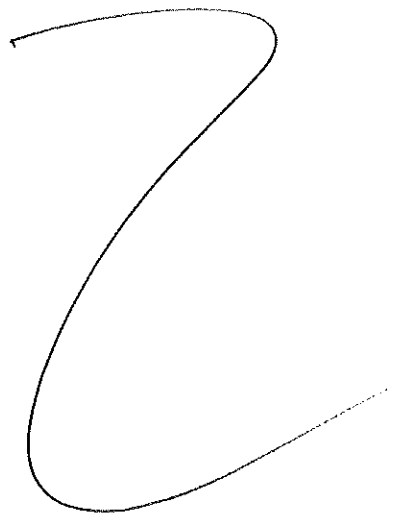


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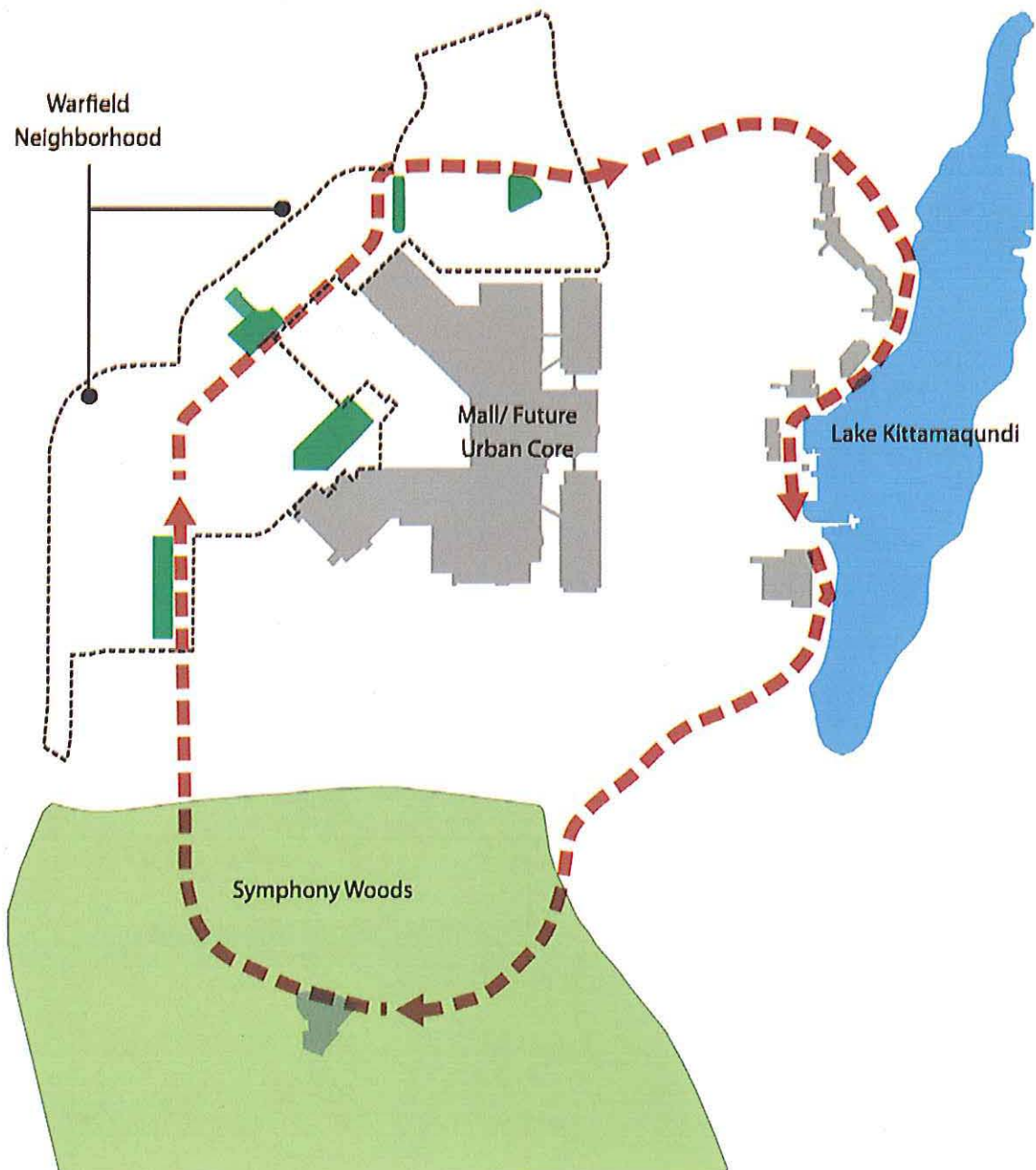
4.0 AMENITY SPACE

- 4.1 INTRODUCTION
- 4.2 AMENITY SPACE TYPES
- 4.3 MATERIALS AND ELEMENTS

4.1 Amenity Space Introduction

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 neighborhood; and contribute to the overall character and success of the Downtown.



Purpose

The primary purpose of the Amenity Space Criteria for Warfield is to guide the design and character of amenity spaces that will be used by the public. The new amenity spaces in Warfield, and all 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. The design and character of the Warfield amenity spaces should support the vision established for the neighborhood (see the Introduction, 1.3 Vision, p. 5-7).

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, 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 the 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.
- 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.

Components

The Amenity Space Criteria include General Provisions that provide guidance for all of the amenity spaces within Warfield. The Amenity Space Framework Diagram shows recommended locations for the various types of amenity spaces suitable for the Warfield Neighborhood. The Amenity Space Types provide definitions and design criteria as well as illustrative examples. The Material and Element Standards include criteria for the following components of amenity spaces: hardscape, landscape, site furnishings, and lighting.

General Provisions

The general provisions apply to all amenity space types:

1. Sustainability shall be a primary criteria in the design and maintenance of all amenity spaces.
2. Amenity spaces should be open and visible, designed to invite people of various ages and mobility.
3. Amenity spaces should not be overly designed with structures and landscaping that block visibility to storefronts, public art, or important vistas.
4. Amenity spaces should be designed with consideration for adjacent building heights and sun angles during different seasons of the year; plant species should be selected based on site-specific sun exposure.
5. Amenity spaces should be designed for their intended function, i.e., plazas should be designed with adequate amounts of hardscape to accommodate large groups of people, and, large greens/parks should not include excessive amounts of hardscape areas that will generally appear unoccupied and uninviting.
6. Amenity spaces should provide for a variety of seating locations, orientations, and arrangements, including secondary seating in the form of steps, planters, and walls.
7. Place seating where sitters can watch passersby.
8. Seating walls should be approximately 16-18 inches in height.
9. Paving materials and installation methods should take accessibility needs into consideration.
9. Frame views from amenity spaces, where appropriate, to visually link to other areas of Downtown.
10. Amenity spaces shall be maintained by the property owner, excepting the Community Commons to be deeded to the County.

4.2 Amenity Space Types

The primary amenity space types in the Warfield Neighborhood include:

Plaza: Plazas are public amenity spaces at the intersection of important streets, between buildings along a street or sidewalk, and/or at the junction of important commercial and civic buildings, set aside for civic purpose and intense human activity. Typically, plazas are circumscribed on all sides by building frontages and/or streets. Plazas may contain large areas of durable pavement, as well as, furniture, public art, fountains, and trees, all formally arranged. Located at the core of the neighborhood and intended for large gatherings and events, provisions within plazas for lighting, sound, and similar infrastructure needs should be considered.

Square: Like plazas, squares are placed in the more urban areas, where spontaneous activity is generated by people entering and exiting lobbies and shops and where restaurants have outdoor dining. These spaces may also have planned activities. They are similar to plazas in both size and location, however, typically consist of more planted landscape areas rather than paved hardscape areas. Squares may contain furniture, public art, fountains, and trees, all formally arranged.

Mews: Mews are linear green spaces that typically make a pedestrian connection along a tree-lined walk. Mews may be either formal or informal in their design and help create an identity for areas of the neighborhood outside the core.

Green: Greens are small spaces available for public use and enjoyment and are typically, but not required to be, defined by building frontages and/or streets. Greens typically consist of more planted landscape areas rather than paved hardscape areas but include paths or sidewalks for pedestrian crossings. Greens are typically informal in their design and, similar to mews, help create an identity for areas of the neighborhood outside the core.

Promenade: A promenade is an extended and celebrated walkway typically providing a formal connection between important destinations, used for spontaneous and active recreation. Promenades often align edges of streets, lawn areas, and/or lakes and watercourses and may include gathering areas (plazas along the promenade), small structures, rails (at edges of water), benches, public art, lighting, and decorative paving and stairs. Promenades may be designed to facilitate small outdoor events such as festivals, seasonal markets and vendors, and street performers as well as outdoor dining. Provisions for lighting, sound, and similar infrastructure needs should be considered.

Per Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, the following amenity spaces are required in the Warfield Neighborhood. Amenity Space square foot (sf) area is calculated from face of curb to face of building and includes walkways, fountains, public art, and similar elements, but excludes any drive lanes intended for vehicular use.

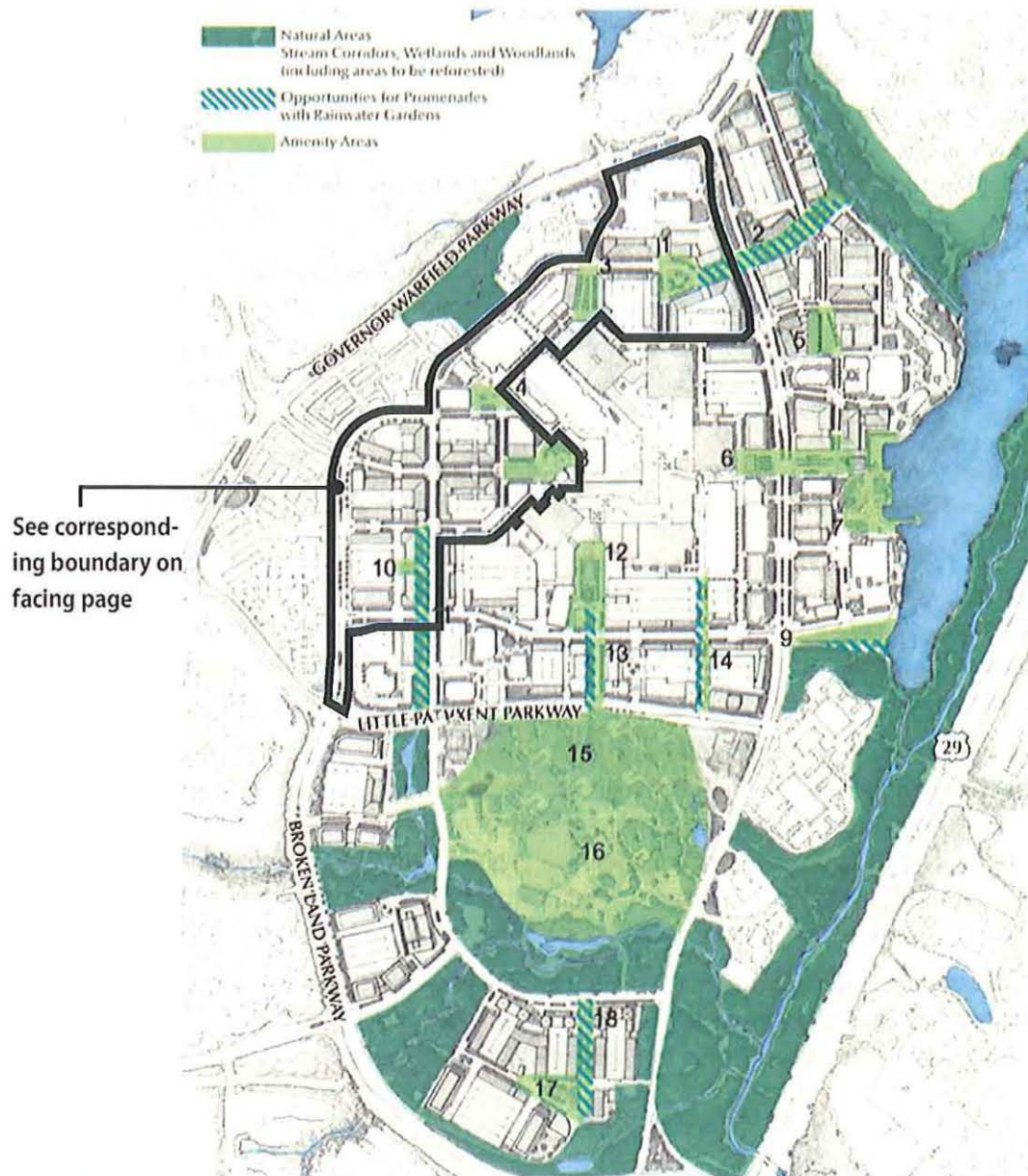
• Warfield Plaza	11,300 sf	(.26 acres)
• Warfield Square	12,900 sf	(.30 acres)
• Warfield Mews	7,600 sf	(.17 acres)
• Warfield Green	15,500 sf	(.36 acres)
• West Promenade	28,500 sf *	(.65 acres)
• Warfield Playground	6,000 sf	(.14 acres)
• Warfield Promenade	TBD	

* The total West Promenade area requirement is 63,800 sf, including a portion of a block in Warfield (Block W-1) and a portion of a block to the south (Block S-1), in the Symphony Overlook Neighborhood. For the Warfield portion of the promenade, a linear foot measurement was used to determine the correct percentage of the overall area requirement. The Warfield portion of the West Promenade is 44.6% of the total (443' of the overall length of 993') which equates to a 28,500 sf area requirement.

** Additionally, one Amenity Space shall be designated as a 25,000 sf community commons for the neighborhood, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan,

*** A minimum of 5% Net New Downtown Community Commons shall be provided, per section 125.A.9.g.4(G) of the Howard County Zoning Ordinance.

Amenity Space Types



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

The *Downtown Columbia Plan, General Plan Amendment*, shown above, indicates that Warfield's amenity space network will include plazas, squares, mews, greens, promenades, and playgrounds. Due to changes in the Warfield Neighborhood Design Guidelines Block and Street Plan (see Urban Design, p. 13) and keeping with the vision for Warfield; variations to some amenity spaces form and location occurred.

- a. Warfield Plaza, as shown above in the Downtown Columbia Plan diagram, is recommended to be reconfigured to a single plaza that can accommodate larger events and gatherings, as shown on facing page.
- b. Warfield Square is reconfigured to combined the 2 squares separated from each other as well as surrounding compatible uses by a network of streets. The reconfigured, consolidated area shall be more flexible in supporting a variety of outdoor events as well as reducing the number of pedestrian and vehicle conflicts by relocating the plaza to have only one edge bordered by a street, instead of all four edges.

Amenity Space Types



Warfield Neighborhood Amenity Space Plan

KEY

- (A) WARFIELD PLAZA
- (B) WARFIELD SQUARE
- (C) WARFIELD MEWS
- (D) WARFIELD GREEN
- (E) LINEAR GREEN (WEST PROMENADE & PLAYGROUND)
- (F) WARFIELD PROMENADE
- * * PLAYGROUND

Amenity Space Type: Warfield Plaza

Overview:

The existing mall plaza is designed to accommodate current users and activities. As future development occurs, changes to the size, form, and character of the existing mall plaza may be required. These changes should accommodate a larger user group as well as the new surrounding uses.

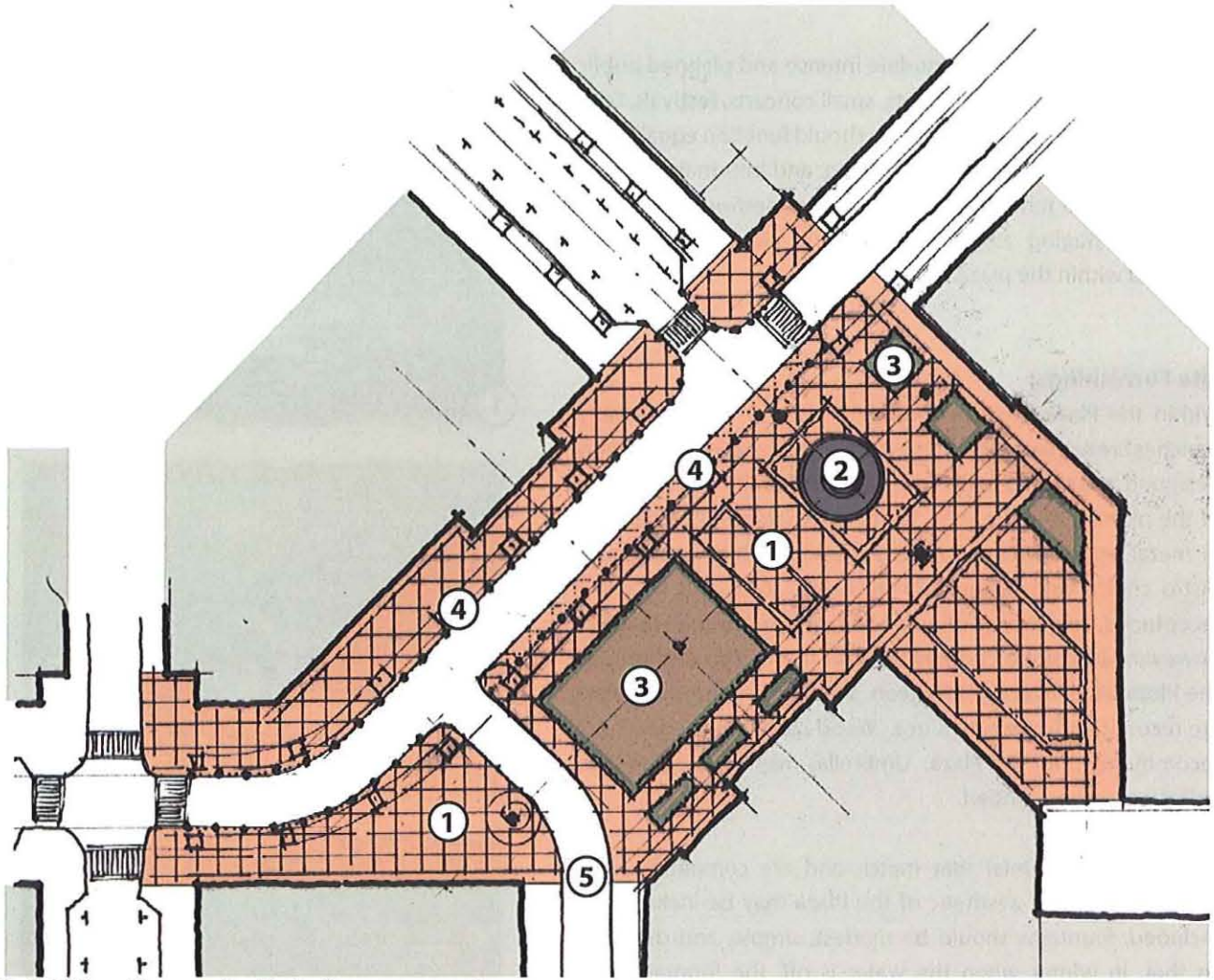
Warfield Plaza is envisioned to be the neighborhood's most distinguished and vibrant public open space. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Plaza will incorporate the existing plaza at the entry to the Mall, expanding it with additional amenity space to create a neighborhood focal point. The Plaza will be an important gathering space, supported by a green space (lawn) framed by trees, together with an extensive plaza and hardscape area that provides flexibility for planned and spontaneous activities, intense pedestrian activity, outdoor dining, and similar activities that help create a vibrant and active public realm within the neighborhood's core. In many ways, Warfield Plaza will be similar to a typical, village piazza or a traditional urban square, serving as the Community Commons and an iconic setting for large planned public events, spontaneous activities, and informal gatherings.

Warfield Plaza, and the neighborhood core, will include the majority of the neighborhood's retail and restaurants, creating a setting for a very active, vibrant, and identifiable core. The buildings framing Warfield Plaza will be mixed-use, with ground floor retail and office and residential above. The plaza itself, including the streetscape and sidewalks surrounding the plaza, design features within the plaza, and furniture, hardscape, and landscape, should be complimentary and designed to accommodate intense pedestrian activity, outdoor dining, and public events. Any required service drives through the Plaza to provide access to existing or new buildings should be detailed with pavement that is compatible with, but differentiated from (in color, pattern, or texture), the surrounding hardscape (see p. 103 for additional hardscape criteria). Views to service areas shall be screened with walls or landscape.

As part of the plan for Warfield, Twin Rivers Road extended passes through Warfield Plaza. As envisioned, the curb may diminish, travel lanes become defined largely by bollards and hardscape materials, and Twin Rivers Road truly transforms from a 4-lane auto-centric corridor (west of Broken Land Parkway and Governor Warfield Parkway) to a more urban and pedestrian-oriented character at Warfield Plaza (in the neighborhood core). In fact, this area may be perceived and designed as a plaza that accommodates vehicles, rather than a road. The plaza itself is envisioned to include a mosaic of patterns, colors, and hardscape materials, shade trees, planting areas, bollards, permanent and flexible seating, outdoor café tables and umbrellas, fountains, sculpture, and public art.

On occasion, Warfield Plaza, together with Twin Rivers Road, Warfield Square, and the road that links these two amenity spaces, may be closed to vehicles to create a grand pedestrian-only zone for seasonal events, festivals, parades, and markets.

Size: The minimum size of Warfield Plaza, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 11,300 sf. Amenity Space square foot area calculations shall exclude any drive lanes intended for vehicular use. (Reference p. 77 for the 5% Downtown Community Commons requirement.)



Warfield Plaza Diagram - For illustrative purposes only

- ① Plaza
- ② Focal Point
- ③ Planting Area
- ④ Bollards
- ⑤ Potential Service Drive

For precedent examples of the elements above, see images on the following pages.

Warfield Plaza

Activities and Functions:

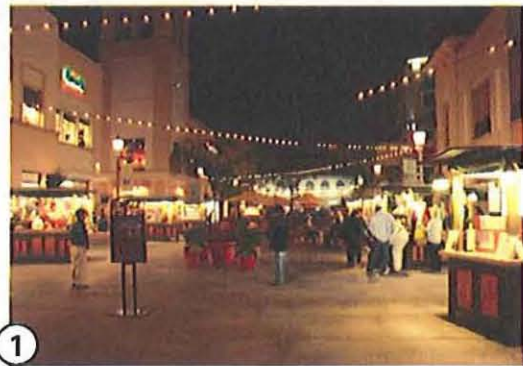
Warfield Plaza shall accommodate intense and planned public events, such as frequent markets, small concerts, festivals, fairs, and similar. Additionally, the plaza should function equally well for outdoor dining, shopping, walking, and informal activities. Provisions for a temporary stage, exhibits, and/or event space (including staging areas, electrical, and plumbing) may be provided within the plaza.

Site Furnishings:

Within the Plaza itself, permanent and fixed furniture, walls, benches are not recommended; if used, they should be carefully designed and placed to not impact the flexibility and openness of the plaza. Furniture style, color, and materials (metals and/or metal-wood combinations are recommended) for movable bistro chairs, café tables and umbrellas, trash and recycling receptacles, and similar furniture may vary from the standard, however, all shall be compatible with the design aesthetic of the Plaza itself. Black, dark green, silver/gray, or similar colors are recommended; white is not. Wood garden furniture is not recommended for the Plaza. Umbrellas may be colorful; solid colors are recommended.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Plaza may be included. If included, fountains should be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Mechanical equipment must be buried, within a mechanical room within a building, or similarly not visible or visually obtrusive. Fountain(s) shall not be the single identifying element of the Plaza but, rather, a minor element, providing background white noise and visual interest. Pop-jet fountains are not recommended here, but permissible.

Public art is highly encouraged, particularly art that is provocative, dynamic, and visually eccentric.



Reference plan on p. 81 for labels

Warfield Plaza



Lighting:

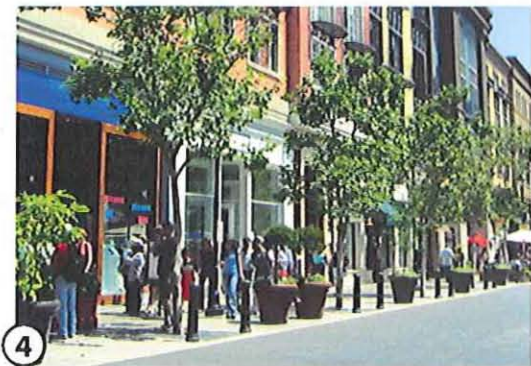
Lighting along the street edge through Warfield Plaza shall match the standard street lights within the neighborhood (see p. 70). Lighting within the Plaza itself should be dynamic and visually alluring. Lighting design approaches may include 1) Tivoli lights and/or similar overhead lights; 2) lights on trees, sculpture, and public art; 3) moon lights that cast a soft glow over the plaza; 4) lighting of fountains; and 5) bollards.



Sustainability:

Sustainable design strategies should include one or more of the following: 1) the use of LED and energy efficient lighting; 2) the use of mix of regionally- appropriate native and adaptive plant species; 3) underground cisterns for collecting/harvesting rainwater; 4) the use of porous paving, where practical; and 5) protection of the night sky; and 6) the use of human-scale, pedestrian-oriented shading devices.

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



Reference plan on p. 81 for labels

Amenity Space Type: Warfield Square

Overview:

The existing square is designed to accommodate current users and activities. As future development occurs, changes to the size, form, and character of the square may be required. These changes should accommodate a larger user group as well as the new surrounding uses.

Warfield Square is envisioned to be a companion to Warfield Plaza, connected via an important retail and pedestrian-oriented street, serving as the neighborhood's second most public and active open space. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Square is an active, urban square and gathering space related to retail, restaurants, and the cinema. The square is a meeting place and setting for sculpture, a water feature, and programmed activities that may extend into the evening.

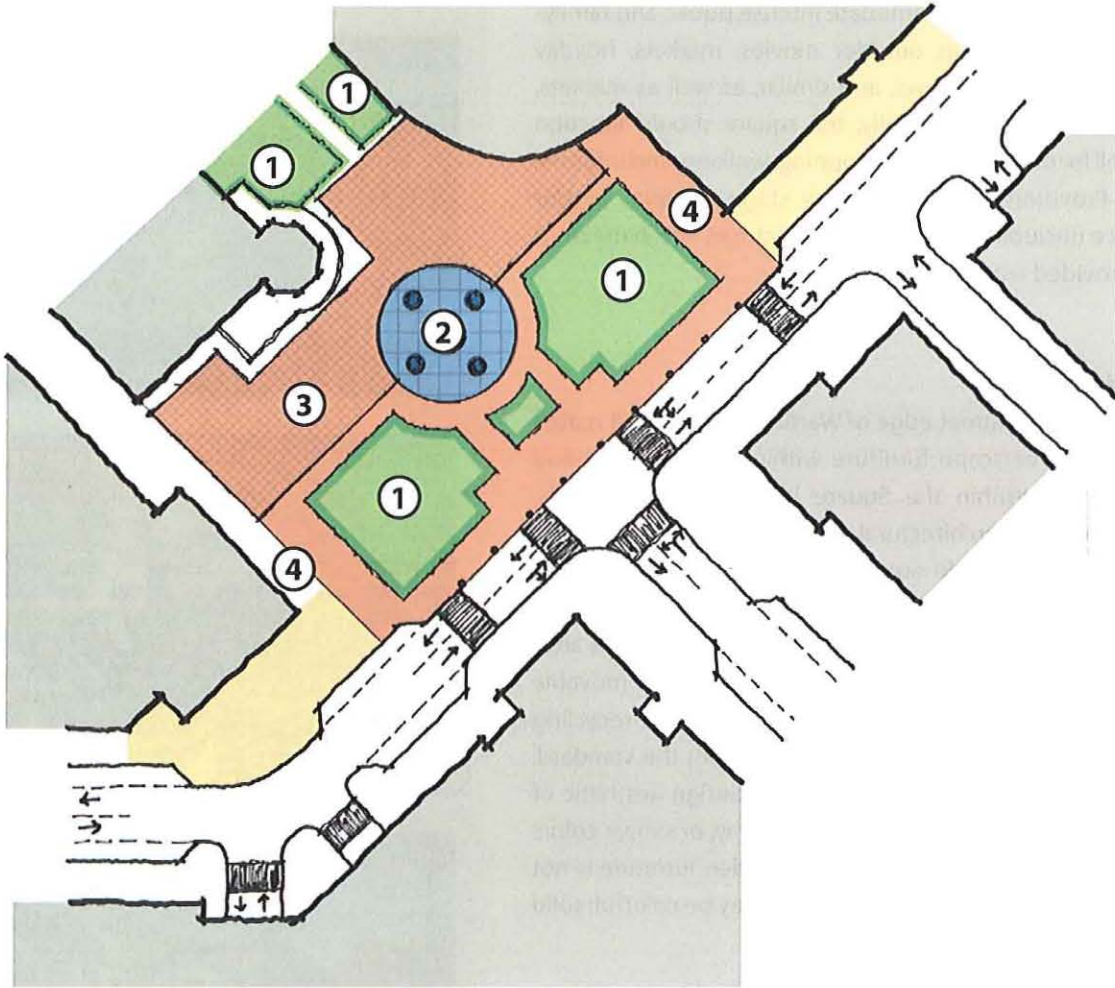
Warfield Square, given its setting among the cinema and restaurants, should uniquely accommodate young families, children, and young adults from Warfield, nearby neighborhoods, and the broader community of Columbia. The square should be mostly open and flexible, designed to accommodate large gatherings, major planned events, and public activities. While its focus may be on young families, children, and young adults, Warfield Square should be designed for all users.

The square itself should be predominantly open and flexible, with lawn, plaza/hardscape, and pathways that are arranged in a mostly formal setting as opposed to a naturalistic or romantic setting. Specific locations within the square that are not immediately proximate to storefronts and buildings, such as the center of the square as a focal point and/or where sidewalks intersect within the square, may be set aside for children's play, sculpture, and/or pop-jet fountains. Sidewalk zones against the buildings and storefront should include semi-private areas for seating, outdoor dining, and walking defined through careful placement of furniture, plantings, and hardscape elements that are an integral part of the design aesthetic.

On occasion, Warfield Square, together with Twin Rivers Road, Warfield Plaza, and the road that links these two open spaces, may be closed and combined to create a grand pedestrian-only zone for seasonal events, festivals, and markets.

Size: The minimum size of Warfield Square, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 12,900 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Square



Warfield Square Diagram - For illustrative purposes only

- ① Lawn/Plantings
- ② Fountain/Sculpture as Focal Point
- ③ Plaza, open for activities/gatherings
- ④ Pedestrian/Storefront zone

For precedent examples of the elements above, see images on the following pages.

Warfield Square

Activities and Functions:

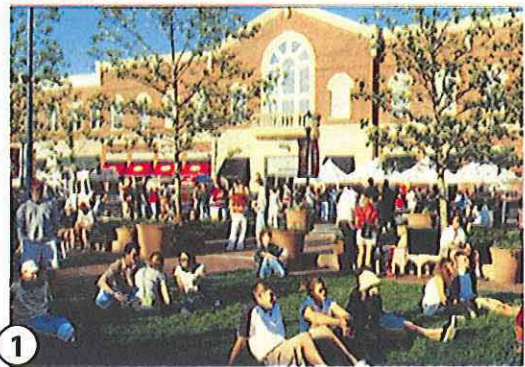
Warfield Square shall accommodate intense public and family-oriented events, such as outdoor movies, markets, holiday children's events, light shows, and similar, as well as markets, fairs, and festivals. Additionally, the square should function equally well for outdoor dining, shopping, walking, and informal activities. Provisions for a temporary stage, exhibits, and/or event space (including staging areas, electrical, and plumbing) shall be provided within the square.

Site Furnishings:

Furniture along the street edge of Warfield Square shall match the standard streetscape furniture within the neighborhood (see p. 64-70). Within the Square itself, permanent walls, benches, stairs, and architectural elements are encouraged, as long as such elements do not impact the functional needs of the square and are integral and complimentary components of the design. Furniture style, color, and materials (metals and/or metal-wood combinations are recommended) for movable bistro chairs, café tables and umbrellas, trash and recycling receptacles, and similar furniture may vary from the standard, however, all shall be compatible with the design aesthetic of the Square itself. Black, dark green, silver/gray, or similar colors are recommended; white is not. Wood garden furniture is not recommended for the Square. Umbrellas may be colorful; solid colors are recommended.

One central pop-jet and/or a significant fountain serving as the focal point in the center of the square is recommended here. Other, smaller decorative fountain(s) that match and are compatible with the overall design aesthetic of the Square may be included, however these are recommended for the edges of the square as an integral part of the sidewalk, seating, and semi-private zones, providing background white noise and visual interest. If included, these fountains should be modest and simple. All fountains shall be designed so that, in winter when the water is off, the fountain itself remains attractive. Mechanical equipment must be buried, within a mechanical room within a building, or similarly not visible or visually obtrusive.

Public art is highly encouraged, particularly art that is provocative, dynamic, and visually eccentric. Public art may also serve as the focal point of the square, together with or in lieu of the fountain.



Reference plan on p. 85 for labels

Warfield Square



Reference plan on p. 85 for labels

Lighting:

Lighting along the street edge of Warfield Square shall match the standard street lighting within the neighborhood (see p. 70). Lighting within the Square itself should be dynamic and visually alluring. Lighting design approaches may include 1) Tivoli lights and/or similar overhead lights; 2) lights on trees, sculpture, and public art; 3) moon lights that cast a soft glow over the plaza; and 4) lighting of fountains.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) the use of LED and energy efficient lighting; 2) the use of regionally appropriate native and adaptive plant species; 3) the use harvested rainwater for irrigation; 4) amending soils to increase water retention and encourage infiltration; 5) underground cisterns for collecting/harvesting rainwater; 6) the use of porous paving, where practical; and 7) protection of the night sky; and 8) the use of human-scale, pedestrian-oriented shading devices.

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

Amenity Space Type: Linear Green - West Promenade and Playground

Overview:

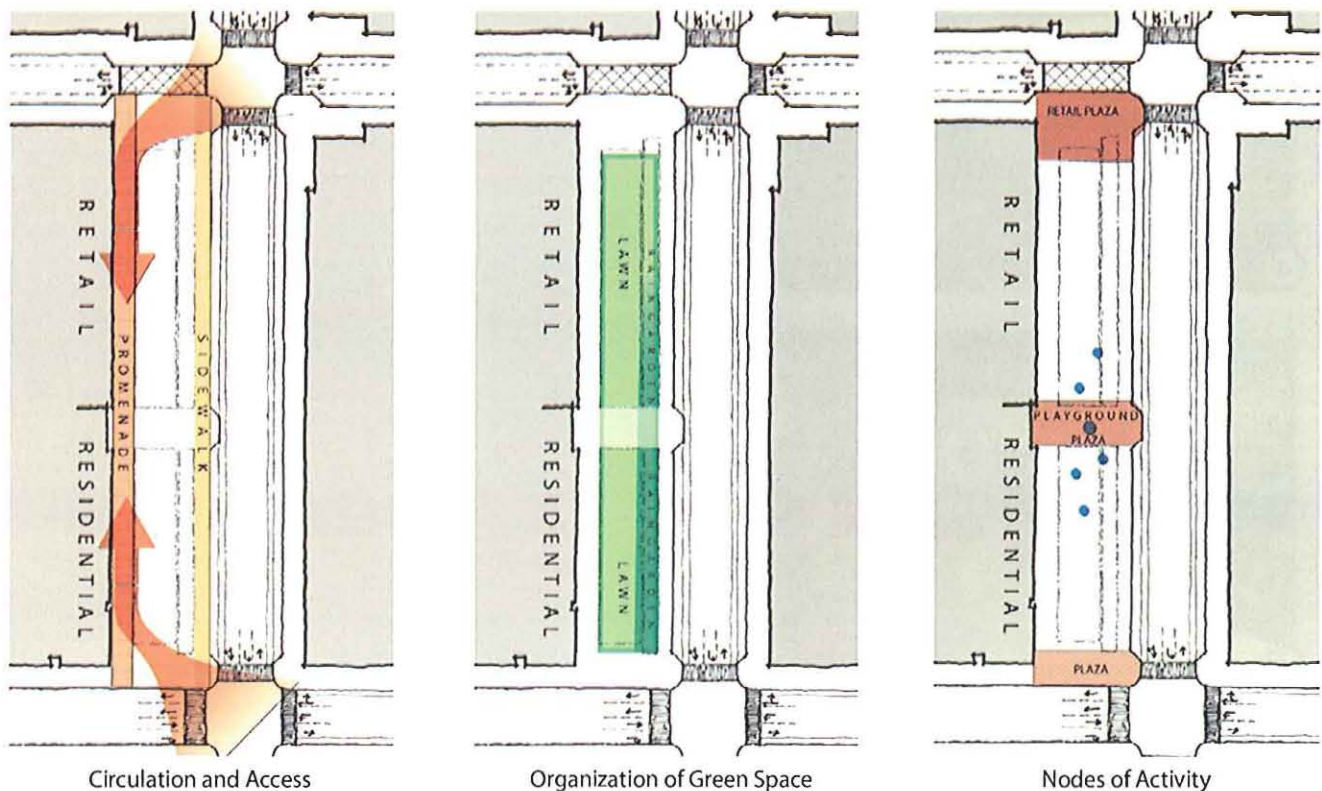
The Linear Green, including West Promenade and Playground, is envisioned to be an amenity space extending from Warfield, through Symphony Overlook, to Symphony Woods, aligned by retail, residential, and office buildings ranging from 4- to 7-stories in Warfield to 15-stories tall in Symphony Overlook. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, this prominent amenity space includes a distinguishable pedestrian zone (a wide sidewalk shaded by trees); provides programmable space for small events; and incorporates rainwater planters to extend and connect to the natural area and drainage system south of Little Patuxent Parkway.

The design of this linear green should be complimentary to its surroundings, including design features, materials, plant massing, and hardscape that accentuate the long rectilinear shape of the green and movement through the space, rather than attempting to portray a static classical or romantic design aesthetic.

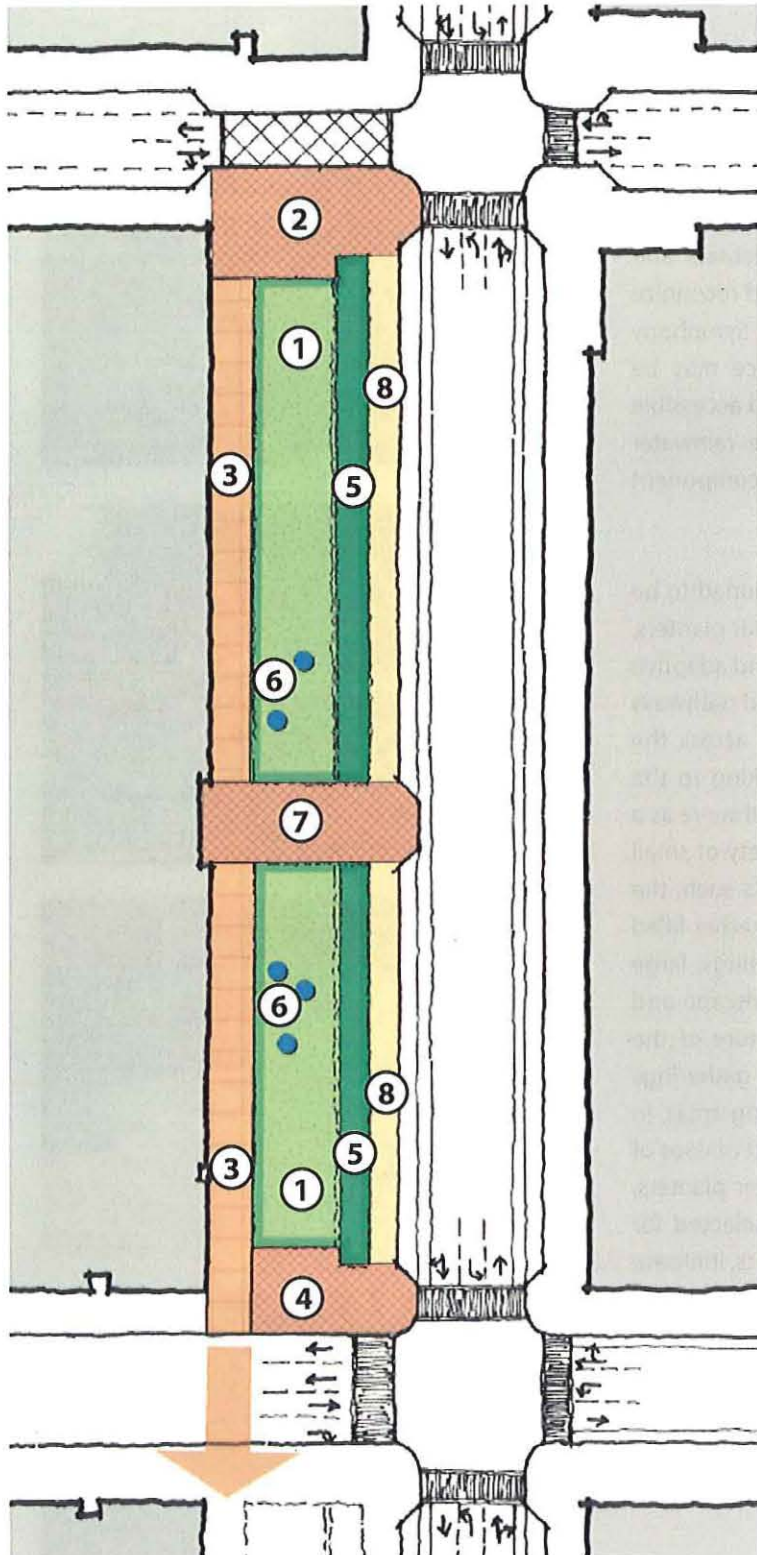
The Linear Green will include a variety of design elements and will support a range of neighborhood-related events and activities, both planned and spontaneous. The linear green will serve, primarily, as a space for residents, children, and office workers of nearby buildings to informally gather and socialize, and, should be designed specifically with these users in mind. Occasionally, this linear green may be used for informal and low-impact activities, events, and festivals. Frequent events that may draw large crowds and include more intense and noisy activities should be reserved for other areas of Downtown.

The Linear Green presents an opportunity to express sustainability by showcasing rain water movement from buildings, across the ground plane, and into the earth. The Linear Green can act as a living laboratory for these sustainable techniques, highlighting these elements and educating through experience.

Size: The minimum size of the West Promenade within Warfield is 28,500 sf (see p. 77). The minimum size of the Playground, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 6,000 sf. Combined, 34,500 sf is required. (Reference p. 77 for the 5% Downtown Community Commons requirement.)



Linear Green - West Promenade and Playground



- ① Lawn/Plantings
- ② Retail Plaza
- ③ Promenade
- ④ Plaza
- ⑤ Rainwater planter/biowswale/bioretenion
- ⑥ Sculpture/Art/Play Equipment
- ⑦ Plaza/Playground
- ⑧ Streetscape Zone

For precedent examples of the elements above, see images on the following pages.

Linear Green Diagram - For illustrative purposes only

Linear Green - West Promenade and Playground

West Promenade:

The western edge of this linear green shall include a wide, prominent sidewalk (minimum 10 feet clear) with trees, benches, and decorative light poles that accommodate significant north-south pedestrian movement, reinforcing this as a key pedestrian corridor. Hardscape, trees, light poles, signage, lighting, and plantings should celebrate and accentuate the linear nature of this promenade and recognize that it will continue into Symphony Overlook and Symphony Woods. Provisions for exhibit and/or event space may be provided along and/or immediately adjacent to and accessible to this corridor. The promenade should include rainwater planters in select locations, designed as an integral component of the hardscape and landscape.

The landscaped areas of the linear green are envisioned to be lawn accentuated with strategically located rainwater planters, bioretention, and bioswales comprised of natives and adaptive plantings, shade trees in select locations, and limited pathways strategically placed to provide pedestrian access across the green from the street sidewalk and on-street parking to the promenade along the building edge. The green will serve as a multi-function open space to accommodate a variety of small planned and spontaneous events and activities. As such, the space should be simple, attractive, and inviting, whether filled with many or only a few people. Trees and plantings, large rough-cut stone slabs or benches, and similar hardscape and landscape materials should express the linear nature of the space, providing informal places for small group gatherings and socialization as well as informal groups. Planting areas, in addition to the lawn plantings, should be organized masses of groundcover, low shrubs, and/or grasses. Rainwater planters, bioretention, and bioswales planting should be selected for their ability to slow rainwater flow, capture pollutants, infiltrate water with their deep root structure, and capture year round seasonal interest (see p. 108-113).



Reference plan on p. 89 for labels

Linear Green - West Promenade and Playground



Reference plan on p. 89 for labels

Playground:

The playground is envisioned to be an integral part of the linear green composition and not a separate, fenced-off area. Contemporary and whimsical interactive structures, public art, pop-fountains, or similar elements should complement the aesthetic of the linear green and appear as elements that populate the open space. Placement of these elements is encouraged to be in lawn areas and as part of a plaza area that might form a center. These elements should be designed specifically for use by children with safety in mind and be delineated through plantings and hardscape. Seating should be incorporated near the play elements.

Activities and Functions:

The Linear Green including the promenade and playground should accommodate passive and spontaneous activities for nearby residents, children, and office workers, such as informal eating, socialization, passive recreation and play, reading, walking, and similar. It will be used primarily by occupants of nearby buildings and, as such, should be largely resident-oriented. Significant active and planned activities should be reserved for other areas of the neighborhood where paved and hard surfaces may accommodate more intense activities. However, the design of the space should also anticipate passive, occasional and/or seasonal events such as art shows, a flower mart, and similar less intense events that may be accommodated along the promenade and/or within the lawn area without significant damage to the lawn.

Site Furnishings:

Furniture along the street edge of the Linear Green shall match the standard streetscape furniture within the neighborhood (see p. 64-70). However, for the remainder of the linear green including the playground area, benches, chairs and tables, planters, receptacles, and similar elements shall be designed or selected to be unique and whimsical; furnishings that are integral to the play component, colorful, and textured are encouraged.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the open space may be included within the hardscape areas. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) shall not be the single identifying element of this linear green but, rather, a minor element, providing background white noise and visual

Linear Green - West Promenade and Playground

interest. Pop-fountains, as part of the play experience, are also encouraged. Water elements as part of the rainwater planters and bioretention, especially where harvested rainwater may be used, are also encouraged.

Public art (as part of the CEPPA contribution) is encouraged to be placed in the green, particularly if it is part of the play experience, adds a whimsical element, and is safe for children to climb on.

Lighting:

Lighting along the street edge of the Linear Green shall match the standard street lighting within the neighborhood (see p. 70). Lighting along the promenade shall include evenly spaced, pedestrian-scaled light poles and fixtures that accentuate the space's linear nature and enhance the importance of connectivity. For the remainder of the linear green, lighting shall be soft and subtle. Appropriately placed light poles, bollards, and/or other fixtures along paths and sidewalks are the recommended method for lighting these pedestrian areas. Spot lights are encouraged for public art and where children may be playing, but shall be designed or selected to minimize the impact on the night sky. Event lighting should be anticipated for both areas.

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Reference plan on p. 89 for labels

Linear Green - West Promenade and Playground



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Sustainability:

The linear green provides an appropriate setting for celebrating green site design strategies. Like the furnishings, hardscapes, and plantings, bioswale (or rainwater planters) shall accentuate the linear nature of the open space. Placement should not create unnecessary obstructions or visual clutter, considering access to and within the green and the desire to accommodate various gatherings and events. Additional sustainable design strategies should include one or more of the following: 1) maximizing pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) the use mix of regionally appropriate native and adaptive plant species; 4) the use of harvested rainwater for irrigation; 5) underground cisterns for collecting/harvesting rainwater; 6) collection of building roof runoff and ground water recharge; 7) protection of the night sky; and 8) use of human-scaled, pedestrian-oriented shading devices.

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

Reference plan on p. 89 for labels

Amenity Space Types: Warfield Green and Promenade

Warfield Green Overview:

Warfield Green is envisioned to be a passive, garden-like amenity space, providing an attractive and well-landscaped setting and entry court for 5- to 9-story residential, office, and mixed-use buildings in Warfield's northeast quadrant. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Green is a predominantly planted space with walkways, benches, pedestrian lighting, trees, and a small lawn used for cultural and social activities.

Warfield Green shall be designed as an informal setting and a mostly passive and reflective open space, comprising informally arranged planted areas and a small lawn space circumscribed by walkways and large shade trees, similar to Boston's Post Office Square, although a much smaller scale. This open space is envisioned to be a quiet garden, supporting a variety of uses for nearby residents and office workers, such as reading, quiet socialization, walking, and similar. Planting areas, in addition to the lawn, shall be simple, limited masses of sweeping groundcover, low shrubs and/or perennial flowers and grasses. Native plants are preferred for sustainability. Overly ornate, manicured, and/or excessive diversity of plant species is not suggested.

A portion of the Green may include a trellis or similar shade structure, terminating the entry drive view from Little Patuxent Parkway. Such an element may serve as a unique architectural element with the Green.

Walkways and hardscape pavement leading to and under the trellis/shade structure should be pervious and mostly crushed stone or stone, brick, concrete, or similar masonry pavers. Higher reflectance (i.e., lighter) pavers are preferred for reducing heat absorption. Materials and colors for hardscape and pathways should have minimal contrast with the lawn and plants to create a softer appearance rather than a highly contrasted appearance.

Alternatively, the entire space, including streets, crosswalks, and streetscape, may be designed as a singularly perceived plaza where vehicular circulation is defined by bollards, hardscape materials and similar design features. Traditional curb and gutter and asphalt paving is replaced with decorative hardscape and paving materials that accentuate the pedestrian-oriented nature of the space and diminish the visual presence of vehicle. As such, safety of pedestrians and conflict with vehicles must be carefully considered and thoughtfully executed in the design.

Size: The minimum size of the Warfield Green, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 15,500 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

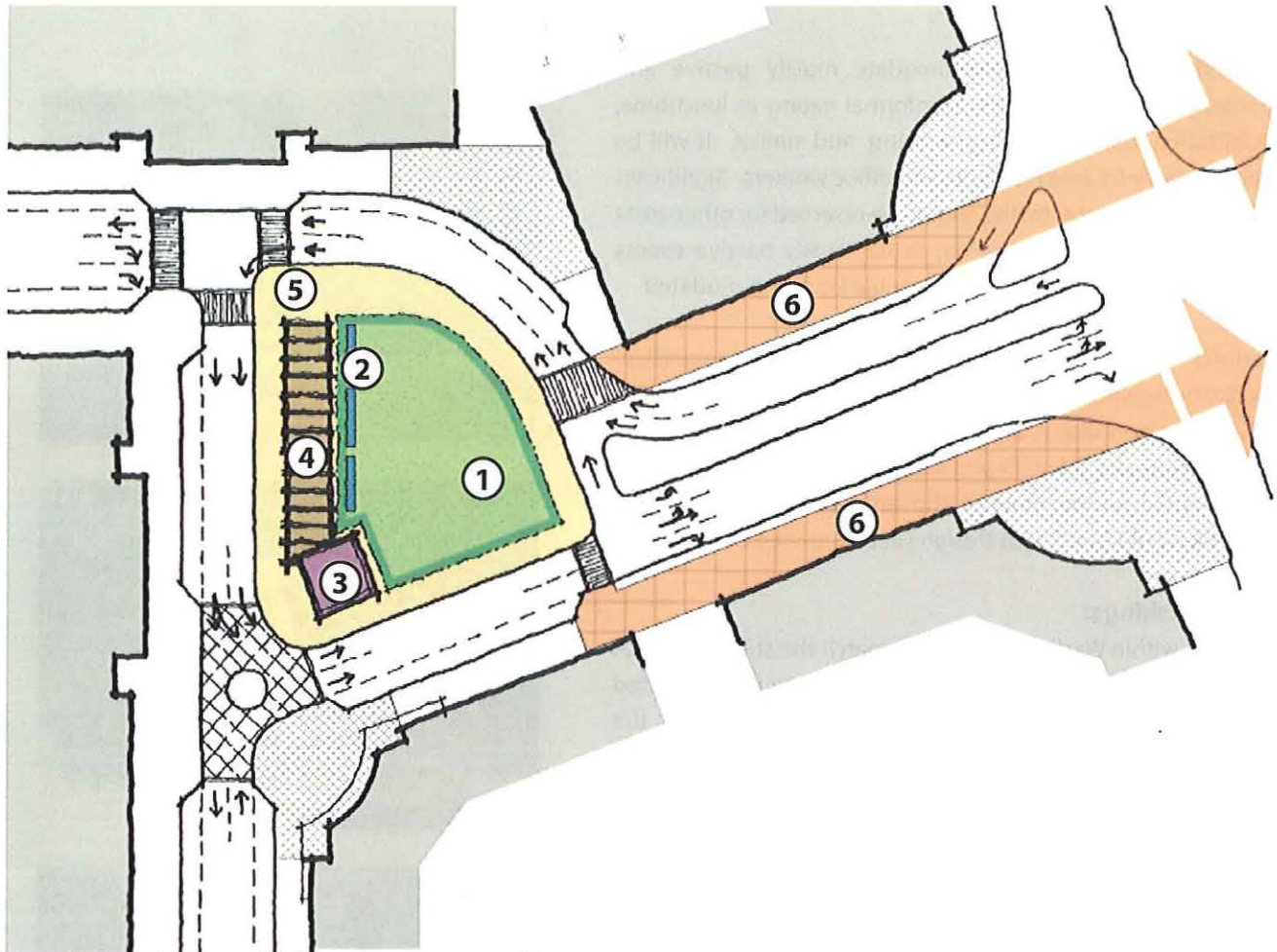
Warfield Promenade Overview:

Warfield Promenade is envisioned as a wide, prominent sidewalk (minimum 10 feet clear) with trees, benches, and decorative light poles that will accommodate significant east-west pedestrian movement, reinforcing connectivity between Warfield and the Lakefront. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Promenade is located on a primary pedestrian street with a wide sidewalk on the retail side of the street, shaded by trees.

Hardscape, trees and other plantings should celebrate and accentuate the linear nature of this promenade, recognizing that it will continue into the Lakefront Neighborhood. The edge of the promenade should include rainwater planters for sustainable stormwater management in select locations, designed as an integral component of streetscape (see the Street Design section, p. 60-61).

Size: The minimum size of the Warfield Promenade, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is TBD (i.e., no minimum area was established for Warfield, as this space largely extends beyond the Warfield Neighborhood into the Lakefront Neighborhood).

Warfield Green and Promenade



Warfield Green Diagram - For illustrative purposes only

- ① Lawn/ Plantings
- ② Fountain
- ③ "Focal Point"
- ④ Trellis/Hardscape/Seating
- ⑤ Hardscape/Rainwater planters
- ⑥ Promenade

For precedent examples of the elements above, see images on the following pages.

Activities and Functions:

Warfield Green should accommodate mostly passive and spontaneous activities, such as informal eating at lunchtime, socialization, reading, resting, walking, and similar. It will be used primarily by area residents and office workers. Significant active and planned activities should be reserved for other areas of the neighborhood; however, some mostly passive events such as small markets or art shows could be accommodated.

Warfield Promenade is not anticipated to accommodate intense or significant activity other than pedestrian circulation. Although, given that it aligns buildings and storefronts, it will serve as a primary sidewalk and should accommodate shoppers and potential outdoor dining in the same way as the streetscape sidewalk would (see Street Design section, p. 44-52).

Site Furnishings:

Furniture within Warfield Green may match the standard street furniture within the neighborhood or it may vary, if the selected furniture style, color, and material is compatible with the design aesthetic of the Green itself. Black, dark green, or similar dark color is recommended; white is not. FSC-certified Wood furniture may be acceptable, if compatible with the design aesthetic. Furniture, art, fountains, and lighting should respect Warfield Green as a simple, garden-like, and unpretentious open space.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Green may be included. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) shall not be the single identifying element of the Green but, rather, a minor element, providing background white noise and visual interest.

Public art is highly encouraged, although it should be modest, unpretentious, and compatible with the overall design aesthetic.



Reference plan on p. 95 for labels

Warfield Green and Promenade



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Reference plan on p. 95 for labels

Lighting:

Lighting along the street edge of Warfield Green and Warfield Promenade shall match the standard street lighting within the neighborhood (see p. 70). Lighting within the spaces, separate from the street lights, shall be soft, subtle, and even, with limited or no bold spot lights or accent lighting. For this lighting, design approaches may include 1) decorative light pole-mounted lights and/or bollard lights, either matching the standard street lights or matching the site furnishings design approach described above; 2) lights on trees; 3) down-lights within the trellis; and 4) soft lighting of fountain, public art, or similar elements.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) maximize pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) the use of regionally appropriate native and adaptive plant species; 4) underground cisterns for collecting/harvesting rainwater; 5) bioswale, if designed to be an integral part of the design aesthetic; 6) protection of the night sky; 7) the use of LED or other efficient light sources; 8) the use of local hardwoods rather than tropical rain forest sources for furniture; and 9) the use of human-scale, pedestrian-oriented shading devices.

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

Amenity Space Types: Warfield Mews

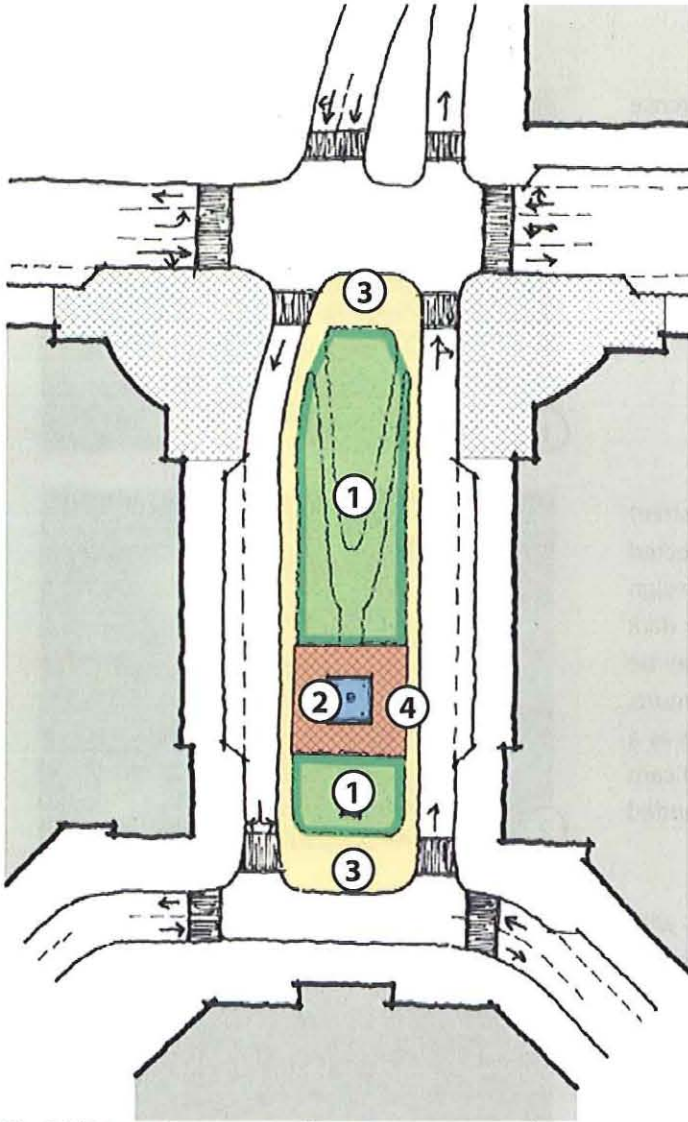
Overview:

Warfield Mews is envisioned to be a small, attractive open space within the context of residential, office, and mixed-use buildings ranging from 5- to 7-stories tall and a welcoming entry court from the Mall Ring Road. As the Downtown Columbia Plan and the Downtown-wide Design Guidelines suggest, Warfield Mews is a small linear green affording residents, shoppers, and office workers a place to sit, stroll, and walk a dog.

The design of Warfield Mews may be predominately landscape including lawn, shade trees, and plantings, either formally or informally arranged and may contain small areas of hardscape with seating areas or small fountain(s). The design should be simple and elegant, functioning largely as a setting for surrounding buildings, while accommodating occasional and informal pedestrian activity.

Size: The minimum size of the Warfield Mews, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 7,600 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Mews



Warfield Mews Diagram - For illustrative purposes only

- ① Lawn/Plantings
- ② Fountain
- ③ Sidewalk/Streetscape
- ④ Plaza

For precedent examples of the elements above, see images on the following pages.

Warfield Mews

Activities and Functions:

Warfield Mews is not anticipated to accommodate intense or significant activity. It should be designed to be equally functional, inviting, and attractive whether it has no people or activity, just a few people, or several groups of small gatherings. It will be used primarily by area residents, shoppers, and office workers for mostly informal and spontaneous activities such as sitting, reading, small group socialization, and people watching.

Site Furnishings:

Furniture within Warfield Mews may match the standard street furniture within the neighborhood or it may vary, if the selected furniture style, color, and material be compatible with the design aesthetic of the Mews itself. Black, dark green, or similar dark color is recommended; white is not. Wood furniture may be acceptable if compatible with the design aesthetic. Furniture, art, fountains, and lighting should respect Warfield Mews as a simple, garden-like, and unpretentious open space. Significant structures, such as trellis or gazebo, are not recommended given the small size of the mews.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Green may be included. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) may be an identifying element of the Mews, providing unique identity, white noise, and interest.

Public art may also be an identifying element of the Mews, creating a focal point within the space. However, given the small size of the space, the design should not have an over abundance of fountains, art, furniture, or similar elements.



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Reference plan on p. 99 for labels

Warfield Mews



Reference plan on p. 99 for labels

Lighting:

Lighting shall be modest, subtle, and even, with limited or no light poles. Lighting design approaches may include 1) bollard lights, either matching the standard street light or matching the furniture design approach described above; and 2) lights on fountain(s), trees, art, or similar elements.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) maximize pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) underground cisterns for collecting/harvesting rainwater; 4) bioswale, if designed to be an integral part of the design aesthetic; and 5) protection of the night sky.

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

4.3 Amenity Space: Material and Element 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 Warfield Neighborhood as a new mixed-use neighborhood which supports the vision for the redevelopment of Downtown Columbia and exemplifies 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 *Warfield Design Guidelines*.

Developers shall follow the alternative compliance procedures found in the Howard County Landscape Manual and submit 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 alternative.

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 "discouraged," "avoid," and "not permitted" identify practices, materials, or systems which are not allowed in the Warfield Neighborhood redevelopment.

Hardscape



Overview:

Throughout Warfield, 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 (see Amenity Space Types p. 77-101 and Architecture section).

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 Warfield, 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 (see Amenity Space Types). Tree species used for street trees shall not be employed randomly (out of alignment along the street edge) in adjacent open spaces (see Street Design section). With a focus on native and adaptive plantings, the criteria below shall guide the plant material palette for the 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 or other MDE approved systems) 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



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LIDER | 4 | 66-109 | 109 | 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.

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 should be avoided 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. 56.**

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 should be avoided 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 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 should be avoided 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.

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 should be avoided 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.

Landscape

Rainwater Gardens

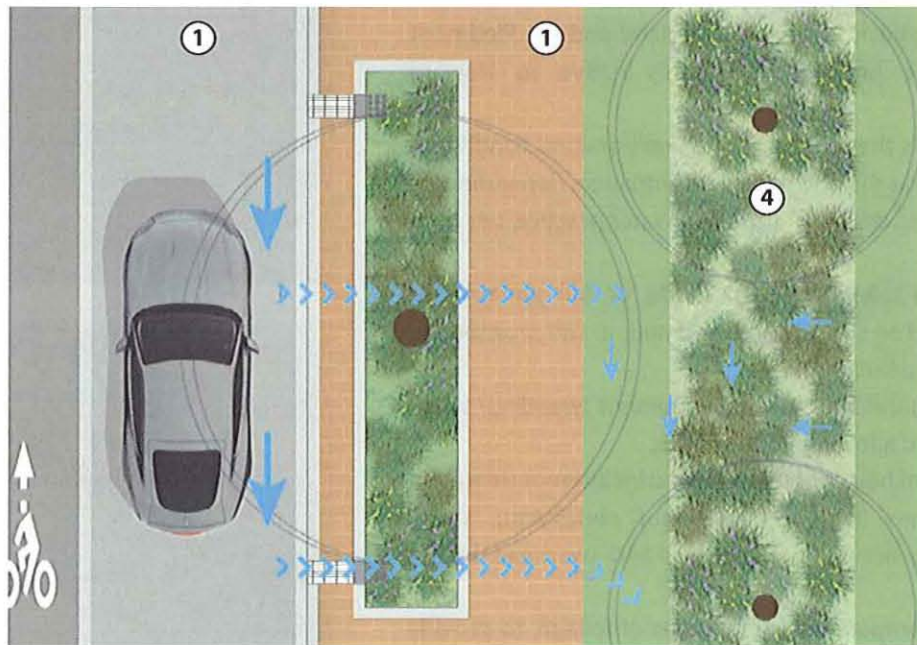
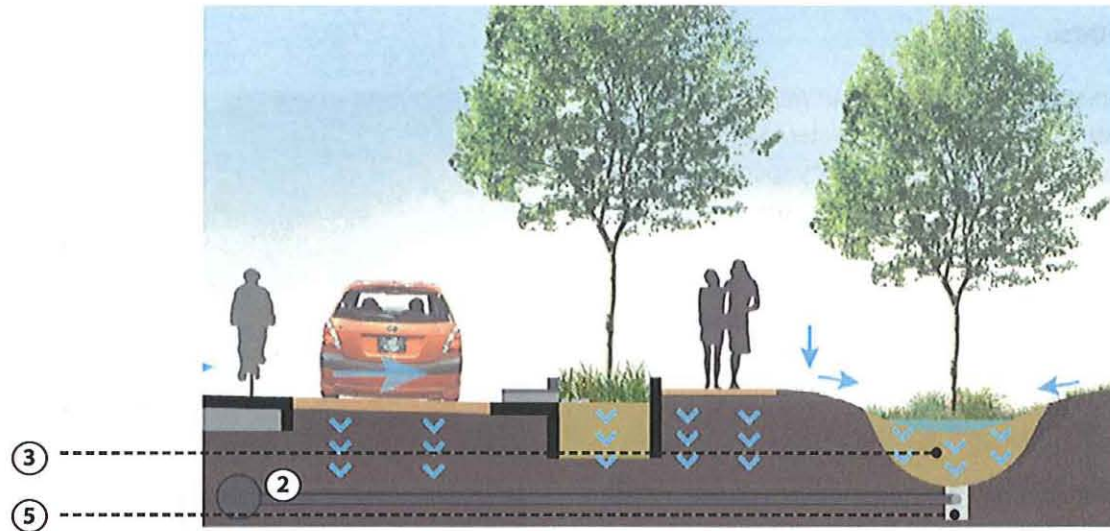
Rainwater gardens (also known as bioswales or vegetated swales) are a form of bioretention that is used to capture and filter or evapotransporate stormwater. In Warfield, rain gardens shall be used for this purpose, but detailed in a manner consistent with a more urban environment.

Details:

- 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 8 feet clear for visibility and safety.
- Select flowering species that attract wildlife including hummingbirds, skippers, moths and butterflies, songbirds, and additional pollinators.
- Design for a meadow-like mixture of herbaceous plant texture, height, and color with some groves of small-medium height trees as appropriate to space and design constraints.
- In this more organic/natural arrangement, plantings are typically free-form but include grouped species. 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 Permeable Pavers in walkways (parallel parking, optional)
- ② Storm drain
- ③ Uncompacted Soil Media
- ④ Rainwater Garden/ bioretention/ bioswale
- ⑤ Exfiltration trench with overflow pipe

Landscape

Rainwater Planters:

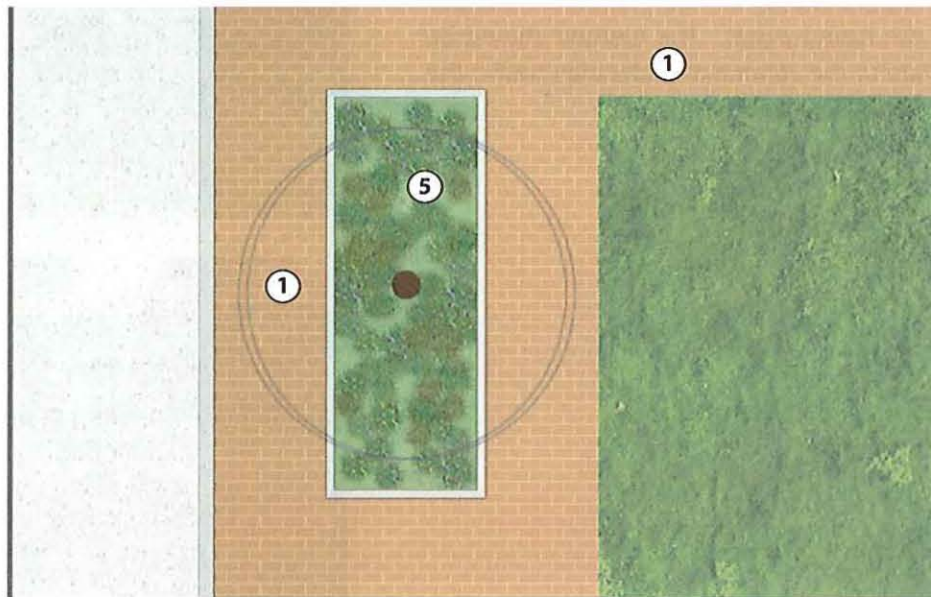
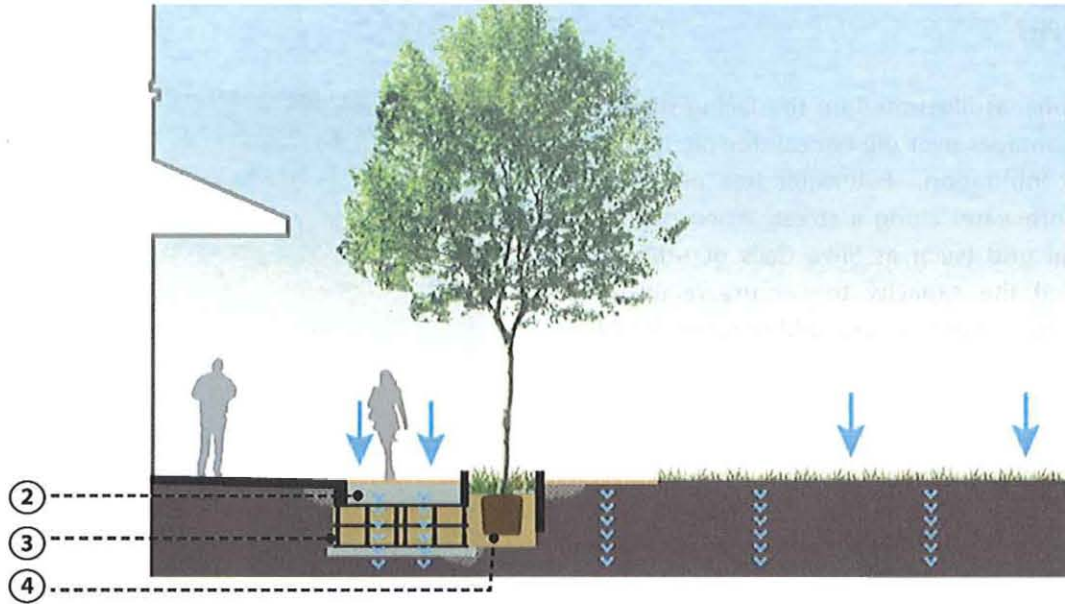
Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Within the amenity spaces, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff 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. 60)

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.
- Where ground floor retail is located, trees shall be limited to 8 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
- ② Permeable Sub-base
- ③ Silva Cell or other MDE approved systems
- ④ Uncompact Soil Media
- ⑤ Rainwater Planter
- ⑥ Curb Inlet

Landscape

Rainwater Tree Pits

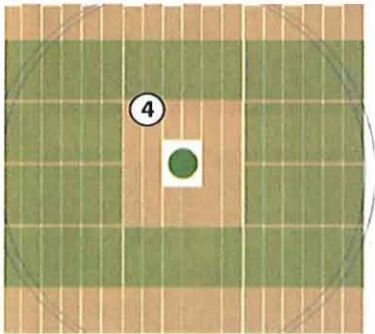
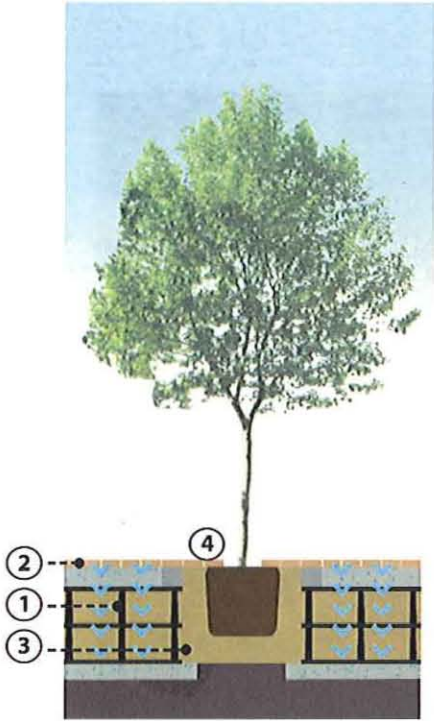
Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved system) 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:

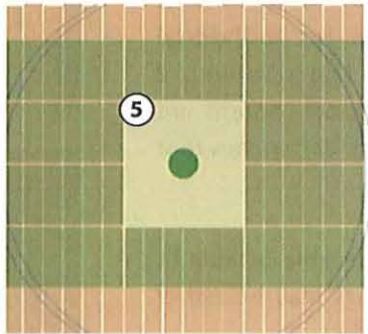
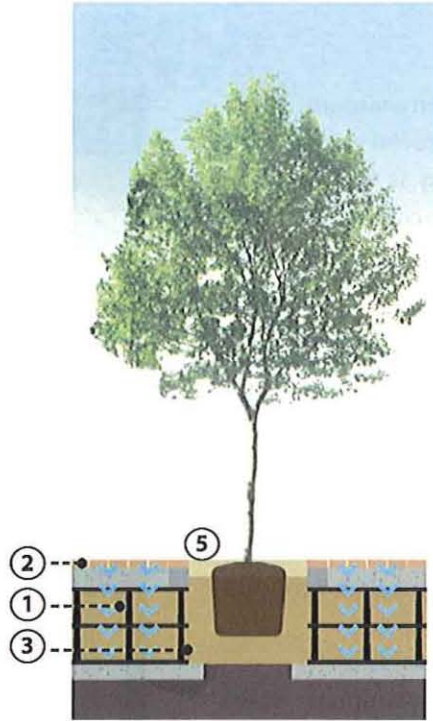
Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see images on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.



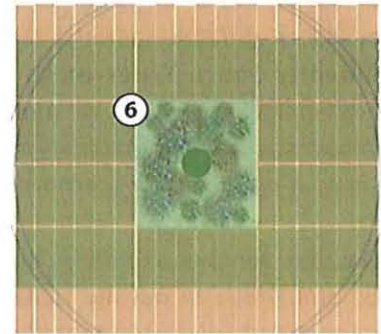
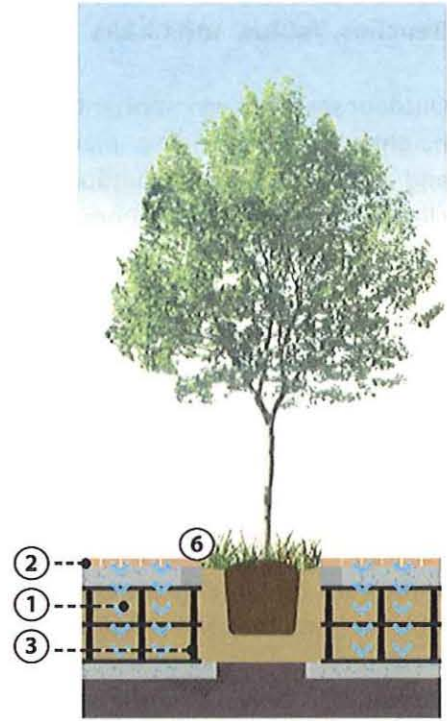
Landscape



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 Permeable Pavers
- ⑤ Grates
- ⑥ Plantings

Site 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, tables, and chairs within the Warfield amenity spaces, away from the street edge, shall be differentiated from the typical street furnishings. Whereas the street furnishings shall be uniform and consistent throughout Downtown, furnishings within the 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 (**see criteria for individual Amenity Space Types on p. 77-101**). 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



Fountains

Fountains are encouraged to be incorporated into the Warfield amenity spaces to act as focal points and public art (**see criteria for individual Amenity Space Types on p.77-101**). Beyond simply adding visual interest, fountains may be used to activate a space or create white noise. Fountains shall be designed to be integral to the overall composition and character of the open spaces. Integrating rainwater harvesting and use within the fountain design is encouraged.

Materials: Fountains shall be constructed of long-life, durable materials.

Details: Fountains are encouraged to be designed with consideration of year-round attraction and amenity 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 the amenity space. Low-maintenance planters with perennial and annual plantings are highly encouraged throughout Warfield, 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 Warfield, tree grates shall be used near transit stops, plazas, and other appropriate locations. As part of the streetscape, tree grates shall be consistent throughout Downtown; when used in Warfield 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 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 Warfield Neighborhood; however, proper disposal of tobacco products is necessary to avoid littering and fire hazards.

Materials: Smoking receptacles shall be metal.

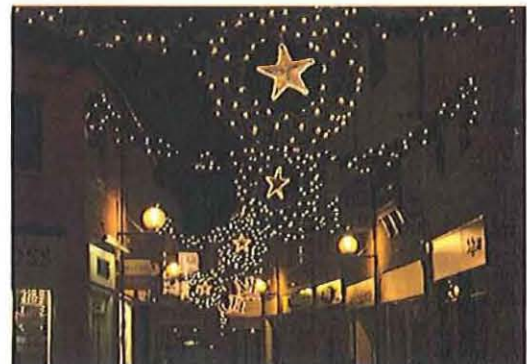
Details: In most instances, smoking receptacles shall be placed adjacent to or nearby waste receptacles. Any exterior designated smoking areas shall be located at least 25 feet away from building entries, outdoor air intakes, and operable windows.



Lighting

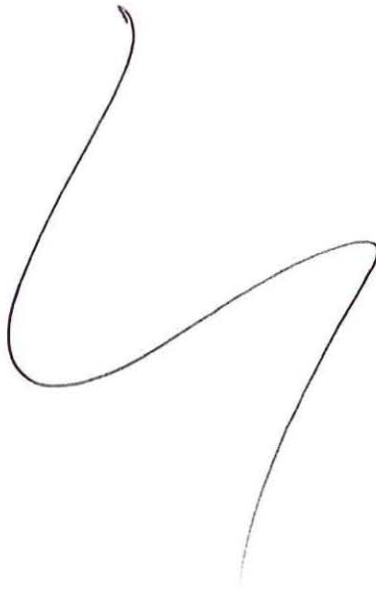
Lighting in amenity spaces shall change in scale and type according to the adjacent use and the scale and character of the space. Light fixtures used as standard types for streets shall not be employed randomly (out of alignment, away from the street edge) in adjacent amenity spaces (see Street Design, p. 70). A variety of lighting types are encouraged in amenity spaces and may include pole-mounted, bollard, sconce, step, and similar.

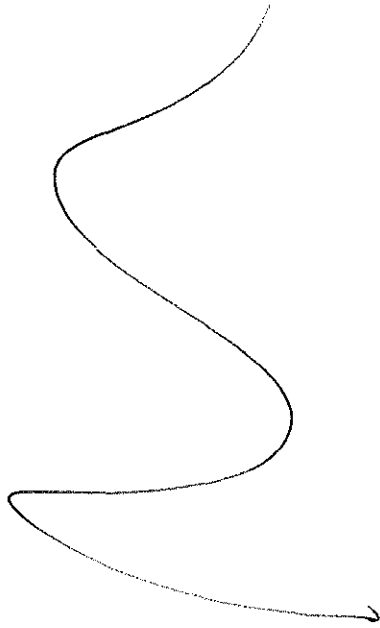
Materials: All light poles and fixture housings shall be metal. All lighting fixtures are encouraged to be Dark Sky compliant, as defined by the International Dark Sky Association (IDA). Lamp color and quality should be Ceramic Metal Halide, 80+ CRI, and 3000 to 3500 K. For these pedestrian-scale area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



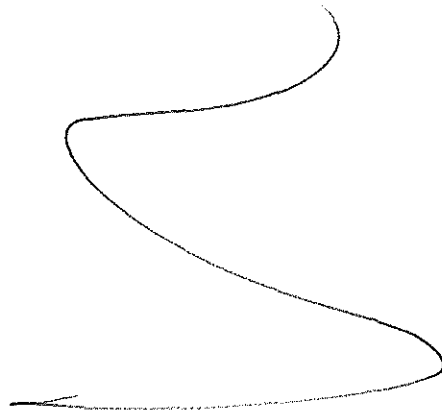


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5.0 ARCHITECTURE

- 5.1 INTRODUCTION
- 5.2 BUILDING TYPES
- 5.3 BUILDING FORM
- 5.4 STOREFRONT STANDARDS
- 5.5 MATERIALS & ELEMENTS

5.1 Architecture Introduction

Overview

The purpose of the Architecture Criteria is to ensure and maintain a consistent, high-quality built environment in the Warfield Neighborhood as a new mixed-use neighborhood that respects the surrounding context, supports the vision for the redevelopment of Downtown Columbia, and exemplifies the character and experience of the best downtowns in the United States.

Purpose

The purpose of the Architecture Criteria are to guide the design and character of built structures in Warfield, including all building types. 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.

Sustainability Goals

Per the *Downtown Columbia Sustainability Program*, buildings within Warfield 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 buildings and shall be educational and engaging, facilitating the participation of tenants, employees, residents, and visitors in sustainable practices.

Per the Howard County Green Building Law (CB14-2010), all new construction 10,000 square feet or larger shall achieve 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 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, 75% 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, retail, and residential areas. Further, provide weather-protected bike storage in multifamily residential buildings and in office buildings over 10,000 square feet.
- 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, covering the redevelopment goals for Downtown and standards for the elements of building:

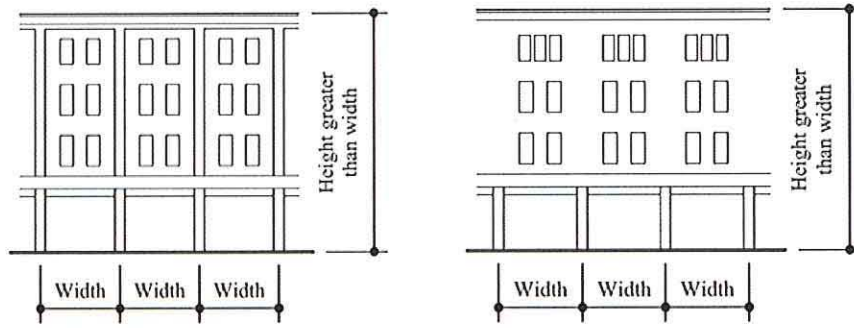
- Building Typologies
- Building Form
- Storefront Standards
- Material and Element Standards

General Provisions

The general provisions below apply to all buildings with the exception of civic buildings:

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. Buildings facing a secondary street are not required to have storefronts at the ground level. **(see Urban Design , Introduction, pg. 10-11)**
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. **(2)**
3. The 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 bay, as appropriate to the architectural character.
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 also Urban Design, p.17)
6. Ground floors shall have a minimum interior ceiling height of 12 feet; 14 feet preferred, excepting residential ground floor areas, or parking garages and back of house spaces not visible from the primary facade.
7. No less than 15% nor more than 40% of the upper level facade shall be glazed openings in residential. No less than 40% nor more than 90% of the upper level facade shall be glazed openings in office. Storefront openings shall be a maximum of 90% glazed openings. **(7)**
8. All buildings shall have a base, middle, top/cap, as follows: **(8)**
 - a. All Downtown buildings should have a clearly defined base that should have a visual appearance of greater height than other floors;
 - b. Buildings 2 to 3 stories in height should 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. 136)
 - 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. 136)
 - 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.

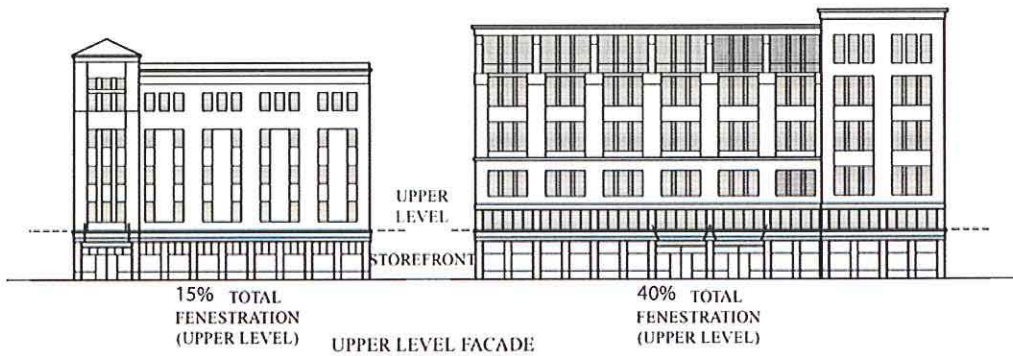
General Provisions



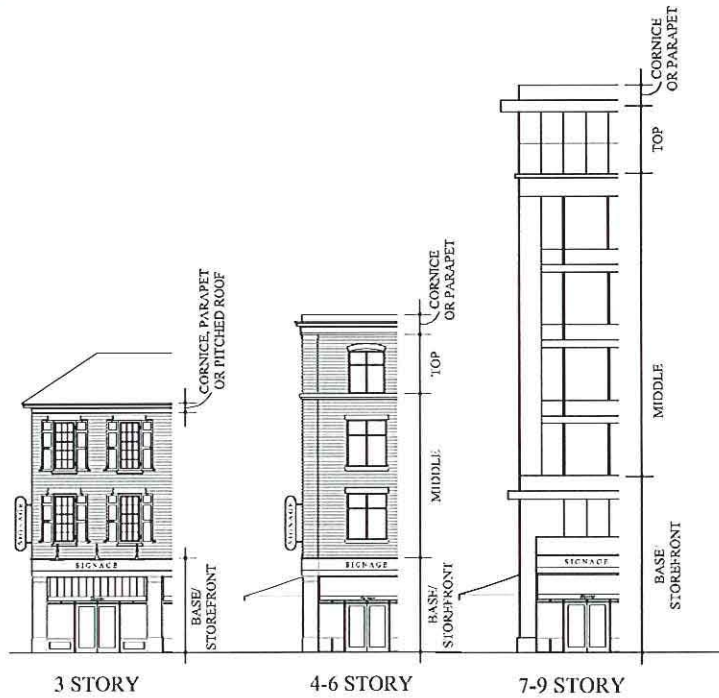
EXPLICIT SYSTEMS USE COLUMNS OR PILASTERS ON THE PRINCIPAL FACADE TO ACCENTUATE SMALLER INCREMENT BUILDINGS AND STOREFRONTS WITH VERTICAL PROPORTIONS.

IMPLICIT SYSTEMS USE WINDOW GROUPINGS IN THE BASE, INTERVENING FLOORS, AND THE CORNICE AREA TO DENOTE BAYS USING VERTICAL PROPORTIONS.

2 Examples of implicit and explicit bay systems



7 Examples of building fenestration percentages



8 Base, middle, and top diagram

5.2 Building Types

The primary building types in the Warfield Neighborhood will include:

Civic: Civic buildings are operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the Planning Board.

Signature Building: Signature buildings are not use-specific, however, are significant and unique due to location on prominent sites and shall include premier attention to architectural design.

Residential over Retail: The Residential over Retail building type has ground level retail or building amenity space for the majority of the building frontage along the primary street(s) and residential units above. As a mixed-use type, residents and retail patrons and employees, together, occupy the building around the clock, providing a vitality to this Downtown neighborhood. Shared uses within a building also provide the opportunity to share parking, reducing the need for extra, under-utilized parking spaces. Parking is typically accommodated in garages above or below grade. Above grade garages are ideally located mid-block, wrapped on all sides (see Urban Design, p. 21). For this building type, where residential units occupy the ground level (where no retail occurs), individual entries with stoops or recessed entry ways are encouraged. Visitability is encouraged for all residential units in Warfield to promote aging in place, socializing, and prevent the isolation of people with mobility limitations. The term "visitability," as described by www.visitability.org, refers to a residential unit designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers.

Office over Retail: Similar to the Residential over Retail building, this type combines uses with ground level retail or building amenity space for the majority of the building frontage along the primary street(s) and office space above. The shared uses of office and retail within a building provide the opportunity to share some parking. Parking is typically accommodated in garages above or below grade. Above-grade garages are ideally located mid-block, wrapped on all sides (see Urban Design, p. 22)

Hotel: As a building welcoming visitors to Downtown, a hotel should have a distinctive character from other types. The primary entry shall have a prominent architectural read and a guest drop-off area, either curb-side or with a pull-off lane(s) separated from the street. The ground level may accommodate retail and restaurant spaces, as well as building amenity and meeting spaces. Guest rooms on the upper levels shall have a residential fenestration pattern.

Retail: Stand-alone retail buildings, whether with a single tenant or multiple tenants, are not anticipated as a primary type in the Warfield neighborhood. However, adjacent to the Mall, 1 and 2 story retail additions may be used to define the new Warfield Plaza. Small pavilion-scaled retail buildings may be located in or near amenity spaces to provide activity and serve people using the plaza, square, or green.

Structured Parking: New, stand-alone structured parking garages are not encouraged as a building type in Downtown. Structured parking 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. (see Urban Design, p. 15)

See the following pages for criteria specific to each building type.

Civic and Signature Buildings



Civic Overview

Civic buildings serve the public and may include libraries, museums, fire stations, civic and association headquarters, visitor or exhibit centers, and similar. Civic buildings should be located on prominent sites terminating key intersections or primary vistas.

In order to encourage a distinctive read, civic structures are exempt from build-to-line or frontage coverage requirements, as well as other *Warfield Design Guidelines* criteria, as approved by the Planning Board. Lobby entrances should be highlighted as a strong, legible element of the façade as it relates to site location.

Signature Building Overview

Signature buildings are not use-specific, however, due to location on prominent sites terminating key intersections or views, the architecture in these locations should have distinctive articulation or massing, such as a unique facade, lobby entrance, vertical element, or other special treatment.

Standards:

- Architectural bays shall read in elevation.
- Typically, a strong base shall be defined and shall be delineated from upper stories by a cornice or other horizontal banding element.
- Walls, piers, and/or columns at the building base should visually transfer the wall load above, through the storefront, to the ground plane and shall relate in alignment to the wall areas above.
- The lobby entrance shall be highlighted as a strong, legible element of the façade.
- Window types and patterns shall be varied in a logical, restrained manner.
- Wall and roof elements shall be employed to screen roof mechanical equipment.

See the Material & Elements Standards section for additional criteria.

Residential over Retail

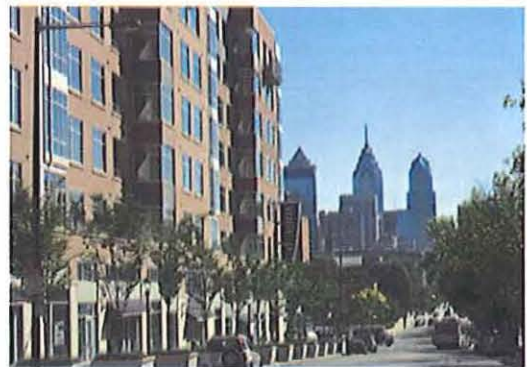
Overview

In Warfield, Residential over Retail building heights shall range from 3 to 9 stories. Commonly, this type will be designed as a 5-story building, with four stories of residential over a tall retail base story. 2-story retail is also permitted. The dual goals of animating the ground-floor retail while creating a subdued environment for residential living demand thoughtful design. The upper stories should have a more calm and repetitive rhythm, while the ground level should express the individual character of the retail and restaurant tenants. Along the primary street(s), the ground level use shall be predominantly retail space (see Urban Design, p.11). The lobby to the residences may be placed on the same street as the retail, but shall have a separate, distinct lobby as a legible element of the facade. Individual stoop entrances to ground floor residential units may be incorporated (see Streetscape, Residential A, p. 52). Balconies and rooftop terraces are encouraged. Parking is typically accommodated in garages above or below grade. Above grade garages are ideally located mid-block, wrapped on all sides. Separate, but direct access from mid-block parking to the retail and restaurants and to the residential units is desired and shall be welcoming, safe, and well-lit. Visitable units that can be lived in or visited by people with mobility impairments are encouraged.

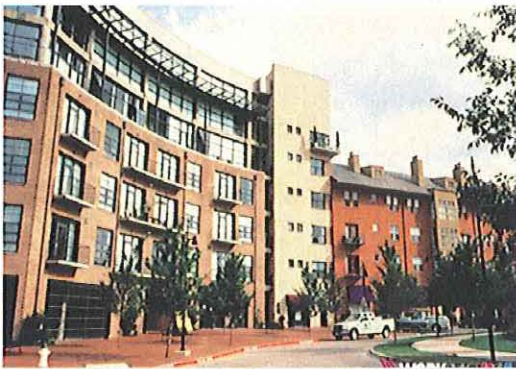
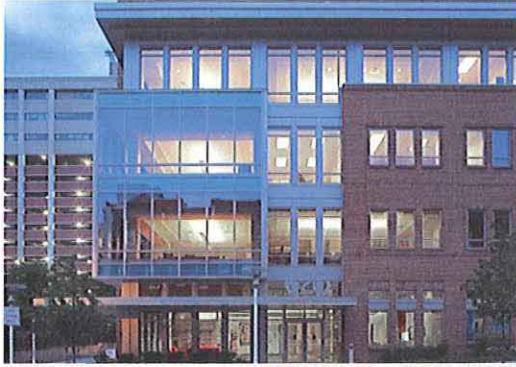
Standards:

- Architectural bays shall read in elevation.
- Typically, a strong base shall be defined and shall be delineated from upper stories by a cornice or other horizontal banding element.
- Walls, piers, and/or columns at the building base should visually transfer the wall load above, through the storefront, to the ground plane and shall relate in alignment to the wall areas above.
- Window types and patterns shall be varied in a logical, restrained manner.
- A residential unit is visitable when it meets the following three basic requirements: on the main living level, one zero-step entrance, doors with 32 inches of clear passage, and one bathroom that you can get into in a wheelchair (to note, a fully accessible bathroom is not a requirement).
- Outside noise from surroundings, including nearby event spaces, should be considered in residential design; laminated glass or other measures may be used where noise is an issue.
- Wall and roof elements shall be employed to screen roof mechanical equipment.

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



Office over Retail



Overview

Similar to the Residential over Retail building type, the design of the Office over Retail type requires a balanced approach. The ground floor level should animate the streetscape while the upper floor levels should convey a professional office environment. Along the primary street(s), the ground level use shall be predominantly retail space. 2-story retail is permitted. The office lobby should be distinct and have a strong presence on the street; it may be expressed vertically on or through the building. The upper story office elevations should have more glazing, as compared to residential elevations, to reflect the building's use and to provide more natural daylighting for the office workers. Parking is typically accommodated in garages above or below grade. Above grade garages are ideally located mid-block, wrapped on all sides. Direct access from mid-block parking to the retail and the office lobby is desired and shall be welcoming, safe, and well-lit.

Standards:

- Architectural bays shall read in elevation.
- A strong base shall be defined and shall be delineated from upper stories by a cornice or other horizontal banding element.
- Walls, piers, and/or columns at the building base should visually transfer the wall load above, through the storefront, to the ground plane. The walls, piers, and/or columns at the base shall relate in alignment to the wall areas above.
- The office lobby entrance shall be highlighted as a strong, legible element of the façade.
- Flat roofs shall be used to incorporate green roof systems and terraces where possible and where visible from other buildings to provide further visual amenity.
- Wall and roof elements shall be employed to screen roof mechanical equipment.

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

Hotel

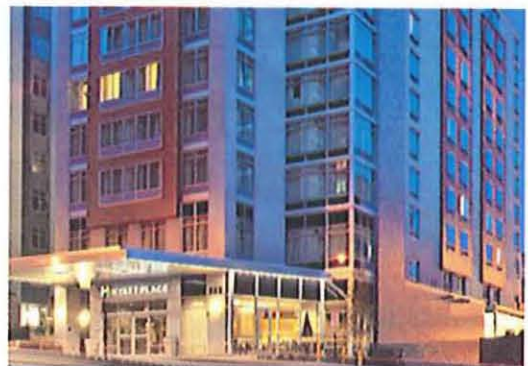
Overview

As a building welcoming visitors to Downtown, a hotel should have a distinctive character from other types. The primary entry shall have a prominent architectural read and a guest drop-off area, either curb-side or with a pull-off lane(s) separated from the street. Along the primary street(s), the ground level shall be activated and may accommodate retail and restaurant spaces as well as building amenity and meeting spaces. Guest rooms on the upper levels shall have a residential fenestration pattern. Penthouse guest rooms, large meeting and ball rooms, and rooftop terraces are encouraged at the top of the building. Parking is typically accommodated in garages above or below grade. Above grade garages are ideally located mid-block, wrapped on all sides. Direct access from mid-block parking to the retail and the hotel lobby is desired and shall be welcoming, safe, and well-lit.

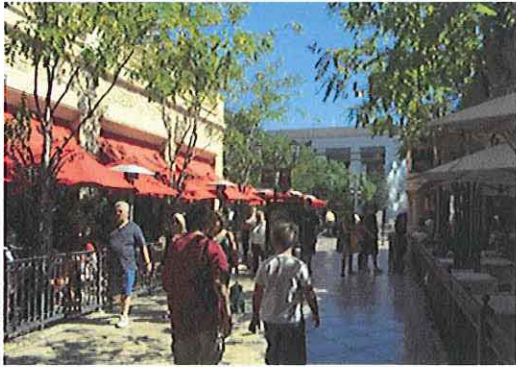
Standards:

- Architectural bays shall read in elevation.
- A strong base and top shall be expressed and shall be delineated from the middle stories by a cornice or other horizontal banding element.
- The hotel lobby entrance shall be highlighted as a strong, legible element of the façade.
- Flat roofs shall be used to incorporate green roof systems and terraces where possible. Where visible from hotel common spaces and other buildings, green roofs provide further visual amenity.
- Wall and roof elements shall be employed to screen roof mechanical equipment.

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



Retail



Overview

Additional, new stand-alone retail buildings, whether with a single tenant or multiple tenants, are not anticipated as a primary type in the Warfield neighborhood. However, adjacent to the Mall, 1-2 story retail additions may be used to define the new Warfield Plaza. Small pavilion-scaled retail buildings may be located in or near amenity spaces to provide activity and serve people using the plaza, square, or green. Stand-alone commercial buildings housing a major tenant such as a movie theater, bookstore, or similar may be permitted. 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 Warfield Neighborhood 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 in all building elevations with primary street frontage (see Urban Design, p. 11). Display cases may be used where storefronts are not feasible due to specific program requirements.
- Significant glazing shall be incorporated, where possible, in the upper stories of all building elevations with primary street frontage.
- Canopies, awnings, and storefronts shall be varied per building. Native vegetation is encouraged on permanent awnings/canopies.
- 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 on the following pages for additional criteria.**

Structured Parking

Overview

The goal of the structured parking within Warfield Neighborhood 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. (see Urban Design, p. 15) In locations where 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.



Standards:

- 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. 76, for additional criteria**).

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

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5.3 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.

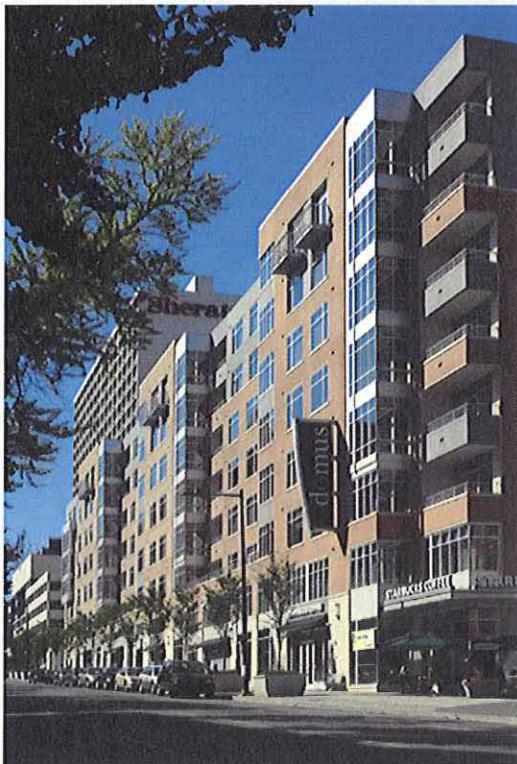
Horizontal Elements: Any horizontal band line on a building elevation used to demarcate the boundaries between the base, middle, and top; a change in plane; or a change in materials. Horizontal elements include cornice lines, belt or water table courses, and band or skirt boards.

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 neighborhood.

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 neighborhoods in the United States, Warfield 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 Warfield should respond to traditional building patterns and should respect the existing, surrounding neighborhoods in massing and form. The following standards shall be followed to ensure compatibility.

Standards:

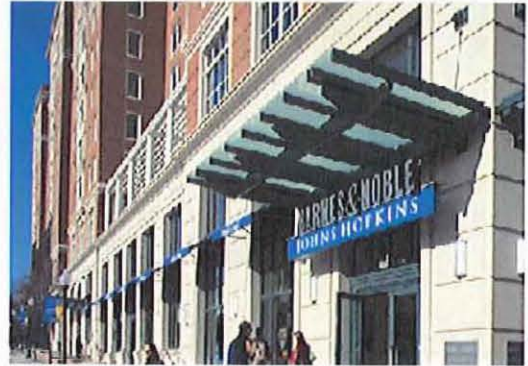
- Buildings shall predominantly define the perimeter of the block, built to the setback line.
- Buildings shall be a minimum of 2 stories or 30' measured from the ground plane to the eave.
- Buildings shall be no taller than 9 stories, not to exceed 120' (excluding mechanical, penthouse, and tower elements).
- Buildings that are located at the edge of neighborhoods should take into account their relationship to buildings in adjacent neighborhoods including consideration of compatible building heights and uses. Upper story step backs, changes in materials or color, or changes in the roof plane may be used to transition appropriately
- Typically, each building should have a clearly defined base, middle, and top. 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 on the following pages 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. See pg. 125

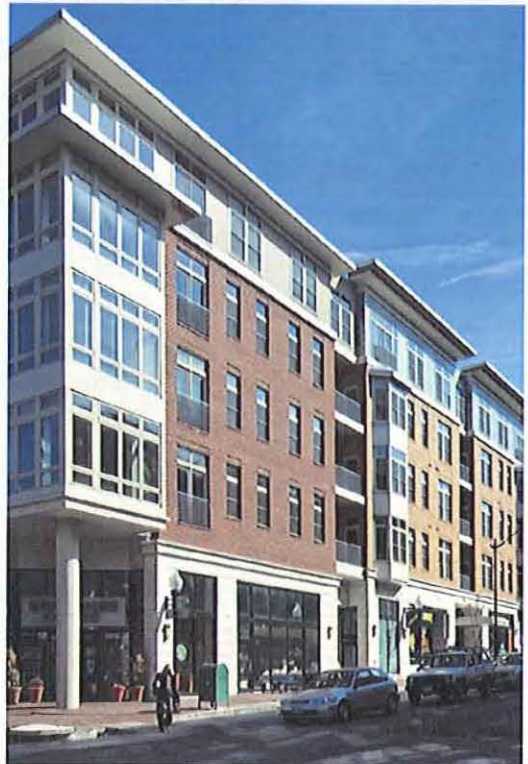


Standards:

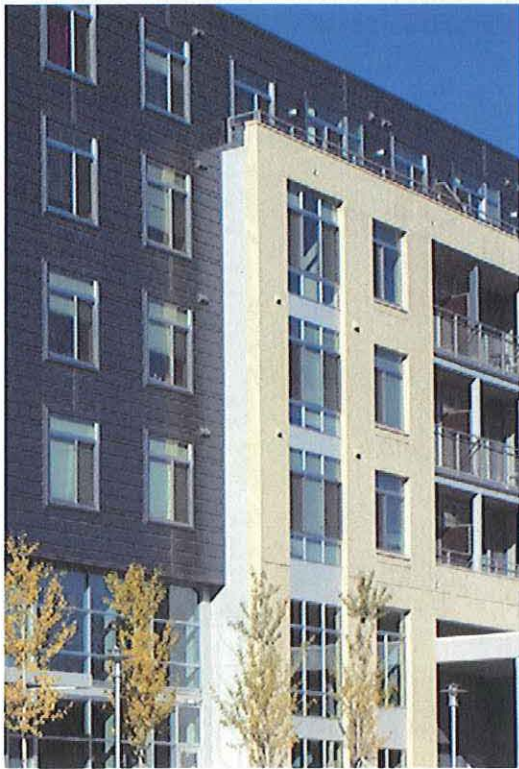
- In building compositions with a base, middle, and top, cornices at the top and belt or watertable courses below shall delineate between a building's elevation zones.
- Continuous belt or watertable courses may be used to unify portions of elevations.
- Similarly, cornices and roof lines may be continuous 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 diagram on pg. 125 for reference.

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



Recesses and projections



Overview

Creating building frontage along primary streets and amenity spaces is a priority for redevelopment within the Warfield 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 locations for balconies.

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 location for balconies.
- Changes in materials should occur only at changes in plane.

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

Corner Elements

Overview

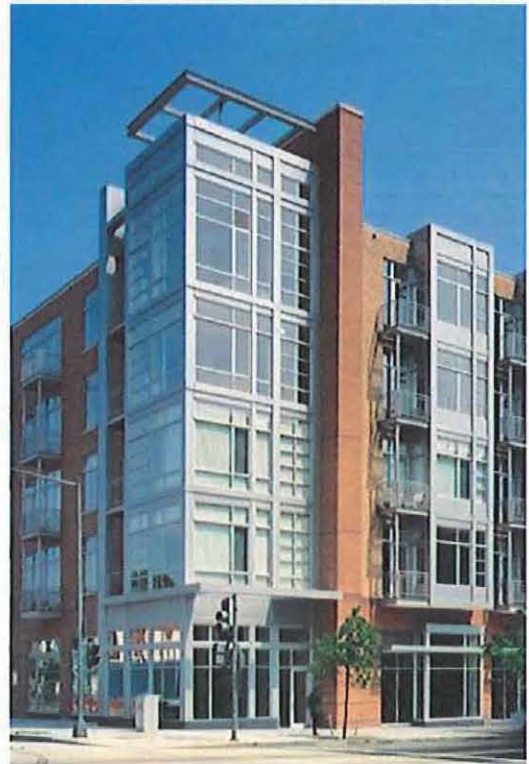
At the entry points into Downtown Columbia, along Broken Land Parkway at the intersection of Twin Rivers Road, along Little Patuxent Parkway at the intersection of Sterrett Place, and along Governor Warfield Parkways at the intersection of the Mall Access Road, new Warfield buildings shall act as gateway markers (see Urban Design, p.17). 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.

Standards:

- At prominent locations, tower or other corner elements shall be used to terminate an important view or as a focal element.
- Corner elements shall be vertical in proportion with a minimum 3:1 ratio of height to width.
- 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 on the following pages for additional criteria.



Solid/Void



Overview

The relationship between solid and void is critical to the read and function of a building. For example, 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 ratios shall vary according to the use (e.g., the ratio of glazing to wall surface shall be greater in retail and office conditions compared to residential).

Percentage of openings (void)

Ground Floor Retail:	60-95%
Ground Floor Commercial:	40-90%
Ground Floor Residential:	15-40%
Upper Floor Office:	40-90%
Upper Floor Residential:	15-60%

- 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 on the following pages for additional criteria.

5.4 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 46-48). 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 six feet (26'). The Storefront Zone is reserved for the shop tenant/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 six feet (30') in height, measured vertically from the ground plane.

ENCOURAGED:

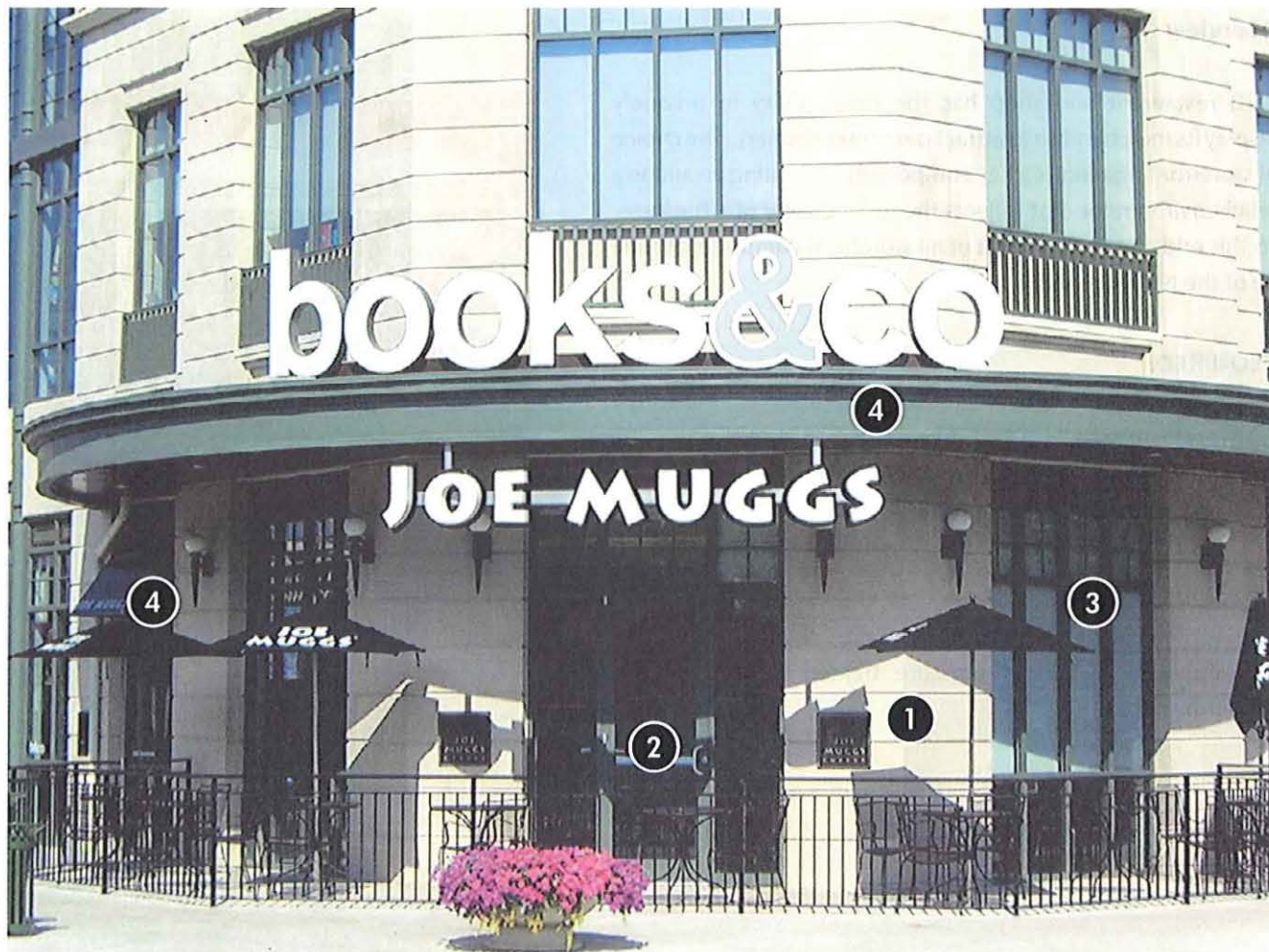
- The Storefront Zone may include semi-permanent elements such as benches, pots with flowers or shrubs, small awnings, bay windows, banners, blade signs, and merchandising displays. These elements shall reflect the quality and character of the shop or restaurant.

NOT PERMITTED:

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

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

Storefront Components Diagram



Storefront Components

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

Materials

Overview

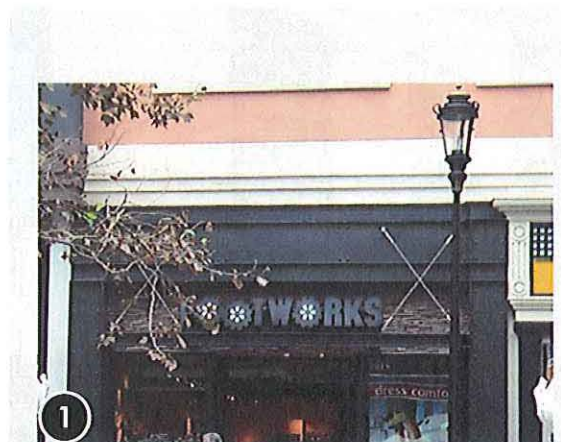
Each restaurant and shop has the opportunity to uniquely display its merchandise to attract passing customers. The choice of storefront material is a key component of creating an alluring retail environment that reflects the individuality of a business. To this end, the fit and finish of all storefront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

REQUIRED:

- Storefronts shall be metal, stone, cast stone, glass pre-cast, and/or durable, smooth exterior grade hardwoods, or other high quality commercial materials.

NOT PERMITTED:

- Softwoods, EIFS, and pressure treated lumber are not permitted.



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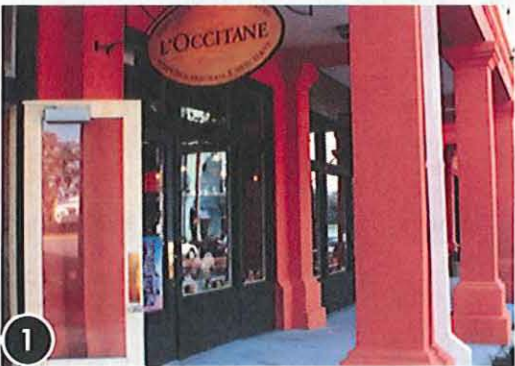
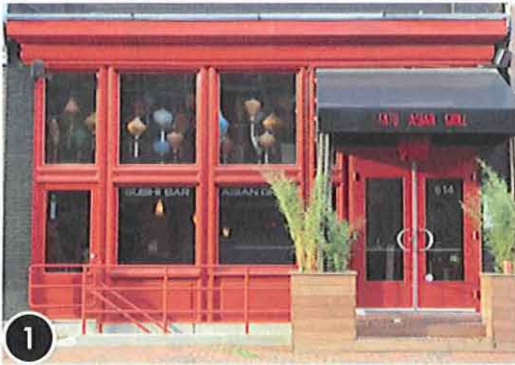
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Reference plan on p. 137 for labels

Color



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.



Reference plan on p. 137 for labels

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:

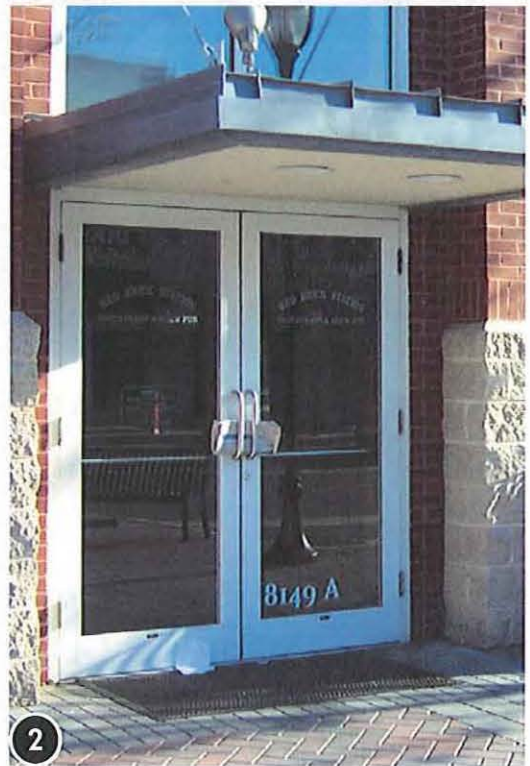
- Doors shall be compatible with, and complementary to, the overall storefront design.
- All doors shall conform to ADA regulations and consider various levels of mobility to accommodate all users.
- Doors shall have a high percentage of glass to increase visibility into the store's interior and out 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.



Reference plan on p. 137 for labels

Windows



Reference plan on p. 137 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 neighborhood environment. Removable windows or exterior storefront panel elements enhance the interaction between interior and outdoor street experience. 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, smoked, or reflective glass 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 60% (and no more than 95%) 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 are encouraged to enhance interaction between the interior and the exterior street experience.

NOT PERMITTED:

- Tinted glass (excepting for office use where the glass may be lightly tinted), opaque glass, plexiglass, and adhesive window film are not permitted.

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.
 - *(within the Storefront, Amenity, and Pedestrian zones) (see Street Design section p. 45)
- Awnings shall be mounted above display windows and below base cornices, awning between lower storefront glazing and transom allowed.
- Awnings and canopies shall be a minimum of eleven feet (11') above the sidewalk, measured from the ground plane to the lowest point of the awning.

RECOMMENDED:

- The structural supports of an awning or canopy should be finished to match or complement the awning fabric.
- Native vegetation is encouraged on permanent awnings/canopies.

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. 137 for labels

5.5 Architecture: Material and Element Standards

Overview

All construction within Warfield neighborhood shall comply with the following criteria, excepting storefronts; **for storefront materials and components criteria refer to page 140-146.**

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 Warfield 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 Warfield redevelopment.

EXTERIOR WALLS

This section applies to all exterior wall surfaces, excepting storefronts and parking structures. For storefront criteria, see the storefronts section above. For parking structure criteria, see the parking structure, service, and loading criteria below.

- Exterior walls with street or amenity space frontage shall be brick (brick veneer), cast stone, pre-cast, glass, and/or metal components. For buildings of five stories or less, masonry or stone shall be the predominant building material. Additionally, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use.
- Exterior walls, as they turn the corner from a street or amenity space frontage condition to a service or courtyard 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 courtyards, 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, stucco, and/or cementitious siding or panels in a smooth or stucco finish. Exposed foundation walls may additionally be parged concrete or other approved finish.
- Vinyl and aluminum siding products are not permitted.
- While not encouraged, the use of EIFS on an exterior wall above 22 feet (measured vertically from grade) is allowed; the use EIFS on an exterior wall within 22 feet of grade is not permitted. 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 cementitious 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, cementitious fiber board, 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 gray 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 (1/2") 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

- Windows shall be wood, aluminum-clad wood, or aluminum.
- Windows shall be single-, double-, or triple-hung, fixed, or casement.
- Windows shall be operable where residential is the use.
- Window openings, frames, lites, and sashes shall be square or rectangular in configuration and vertical in orientation. Circular, half-round, irregular, or elliptical accent windows may be used sparingly as accent windows only. Paired quarter-round windows may be used flanking an architectural feature.
- Muntins (grilles) shall be real (as with true divided lites), permanently affixed to the exterior and interior, or permanently affixed to the exterior.
- Windows shall not be closer than the width of the window to the corner of the building unless the windows wrap the corner as part of an architectural element, or are appropriate to the architectural style.
- Windows shall align vertically within a façade, excepting at an attic story where windows or dormers may align with the centerline between two windows below.
- Windows shall be recessed to develop shadow lines, when appropriate to the architectural style.
- On all walls clad with materials other than masonry or metal, a minimum four inch (4") nominal head and jamb trim shall be used. In addition, sill trim shall be differentiated from the jamb trim.
- Glass shall not be tinted or mirrored excepting for office use where the glass may be lightly tinted.

SHUTTERS

Shutters are not anticipated on buildings in the Warfield 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.
- Individual residential unit entry doors shall be steel and shall be painted. All residential entry doors shall have glass, recessed panels, or both.
- Roll down doors shall be painted and/or designed to blend with the building façade.

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.
- Attic vents shall not be visible from streets or amenity spaces.
- 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. Additionally cementitious panels and trim are allowed where the use is residential.
- 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

- Parking garages shall not front onto streets or amenity spaces. (See Urban Design, p. 15)
- Where 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 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 visible from the 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, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented should be located in alleys.
- See roofs section above for additional mechanical equipment criteria.

SITE WALLS

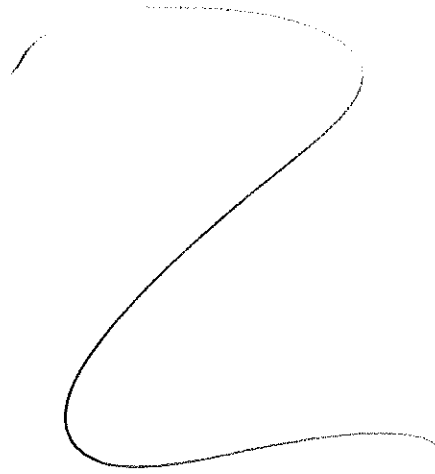
- Site walls (including screening, retaining, and accent walls) shall use materials, patterns, and colors consistent with the adjacent building(s) and, if visible from streets or amenity space view, shall be brick, pre-cast, cast stone, or vegetated screen wall.

RAILINGS, FENCING, AND GATES

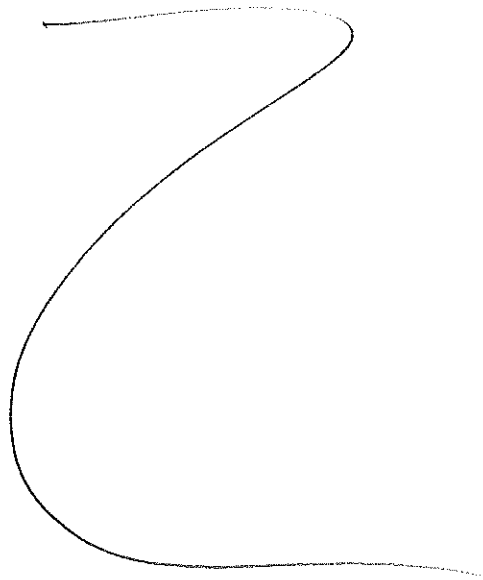
- Railings, fences, and gates shall be metal. Metal materials shall be pre-finished in a powder-coated color coordinated with adjacent materials, or, painted a low-luster dark neutral color. Any field welding shall be ground smooth and cleaned before painting.
- Terminal posts (corners, openings, and 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 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.
- Access lane and parking pavement shall have a grade no greater than six percent (6%). Pavement from the front building face of the street shall have a grade less than five percent (5%).
- See the Streetscape section beginning on page 36 for additional information and criteria.



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6.0 SIGNAGE

6.1 INTRODUCTION

6.2 SIGN TYPES

6.1 Signage Introduction

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 each of the six neighborhoods.

Signage criteria 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.

The provisions in the *Downtown-wide Design Guidelines*, (CR 138-2010) are aimed at achieving well-designed, coordinated signage and a process that encourages creativity in the use of signage to enhance the urban experience.

Purpose

The intent of the Signage criteria is to facilitate the overall vision for Downtown Columbia by creating a coordinated and aesthetically pleasing sign program for the Warfield Neighborhood that will be consistent with the envisioned character of Howard County's urban center.

These criteria encourage the use of artistic imagery, lighting, color, texture, graphics and materials to inspire creative design for signage to be implemented throughout the Warfield Neighborhood. Signage shall inform, direct and orient the public in a thoughtful and meaningful way. It shall also improve the aesthetic qualities of a building, a streetscape or landscape while having a positive visual impact on the entire neighborhood.

These criteria are intended to convey required standards and to provide visual and textual examples of a variety of signs that should be used to interpret the community's expectation for quality signage.

Goals

The goals of the Signage criteria are to accomplish the following:

- Promote an aesthetically pleasing, high-quality visual environment by encouraging signs that reinforce the planned character of the area, are complementary to their surroundings, and effectively communicate their message.
- Establish reasonable design standards for business identification and wayfinding.
- Encourage creative and innovative approaches to signage within the established framework.
- Assist property and business owners in understanding community expectations.
- Promote economic vitality.
- Include informational/educational signs highlighting sustainable methods and elements. These signs should be placed and designed as site-specific or building specific signage.

General Notes

These Signage Criteria build upon the Sign Guidelines in *Downtown-wide Sign Design Guidelines*. However, the current Howard County Maryland Sign Code for Downtown Columbia Maryland, Bill No. 56-2010 shall serve as the overriding document for all square footage requirements, sign setbacks, height limitations and any other sign descriptions found within this document. The Howard County Sign Code for Downtown Columbia shall be referenced and will serve as the final basis for approval by Howard County for the fabrication and installation of any sign item to be located with the Warfield Neighborhood in Downtown Columbia.

Signage Introduction



Warfield Neighborhood Signage Framework Plan

KEY

- PERMANENT ID SIGNAGE
- VEHICULAR DIRECTIONAL SIGNAGE
- PEDESTRIAN DIRECTIONAL SIGNAGE
- DIRECTORY SIGNAGE

General Provisions

The following items listed below are general provisions that shall apply to all sign items to be fabricated and installed within the Warfield 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 Warfield 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 Warfield 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 of 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 Warfield 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 is 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. Signs, 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

General Provisions

sign items, shall not be exposed; they shall be concealed and out of public view. Where the attachment of a sign 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 are 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 Warfield 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
- 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 placed within the public right-of-way, outside of the individual business' allowable sign area, including placement of signs on public items such as benches, fences, trash cans, bus shelter, etc.
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 Warfield 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, neighborhood permanent identification signs, vehicular and pedestrian directions 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 Warfield 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.

6.2 Signage Types

The primary types of signage in the Warfield Neighborhood will include:

Permanent Identification Signs: Located at key perimeter locations, these signs announce the primary entry points (or gateways) to Downtown Columbia and the Warfield District. 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, that should be legible and easily distinguished and serve to 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 – (1) Bldg in Warfield over 100'
6. Storefront Window Signs

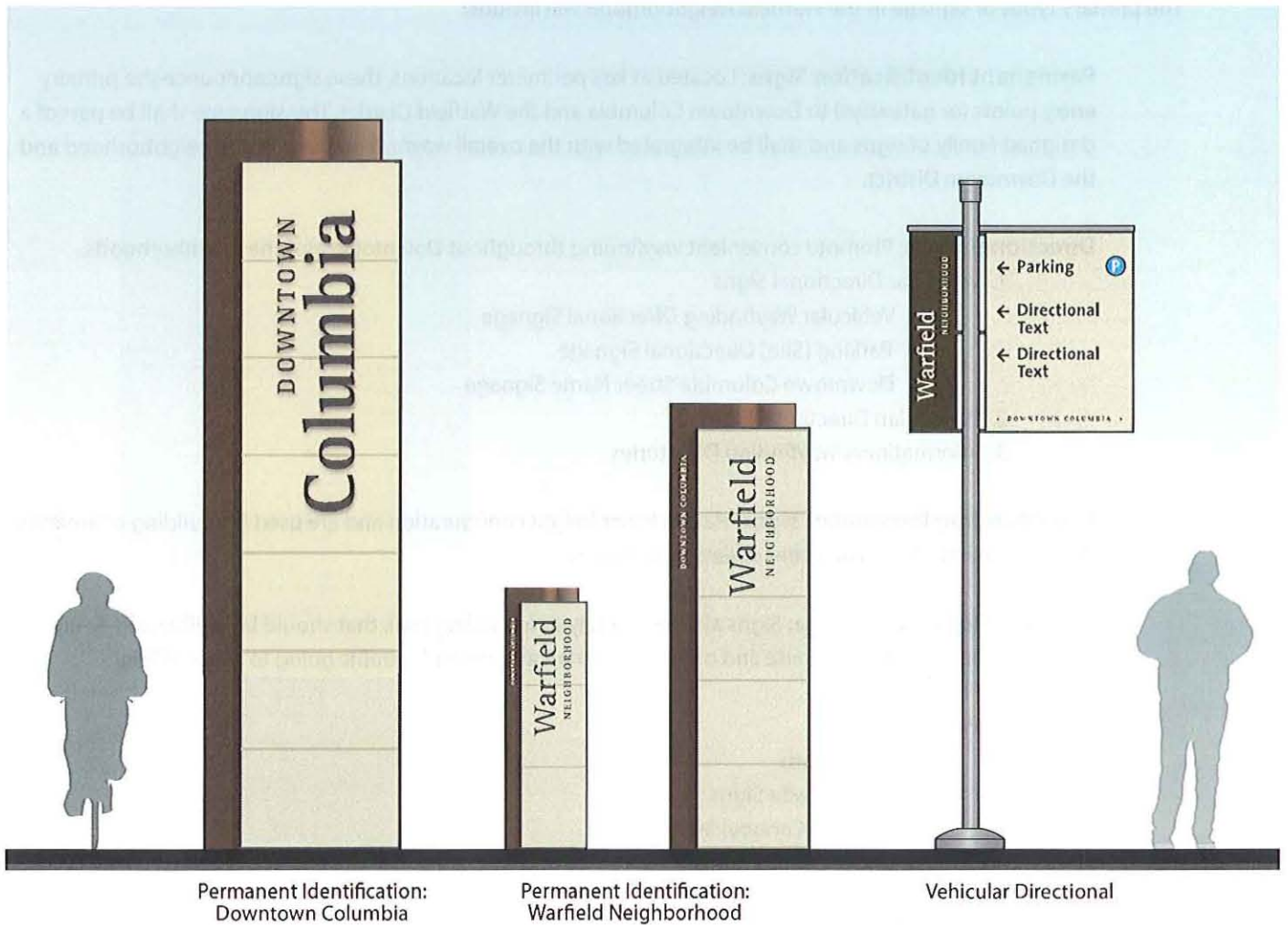
Banners: Permanent, temporary, seasonal signs that add visual interest and color to facades of buildings and/or streetscapes. They are vertically oriented and compatible with the overall character and color of the building/streetscape.

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 Warfield Neighborhood or used by individual businesses. These signs can be used to identify or provided 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 Warfield Neighborhood, as long as it is integrated into the surrounding architecture and does not adversely impact any residential area adjacent to.

Signage Types



Color Palette

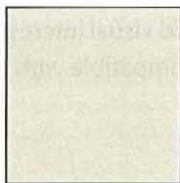
Recommended



Dark Bronze Metallic



Pantone 7533c



Pantone 7529c

Alternate 1



Copper Metallic

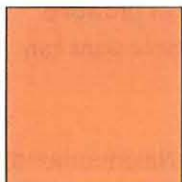


Pantone 8624c



Pantone 7502c

Alternate 2



Pantone 167c



Pantone Black 2c



Pantone 7499c

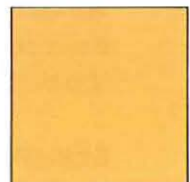
Alternate 3



Pantone 133c



Pantone 627c



Pantone 1245c

Sign types shown above are Proposed Designs

Signage Types



Parking

Pedestrian Directional

Directory

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 Designs

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 and the Warfield District. 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.

General Description:

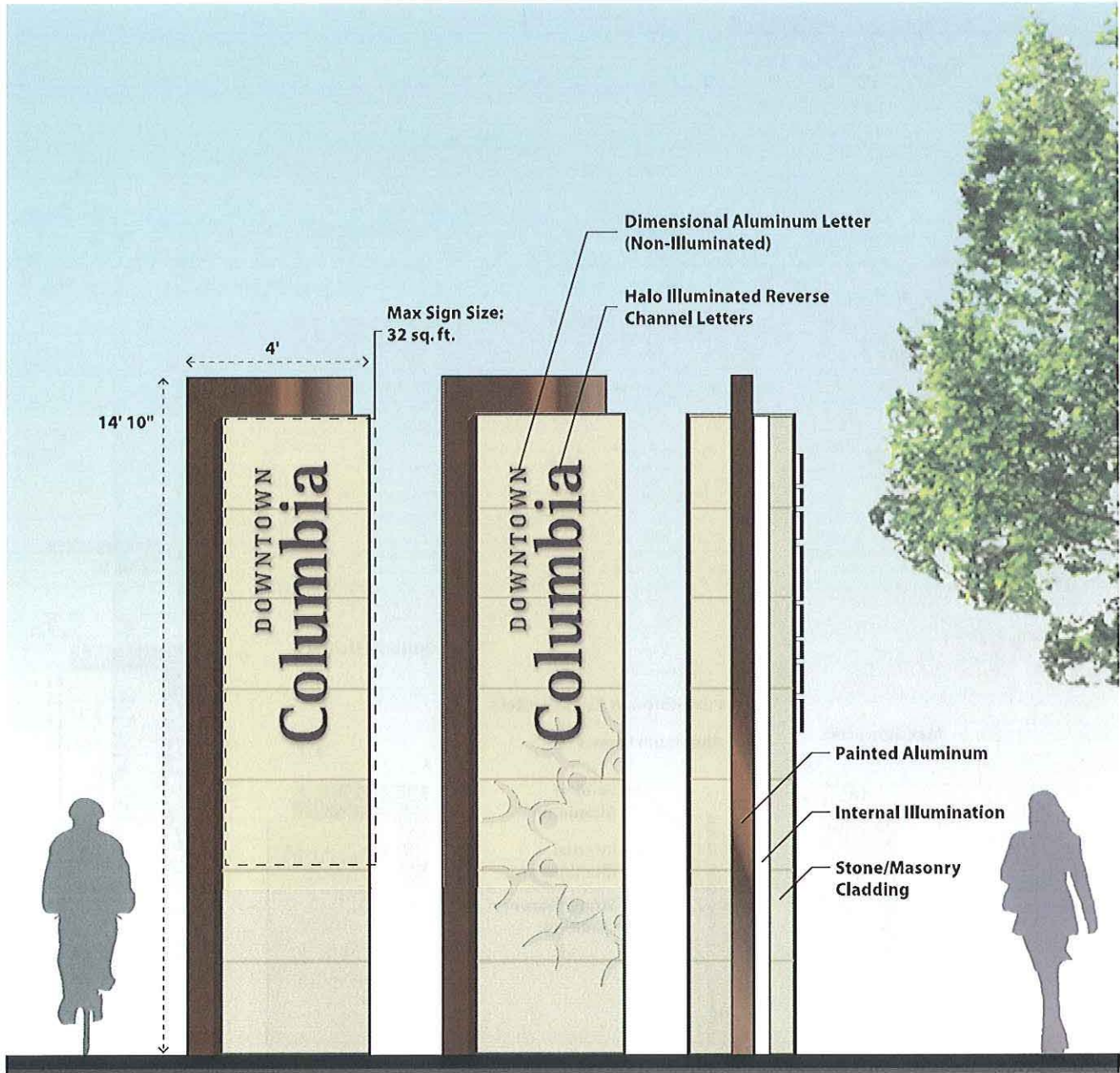
- Shall be designed as an integral part of the Neighborhood hardscaping and landscaping
- Shall be compatible with the architecture of the Downtown Columbia Neighborhoods.

Sign Materials and Requirements:

- Sign Materials may include, fabricated aluminum, natural metals, stone, masonry and glass
- Messages on Downtown Columbia and Downtown Columbia Neighborhood Identification Signs shall be limited to the Downtown Columbia or Neighborhood Name ("Warfield")
- 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.



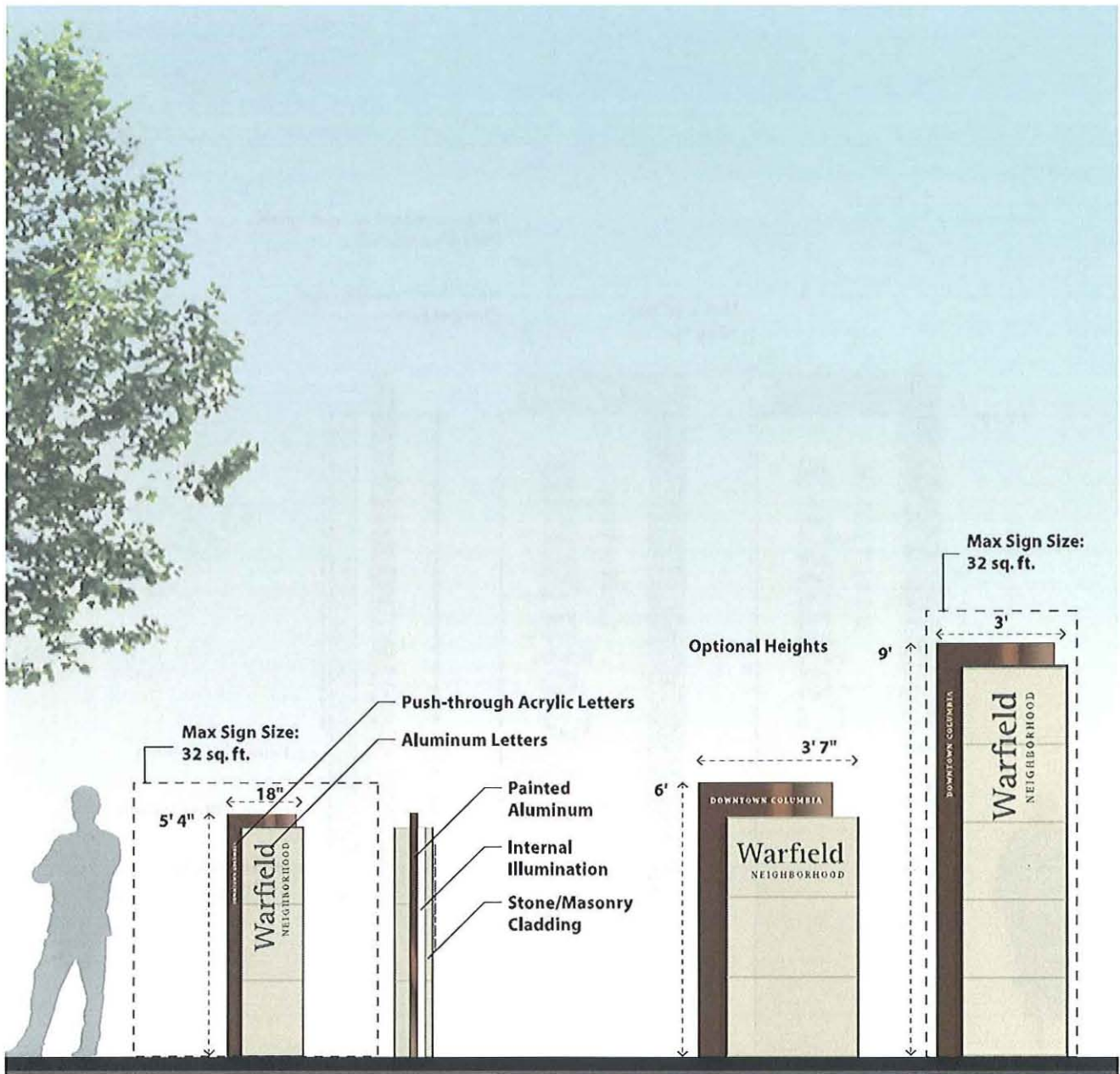
Permanent Identification Signs



Permanent Identification Sign Diagram * - Proposed Design

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Permanent Identification Signs



Permanent Identification Sign Diagram for Warfield Neighborhood * - Proposed Design

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Permanent Identification Signs



Permanent Identification Sign Diagram - Night View * - Proposed Design

Directional Signs

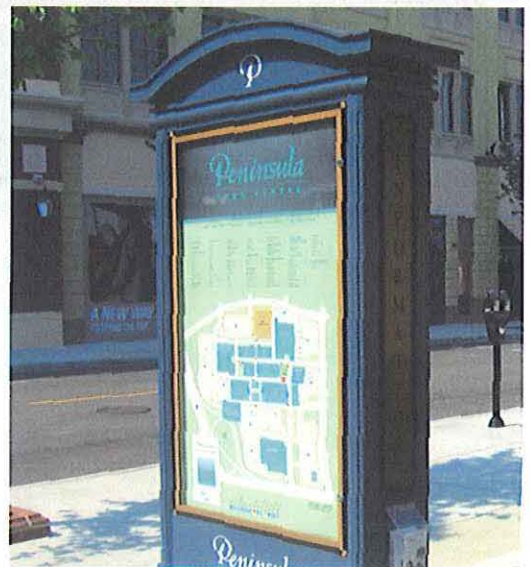
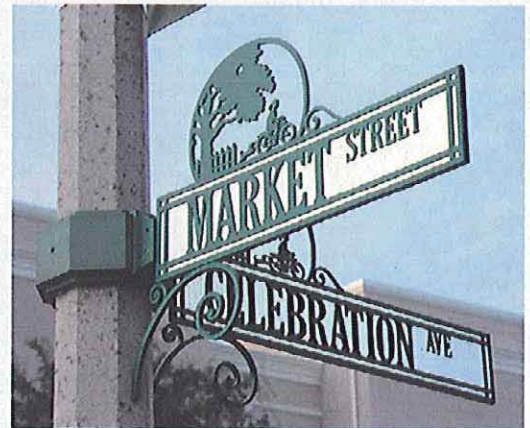
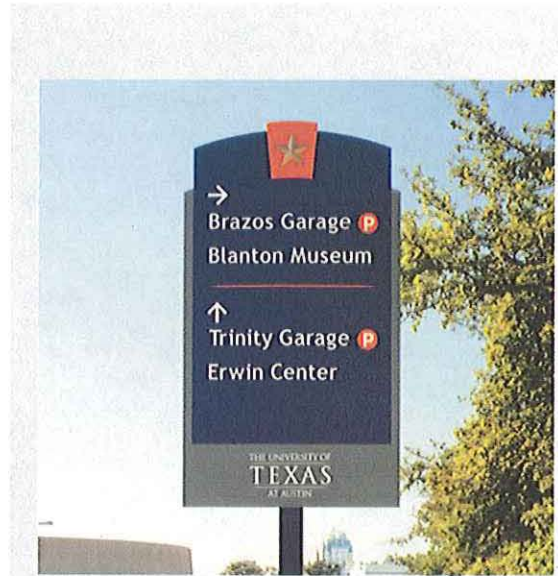
Overview:

These signs shall implement the overall wayfinding sign plan for Downtown Columbia and the Warfield 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 Warfield Neighborhood shall first welcome the visitor arriving by car and then easily navigate them to public parking facilities. After the Warfield Neighborhood visitor has exited their car, they will be introduced to the pedestrian signage items that will help expedite movement by providing direction 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



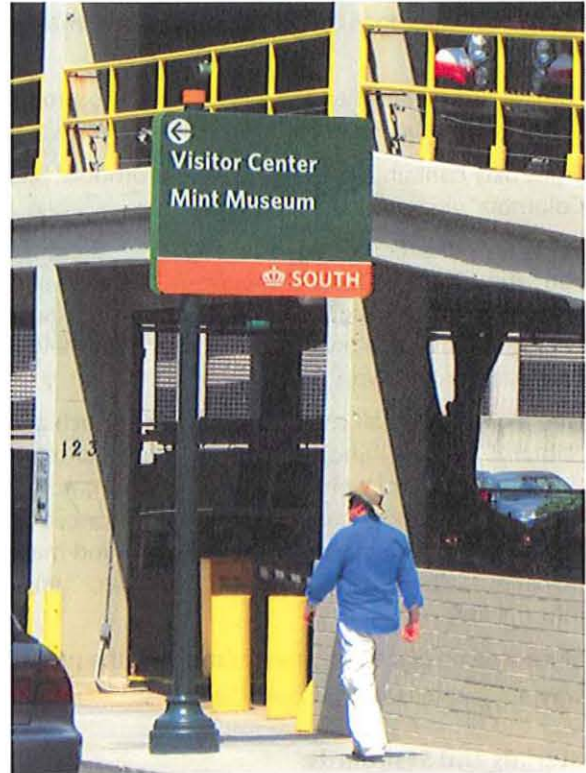
Directional Signs

Signage Wayfinding System: Charlotte, NC

6.0 SIGNAGE



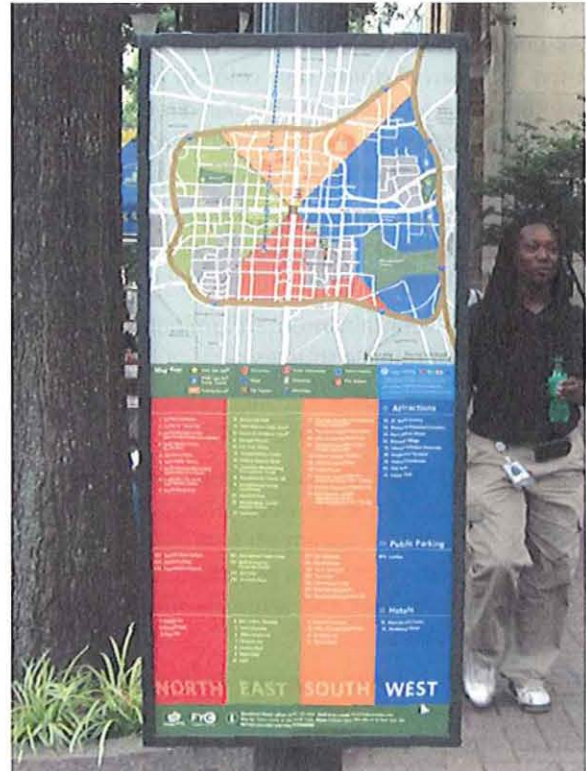
Vehicular Directional Sign



Vehicular Directional Sign



Pedestrian Directional Sign



Informational Wayfinding Directory

1a. Vehicular Directional Signs

Overview:

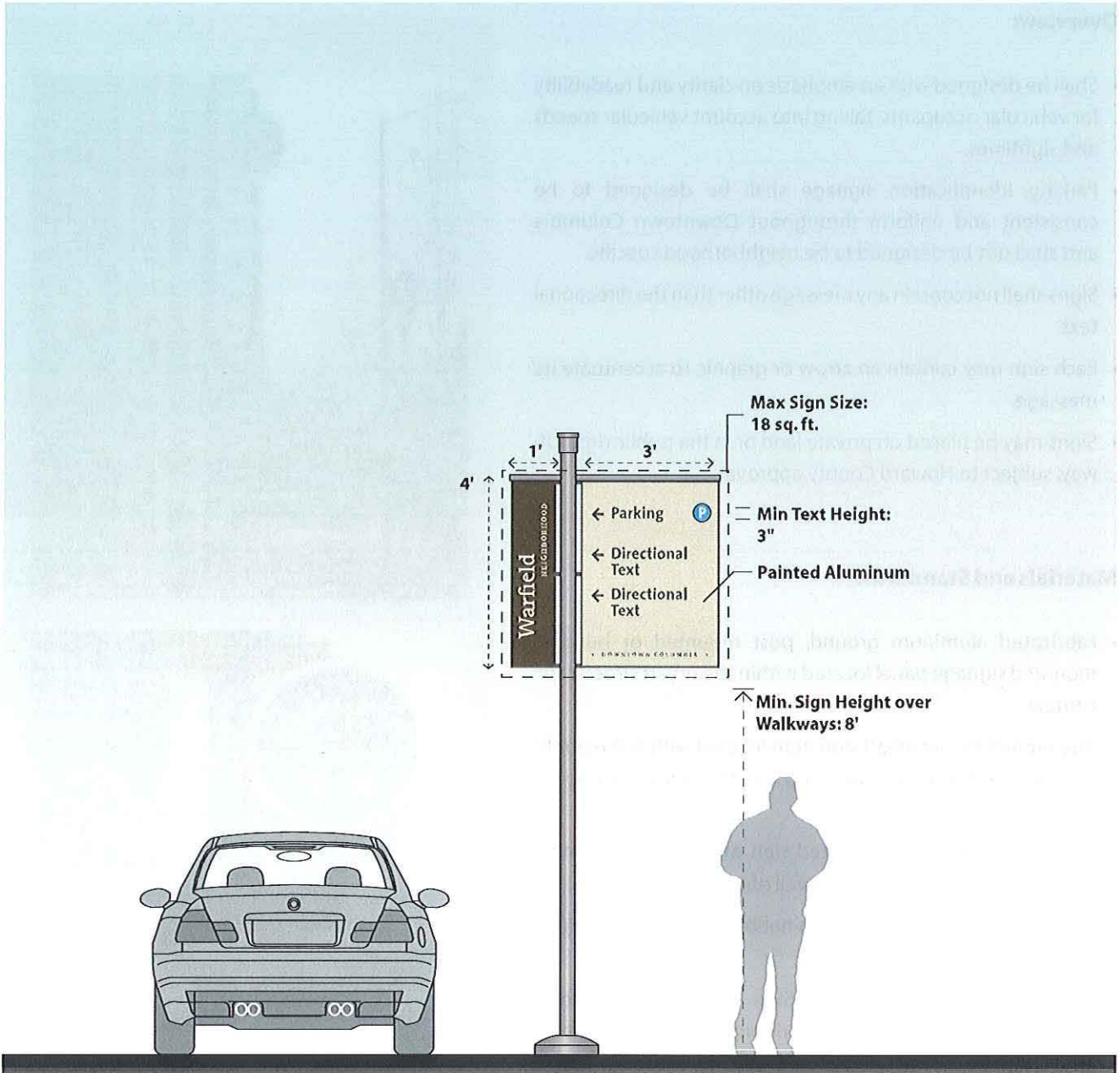
- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Signs shall be placed to expedite movement throughout the Warfield neighborhood and Downtown Columbia.
- Signs may contain the "Warfield Neighborhood", "Downtown 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 with exception to the allowable inclusion of the neighborhood name and or logotype.
- Directional text shall contain generic uses (such as "Parking", "Library", "Plaza", "Shops", "Hotel", "Restaurants", "Grocery", "Theatre", etc.) 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 public 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.



1a. Vehicular Directional Signs



Vehicular Directional Sign Diagram * - Proposed Design

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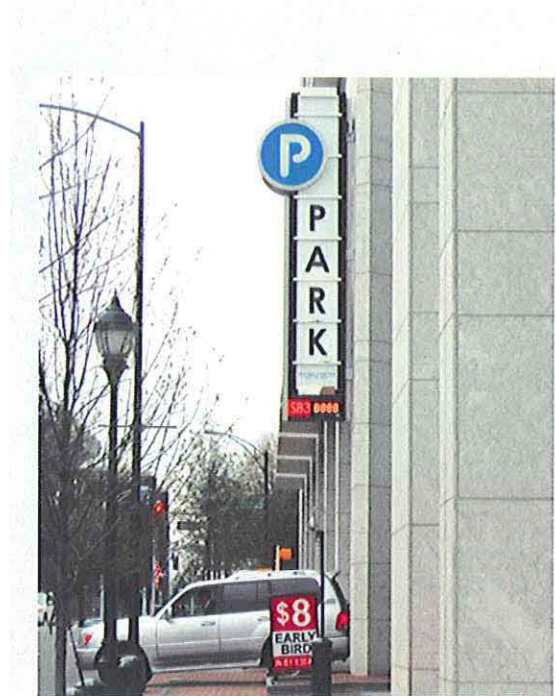
1b. Parking (Site) Directional Signage

Overview:

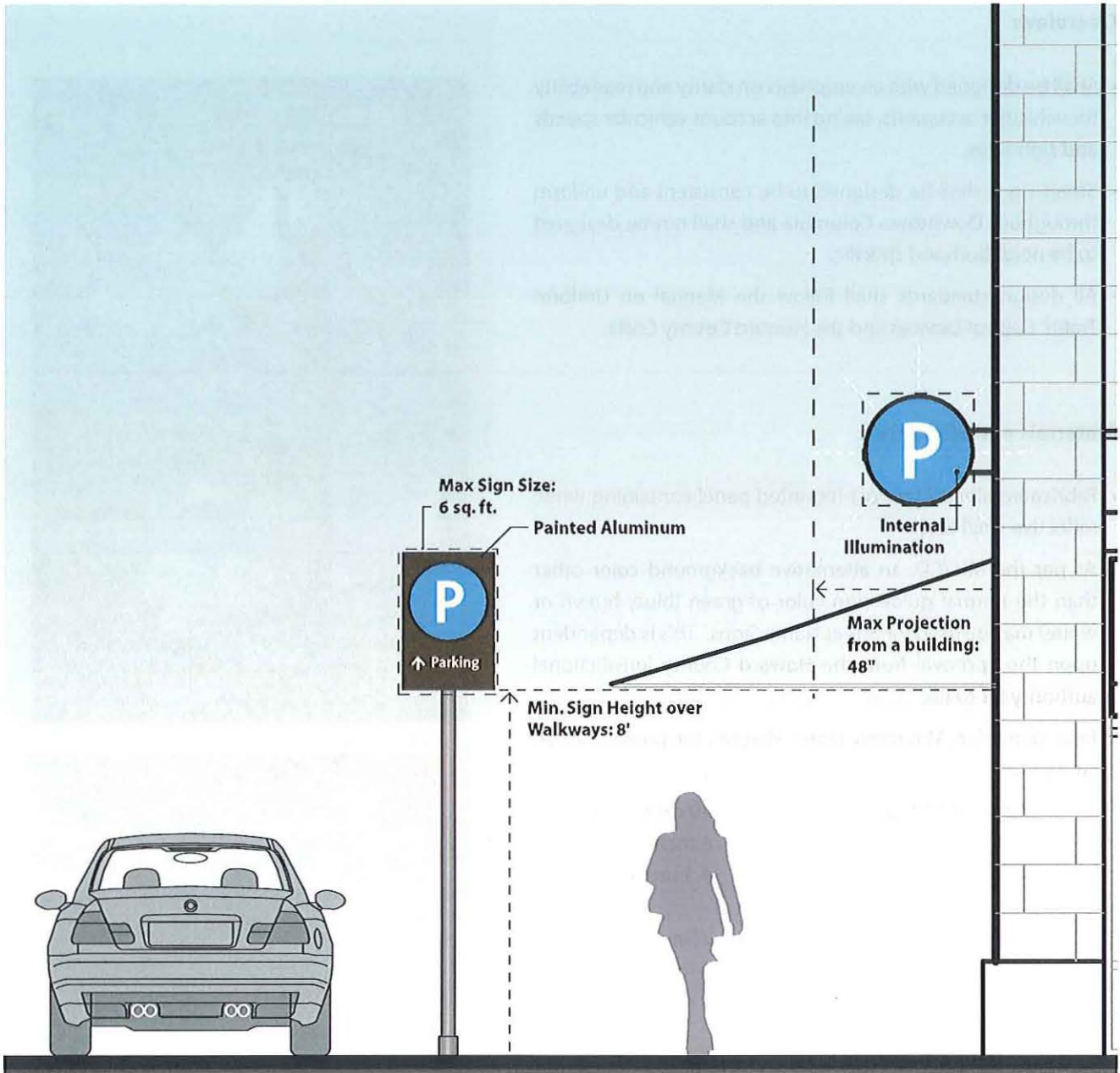
- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Parking Identification signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific.
- Signs shall not contain any message other than the 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 public 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

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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 Code.

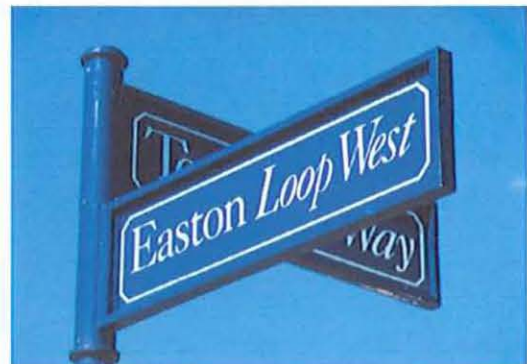
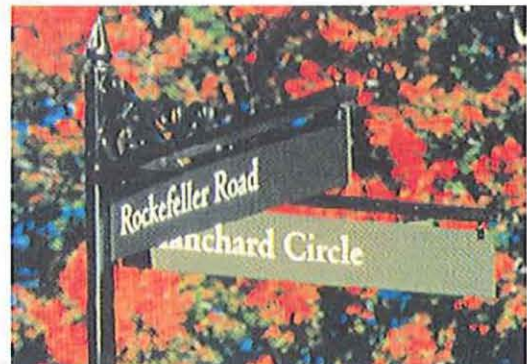
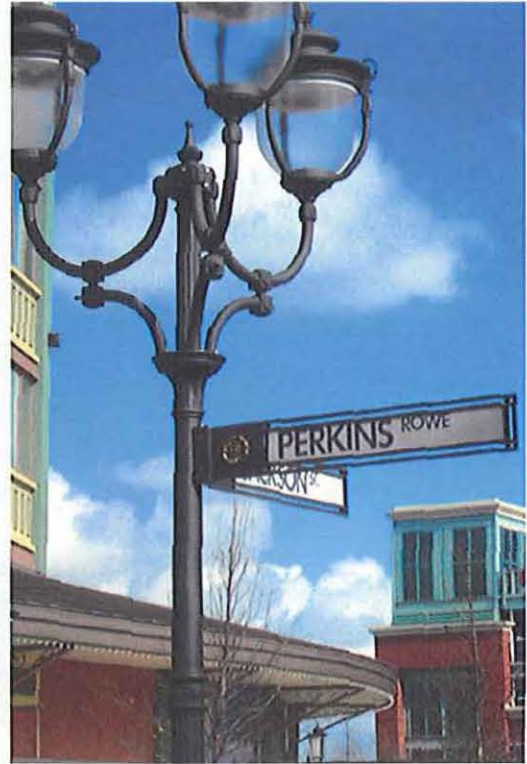
Materials and Standards:

- 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:

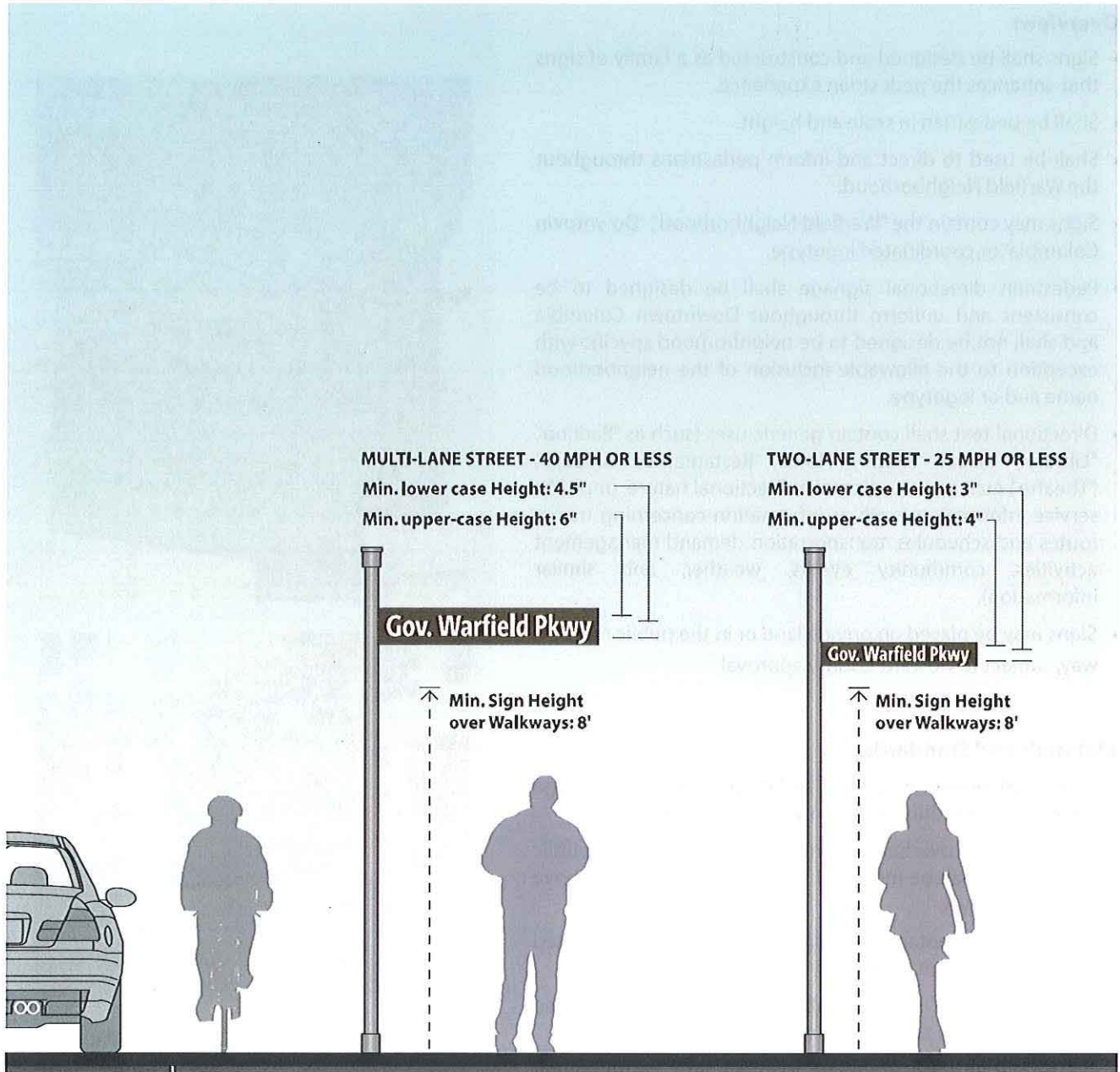
Multi-lane Street:	40 mph or less:
Initial Upper-Case Min. Height	6 inches
Lower-Case Min. Height	4.5 inches

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 public 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

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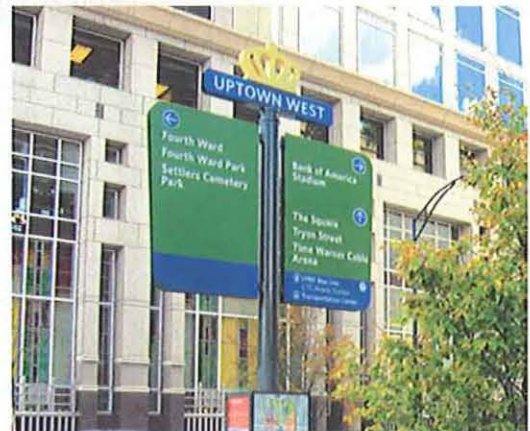
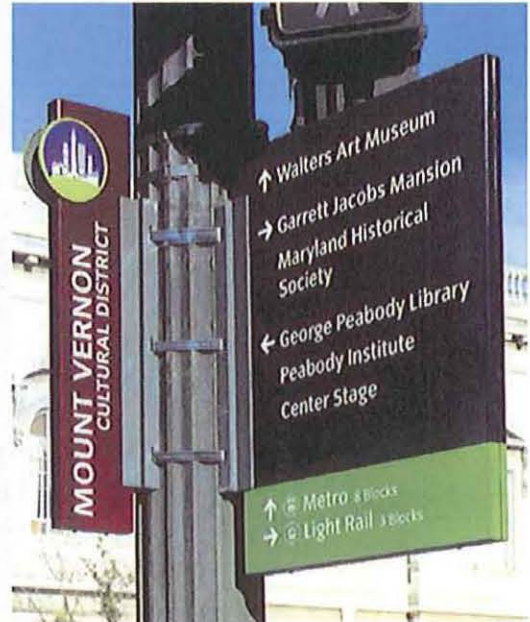
2. Pedestrian Wayfinding Directional Signage

Overview:

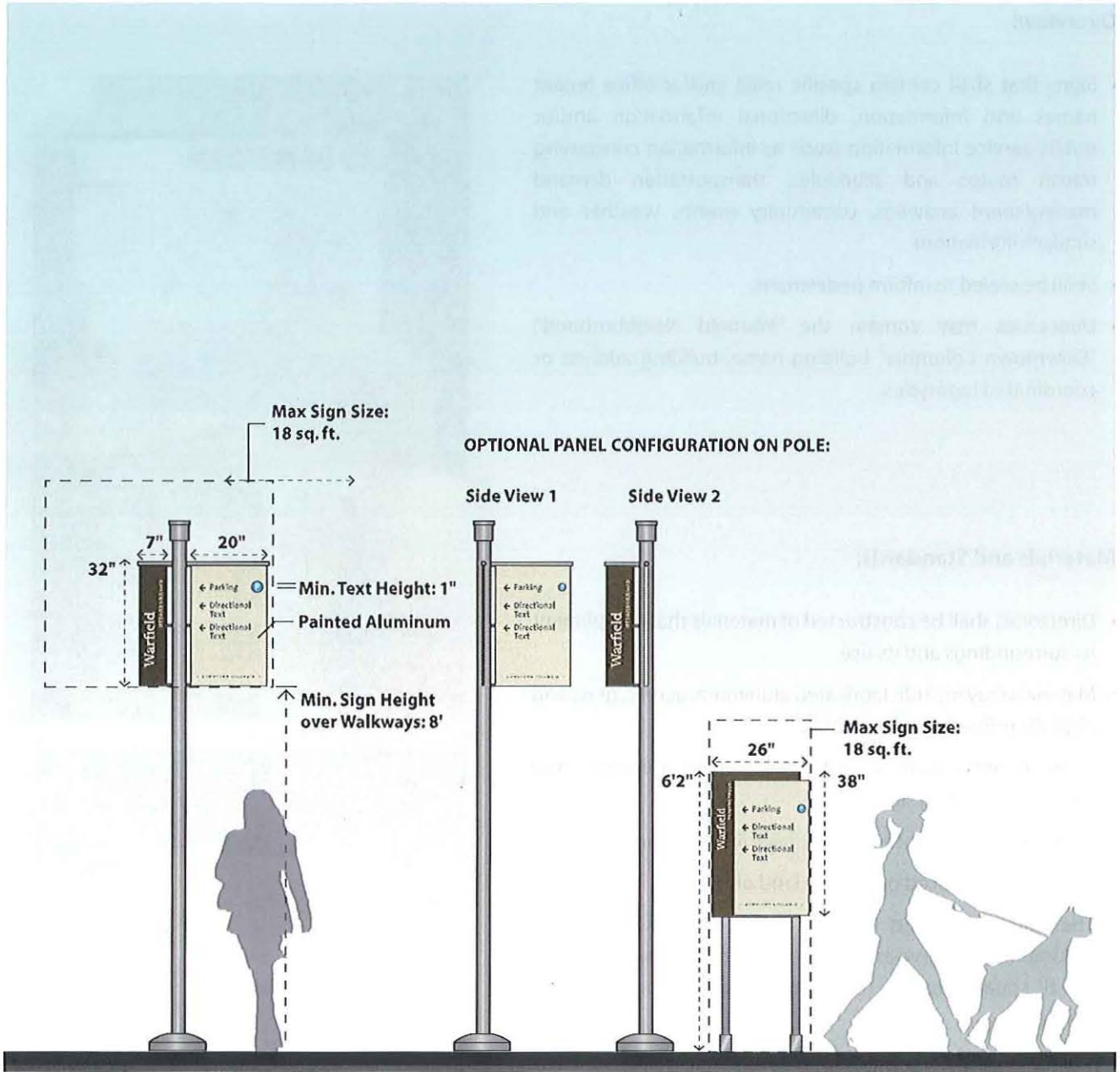
- Signs shall be designed and constructed as a family of signs that enhances the pedestrian experience.
- Shall be pedestrian in scale and height.
- Shall be used to direct and inform pedestrians throughout the Warfield Neighborhood.
- Signs may contain the "Warfield Neighborhood," "Downtown Columbia" or coordinated logotype.
- Pedestrian directional signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific with exception to the allowable inclusion of the neighborhood name and or logotype.
- Directional text shall contain generic uses (such as "Parking," "Library," "Plaza," "Shops," "Hotel," "Restaurants," "Grocery," "Theatre", etc.) 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 public 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 Wafinding Directional Signage



Pedestrian Wafinding Directional Sign Diagram * - Proposed Design

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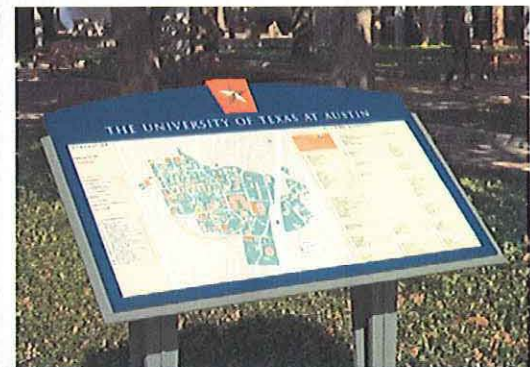
3. Informational Wayfinding Directories

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 “Warfield Neighborhood”, “Downtown Columbia”, building name, building address or coordinated logotypes.

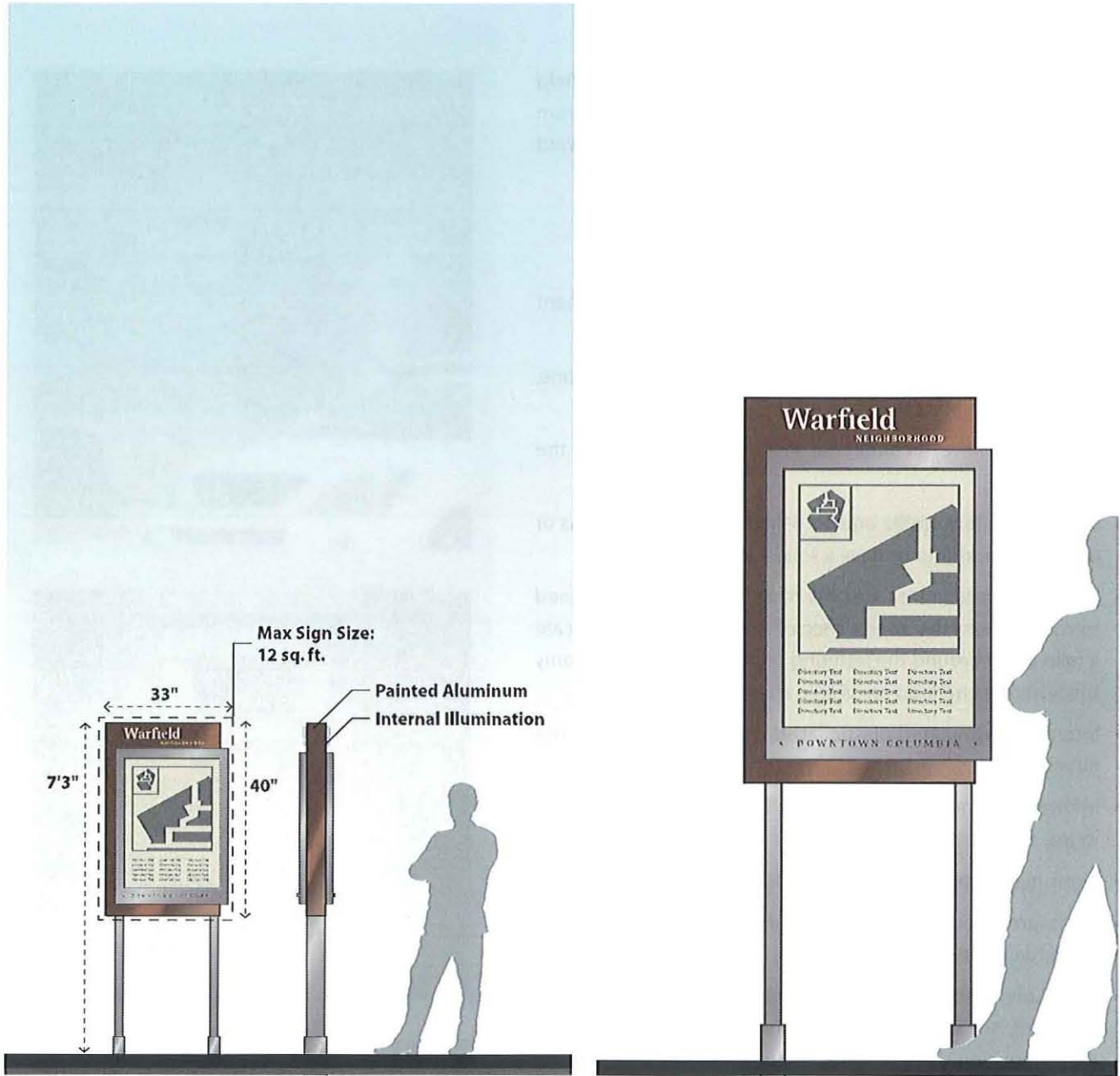
Materials and Standards:

- Directories shall be constructed of materials that compliment its surroundings and its 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.



3. Informational Wayfinding Directories

LIBER | 4 | 66 FOLIO | 8 |



Informational Wayfinding Directories Diagram * - Proposed Design

200% Enlargement

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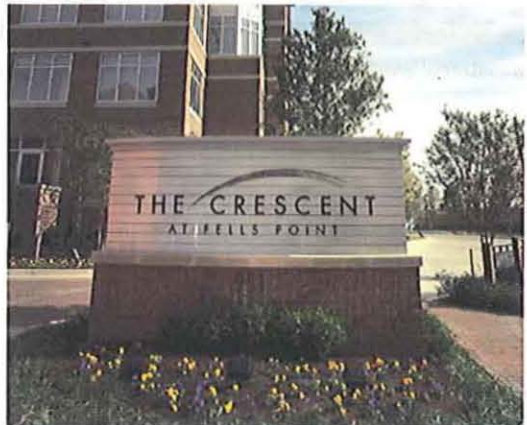
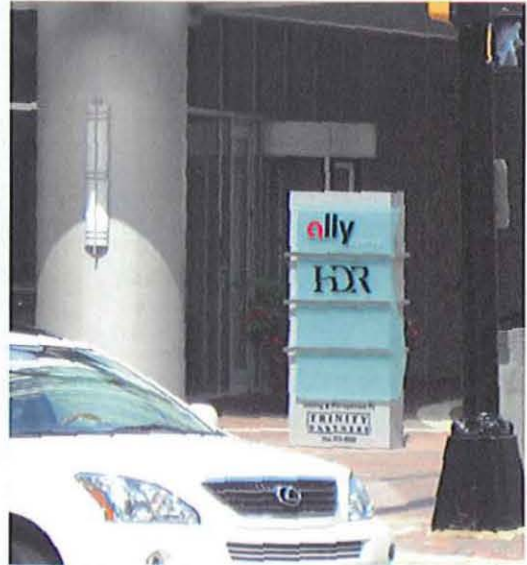
Free-Standing Monument Signs

Overview:

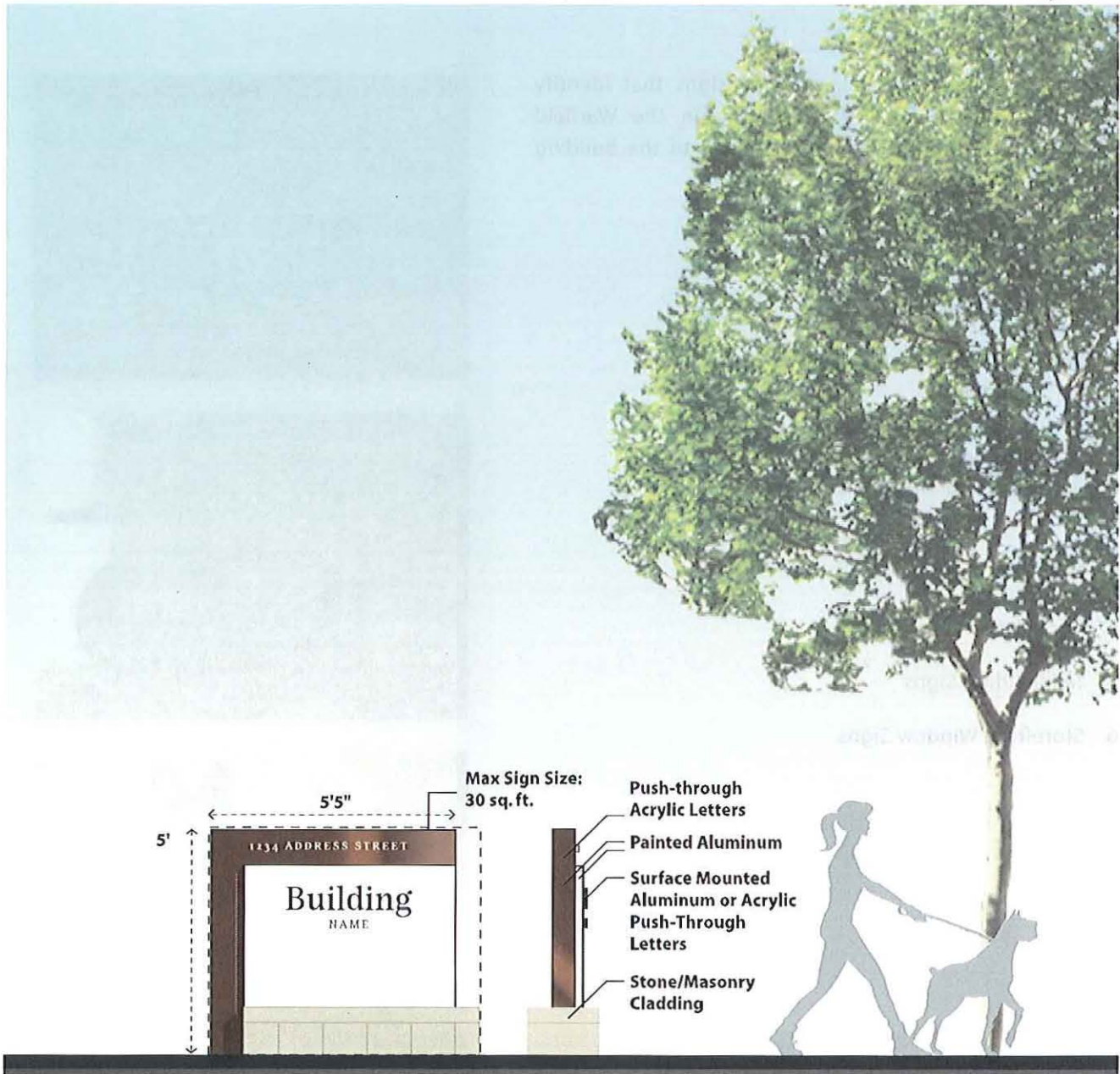
Free-standing Monument Signs may be used within the Warfield Neighborhood for building complexes that are separated from adjacent streets by setbacks. Placement is subject to Howard County approval.

Materials and Standards:

- Signs shall be constructed of materials that complement 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 or project name, logos, and the business address.
- Signs may be placed on private land only.
- Signs are exempt from setback requirements, subject to Howard County approval.
- Allowable size: A Monument Building Sign, including its structure, shall not be more than six feet in height. The maximum sign area for a Monument Building Sign is thirty square feet per side or face.



Free-Standing Monument Signs



Free-Standing Monument Sign Diagram *

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Building Mounted Signage

Overview:

The following sign items pertain to signs that identify an individual tenant or business within the Warfield Neighborhood that are directly attached to the building façade in which they occupy.

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 and 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

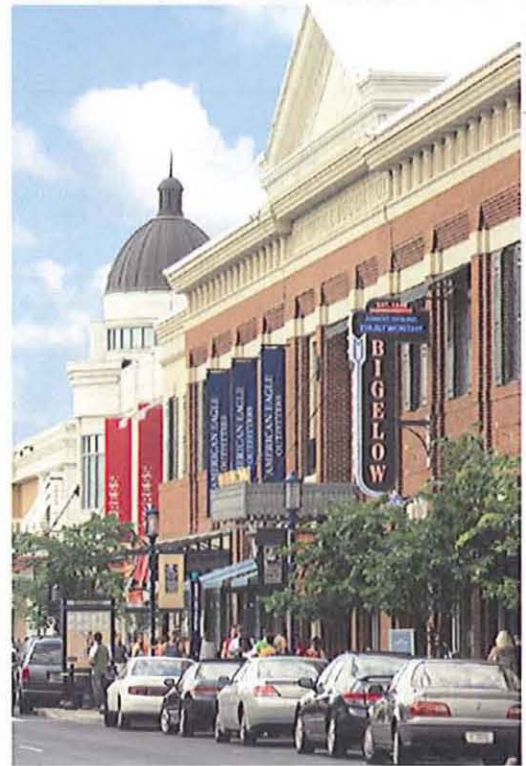
- The current Howard County Sign Code for Downtown Columbia, shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.

2. Projecting Signs

Overview:

Projecting Signs are signs that are affixed perpendicularly to a building. In the Warfield 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



6.0 SIGNAGE

6.1 INTRODUCTION

6.2 SIGN TYPES

6.1 Signage Introduction

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 each of the six neighborhoods.

Signage criteria 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.

The provisions in the *Downtown-wide Design Guidelines*, (CR 138-2010) are aimed at achieving well-designed, coordinated signage and a process that encourages creativity in the use of signage to enhance the urban experience.

Purpose

The intent of the Signage criteria is to facilitate the overall vision for Downtown Columbia by creating a coordinated and aesthetically pleasing sign program for the Warfield Neighborhood that will be consistent with the envisioned character of Howard County's urban center.

These criteria encourage the use of artistic imagery, lighting, color, texture, graphics and materials to inspire creative design for signage to be implemented throughout the Warfield Neighborhood. Signage shall inform, direct and orient the public in a thoughtful and meaningful way. It shall also improve the aesthetic qualities of a building, a streetscape or landscape while having a positive visual impact on the entire neighborhood.

These criteria are intended to convey required standards and to provide visual and textual examples of a variety of signs that should be used to interpret the community's expectation for quality signage.

Goals

The goals of the Signage criteria are to accomplish the following:

- Promote an aesthetically pleasing, high-quality visual environment by encouraging signs that reinforce the planned character of the area, are complementary to their surroundings, and effectively communicate their message.
- Establish reasonable design standards for business identification and wayfinding.
- Encourage creative and innovative approaches to signage within the established framework.
- Assist property and business owners in understanding community expectations.
- Promote economic vitality.
- Include informational/educational signs highlighting sustainable methods and elements. These signs should be placed and designed as site-specific or building specific signage.

General Notes

These Signage Criteria build upon the Sign Guidelines in *Downtown-wide Sign Design Guidelines*. However, the current Howard County Maryland Sign Code for Downtown Columbia Maryland, Bill No. 56-2010 shall serve as the overriding document for all square footage requirements, sign setbacks, height limitations and any other sign descriptions found within this document. The Howard County Sign Code for Downtown Columbia shall be referenced and will serve as the final basis for approval by Howard County for the fabrication and installation of any sign item to be located with the Warfield Neighborhood in Downtown Columbia.

Signage Introduction



Warfield Neighborhood Signage Framework Plan

KEY

-  PERMANENT ID SIGNAGE
-  VEHICULAR DIRECTIONAL SIGNAGE
-  PEDESTRIAN DIRECTIONAL SIGNAGE
-  DIRECTORY SIGNAGE

General Provisions

The following items listed below are general provisions that shall apply to all sign items to be fabricated and installed within the Warfield 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 Warfield 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 Warfield 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 of 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 Warfield 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 is 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. Signs, 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

General Provisions

sign items, shall not be exposed; they shall be concealed and out of public view. Where the attachment of a sign 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 are 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 Warfield 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
- 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 placed within the public right-of-way, outside of the individual business' allowable sign area, including placement of signs on public items such as benches, fences, trash cans, bus shelter, etc.
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 Warfield 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, neighborhood permanent identification signs, vehicular and pedestrian directions 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 Warfield 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.

6.2 Signage Types

The primary types of signage in the Warfield Neighborhood will include:

Permanent Identification Signs: Located at key perimeter locations, these signs announce the primary entry points (or gateways) to Downtown Columbia and the Warfield District. 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, that should be legible and easily distinguished and serve to 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 – (1) Bldg in Warfield over 100'
6. Storefront Window Signs

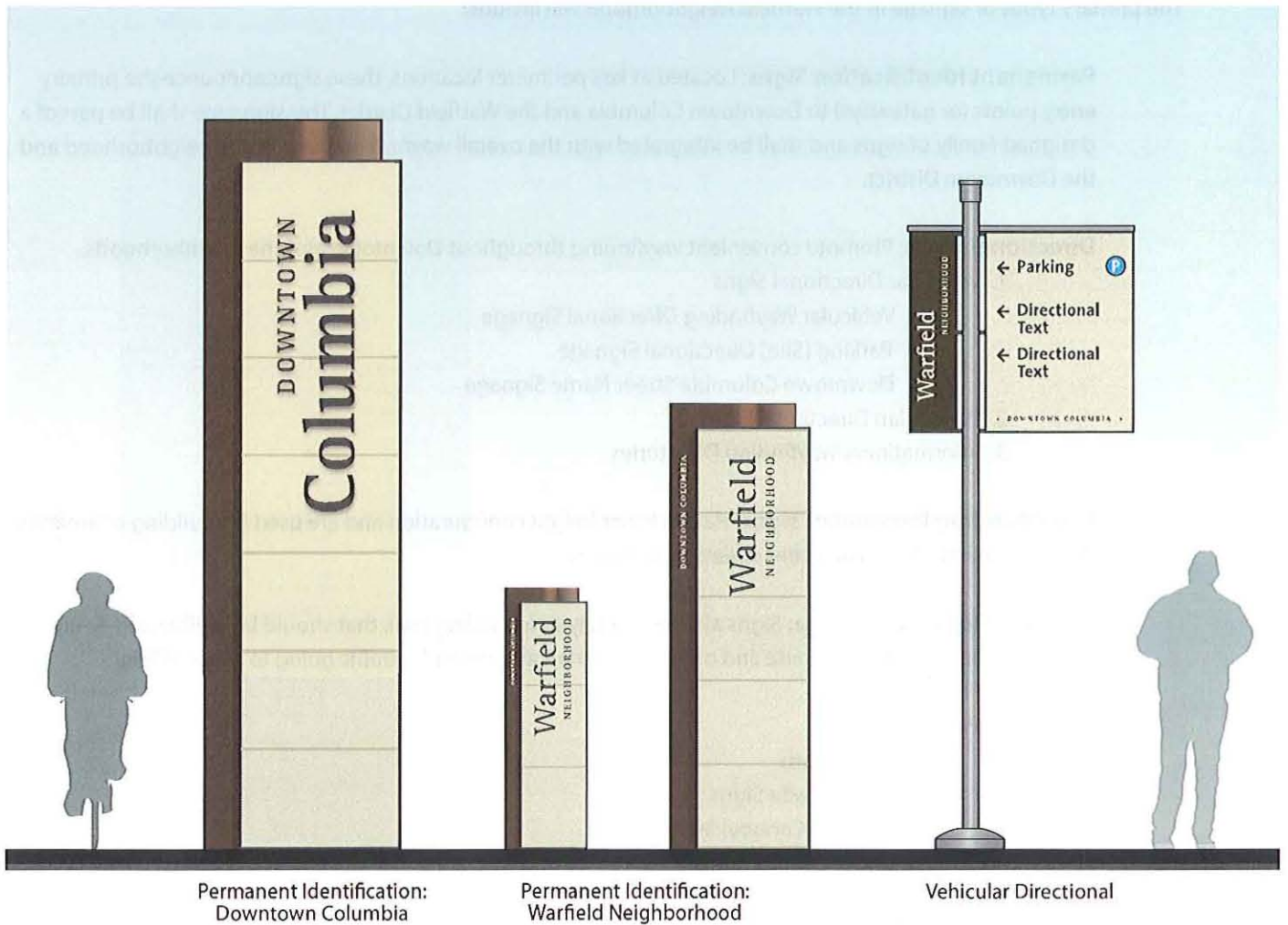
Banners: Permanent, temporary, seasonal signs that add visual interest and color to facades of buildings and/or streetscapes . They are vertically oriented and compatible with the overall character and color of the building/streetscape.

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 Warfield Neighborhood or used by individual businesses. These signs can be used to identify or provided 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 it's services within the Warfield Neighborhood, as long as it is integrated into the surrounding architecture and does not adversely impact any residential area adjacent to.

Signage Types



Color Palette

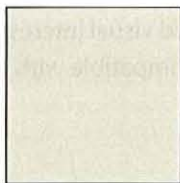
Recommended



Dark Bronze Metallic



Pantone 7533c



Pantone 7529c

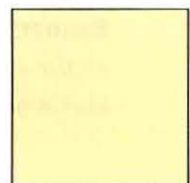
Alternate 1



Copper Metallic

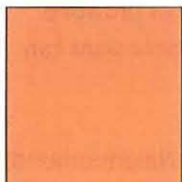


Pantone 8624c



Pantone 7502c

Alternate 2



Pantone 167c



Pantone Black 2c



Pantone 7499c

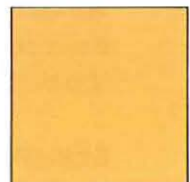
Alternate 3



Pantone 133c



Pantone 627c



Pantone 1245c

Sign types shown above are Proposed Designs

Signage Types



Parking

Pedestrian Directional

Directory

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 Designs

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 and the Warfield District. 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.

General Description:

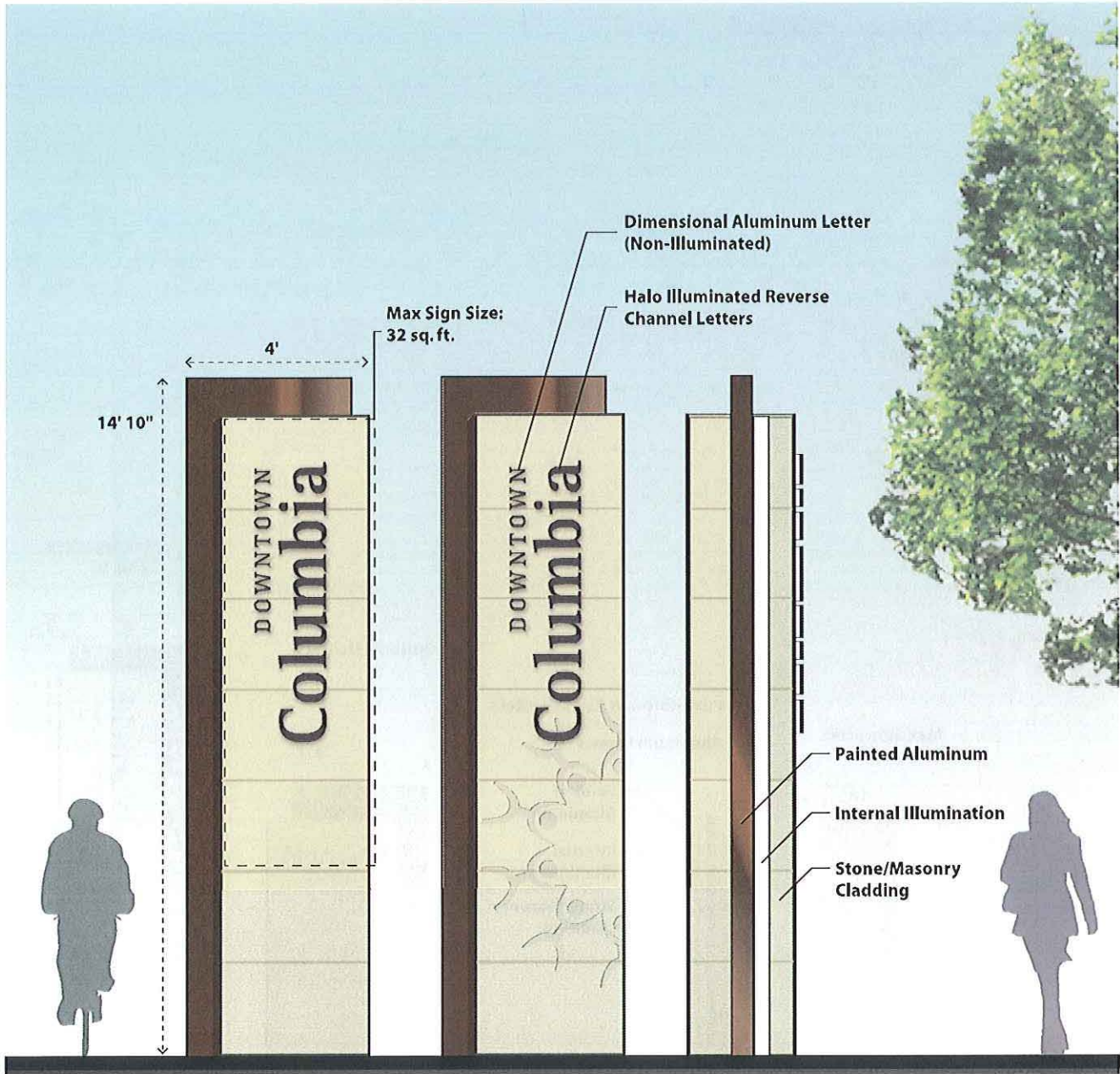
- Shall be designed as an integral part of the Neighborhood hardscaping and landscaping
- Shall be compatible with the architecture of the Downtown Columbia Neighborhoods.

Sign Materials and Requirements:

- Sign Materials may include, fabricated aluminum, natural metals, stone, masonry and glass
- Messages on Downtown Columbia and Downtown Columbia Neighborhood Identification Signs shall be limited to the Downtown Columbia or Neighborhood Name ("Warfield")
- 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.



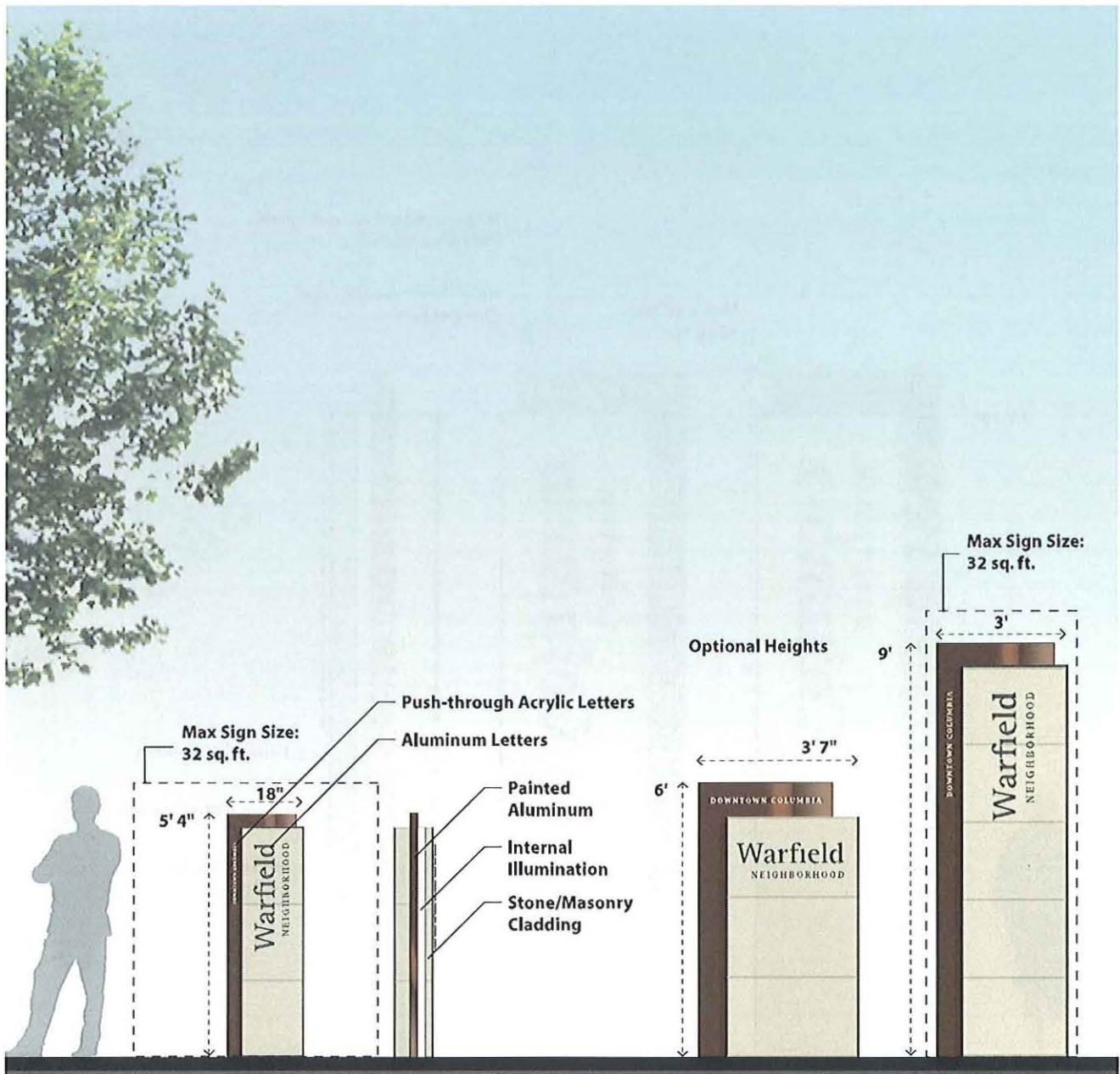
Permanent Identification Signs



Permanent Identification Sign Diagram * - Proposed Design

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Permanent Identification Signs



Permanent Identification Sign Diagram for Warfield Neighborhood * - Proposed Design

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Permanent Identification Signs



Permanent Identification Sign Diagram - Night View * - Proposed Design

Directional Signs

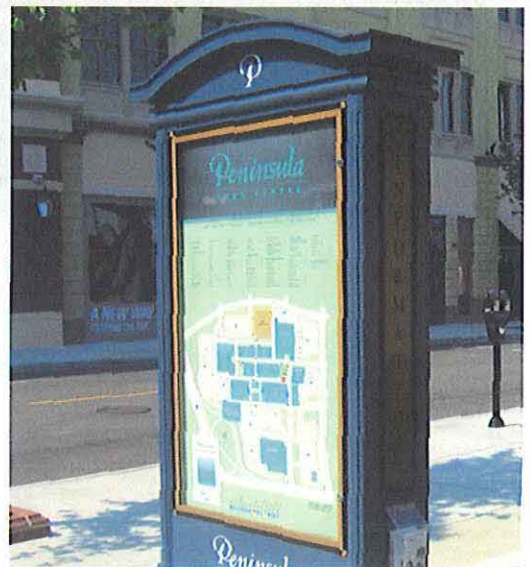
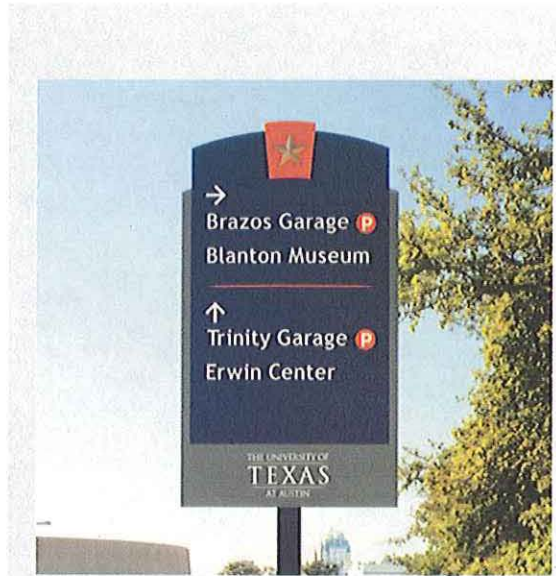
Overview:

These signs shall implement the overall wayfinding sign plan for Downtown Columbia and the Warfield 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 Warfield Neighborhood shall first welcome the visitor arriving by car and then easily navigate them to public parking facilities. After the Warfield Neighborhood visitor has exited their car, they will be introduced to the pedestrian signage items that will help expedite movement by providing direction 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



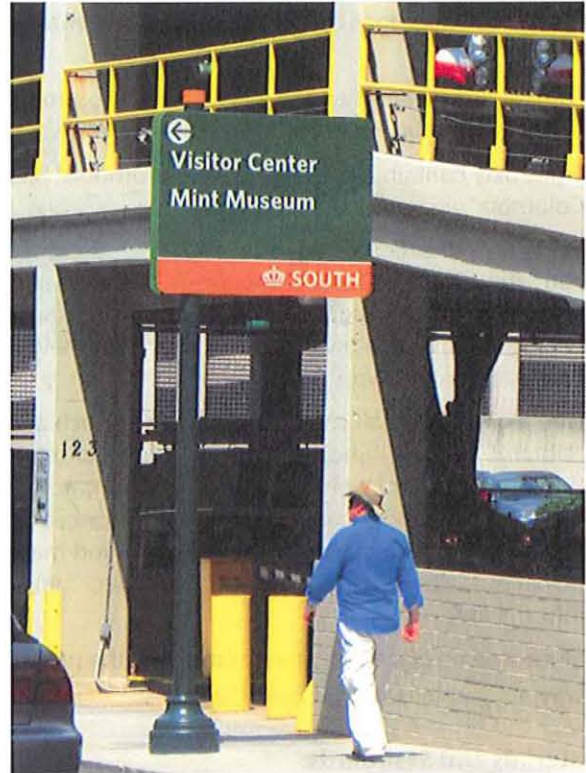
Directional Signs

Signage Wayfinding System: Charlotte, NC

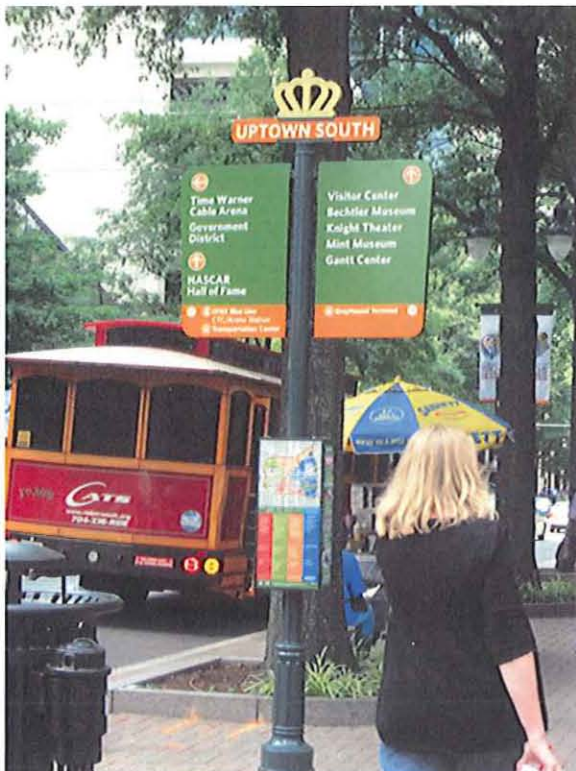
6.0 SIGNAGE



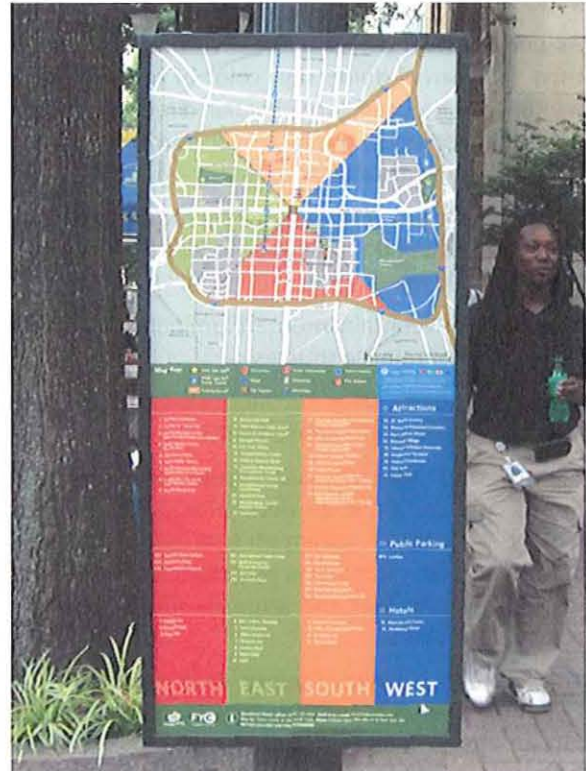
Vehicular Directional Sign



Vehicular Directional Sign



Pedestrian Directional Sign



Informational Wayfinding Directory

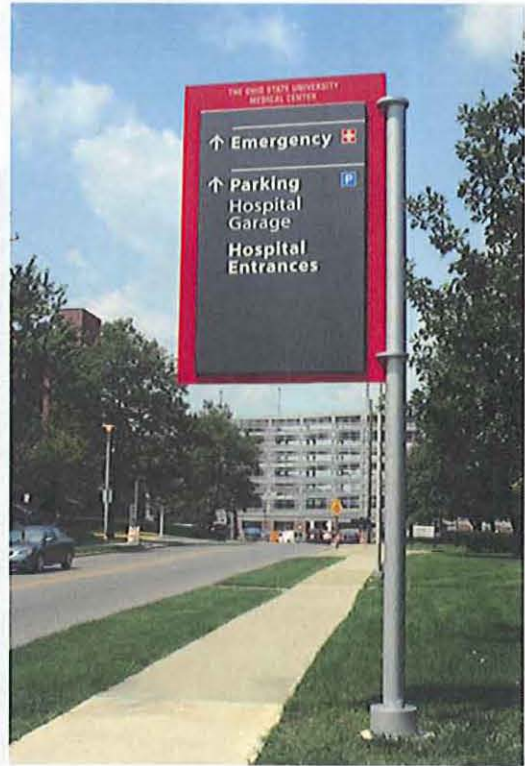
1a. Vehicular Directional Signs

Overview:

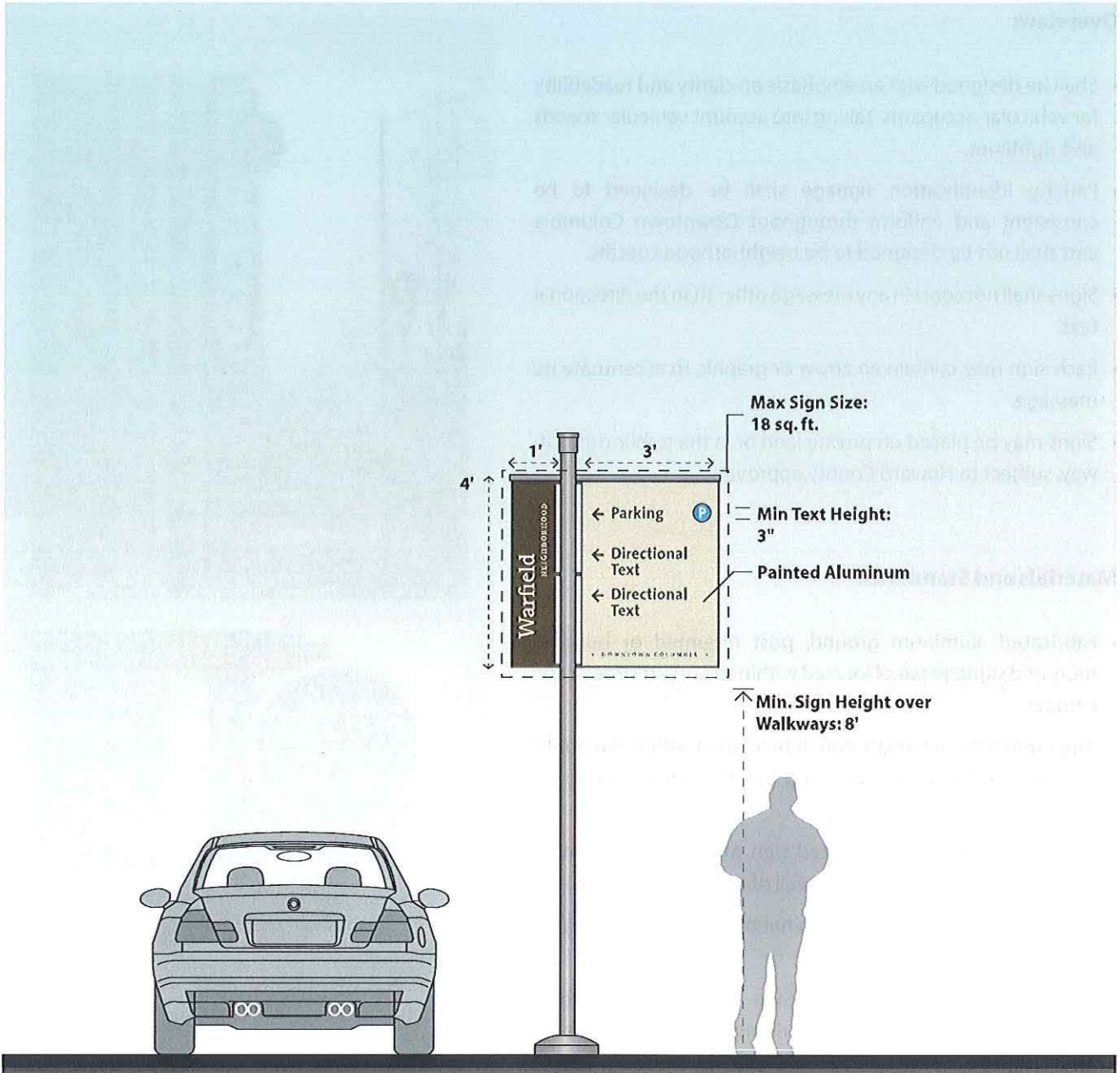
- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Signs shall be placed to expedite movement throughout the Warfield neighborhood and Downtown Columbia.
- Signs may contain the "Warfield Neighborhood", "Downtown 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 with exception to the allowable inclusion of the neighborhood name and or logotype.
- Directional text shall contain generic uses (such as "Parking", "Library", "Plaza", "Shops", "Hotel", "Restaurants", "Grocery", "Theatre", etc.) 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 public 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.



1a. Vehicular Directional Signs



Vehicular Directional Sign Diagram * - Proposed Design

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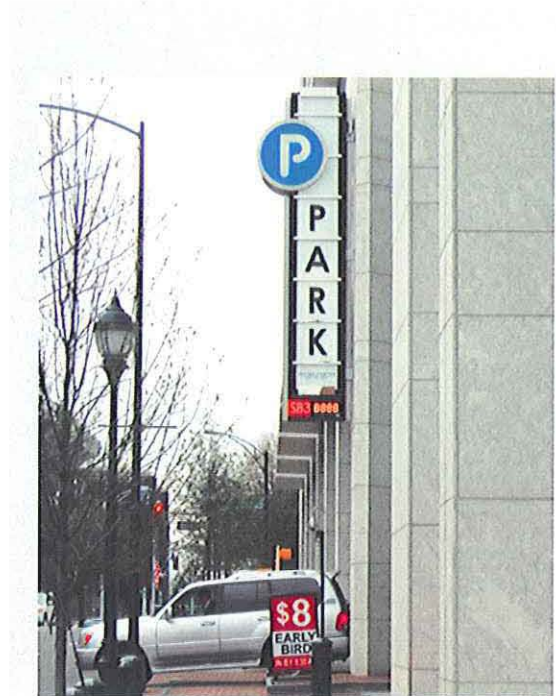
1b. Parking (Site) Directional Signage

Overview:

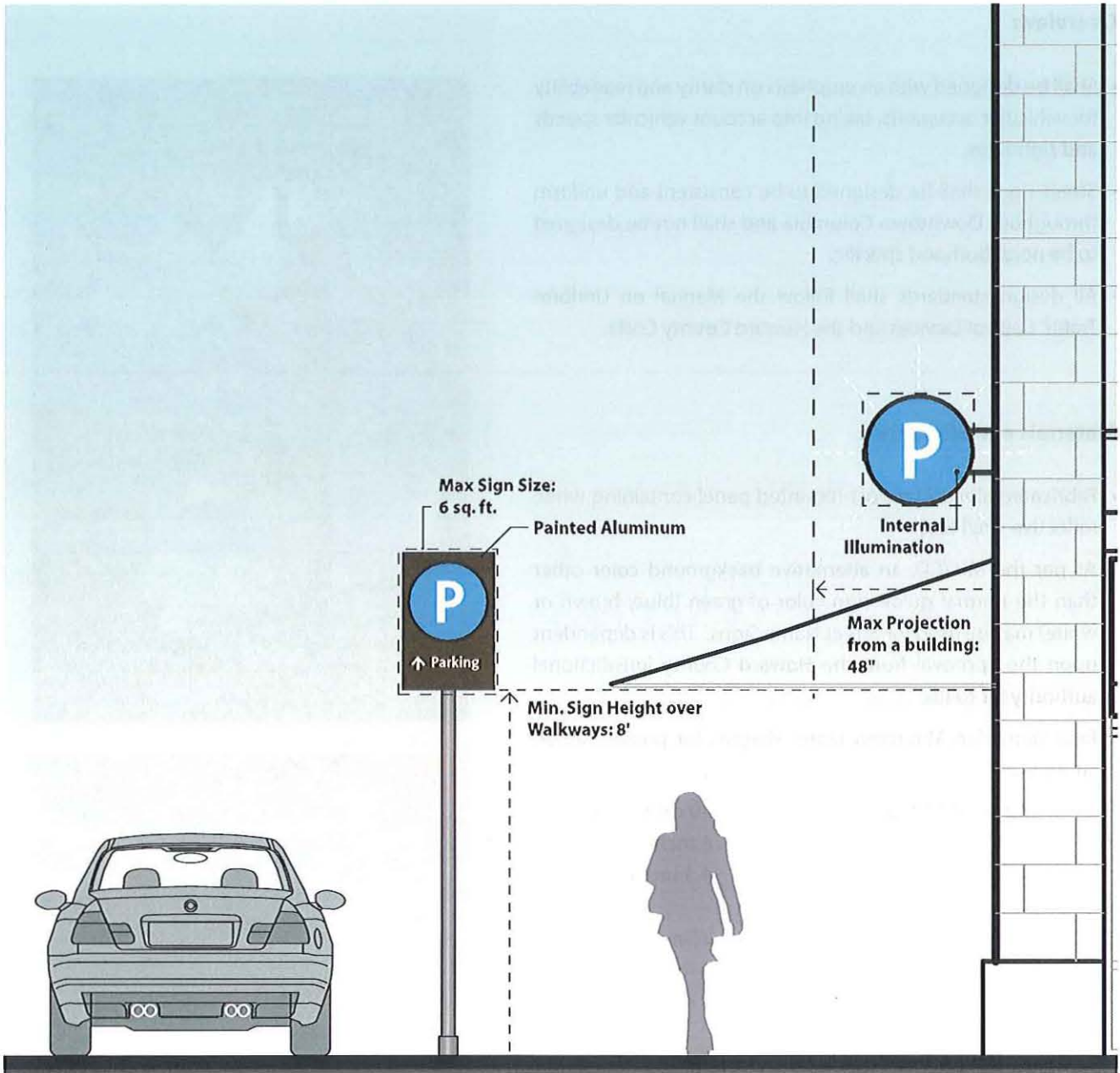
- Shall be designed with an emphasis on clarity and readability for vehicular occupants, taking into account vehicular speeds and sightlines.
- Parking Identification signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific.
- Signs shall not contain any message other than the 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 public 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

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1c. Downtown Columbia Street Name Signage

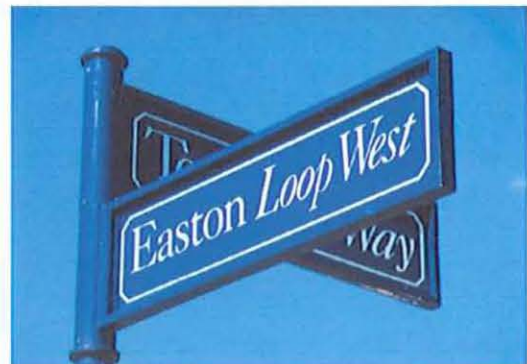
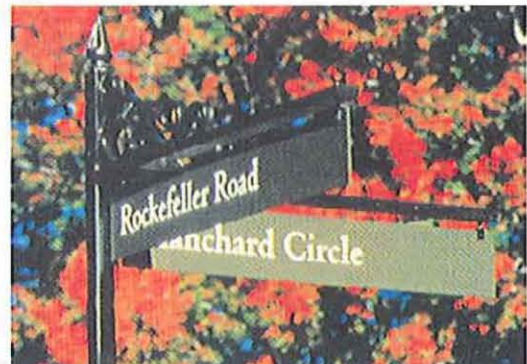
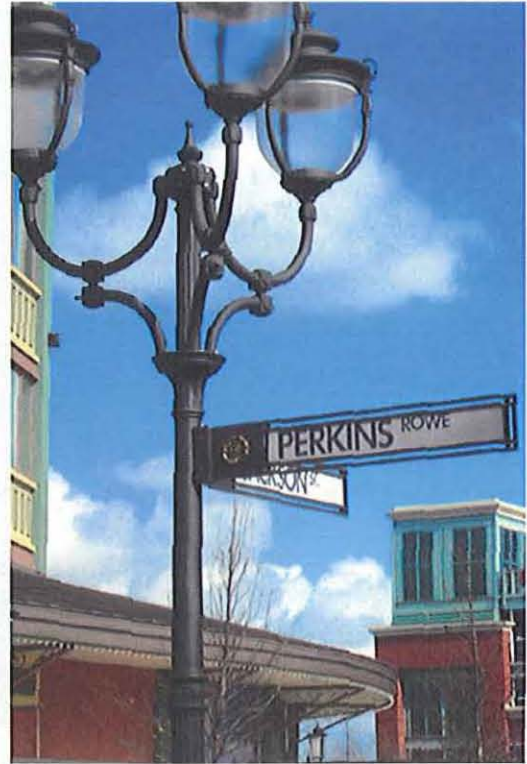
Overview:

- 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 Code.

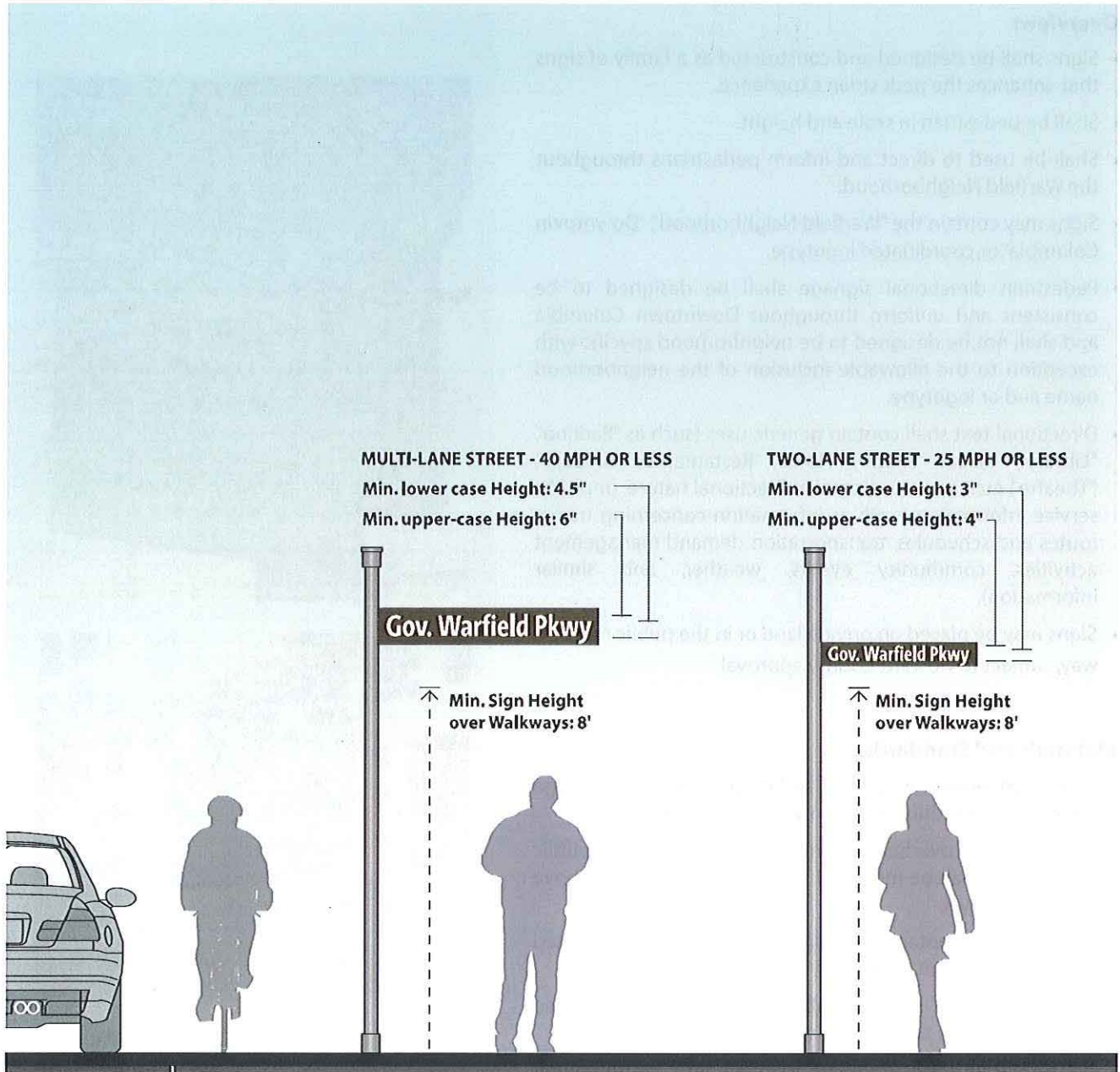
Materials and Standards:

- 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 public 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

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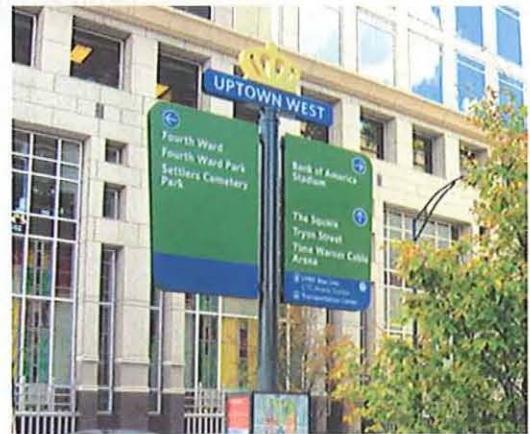
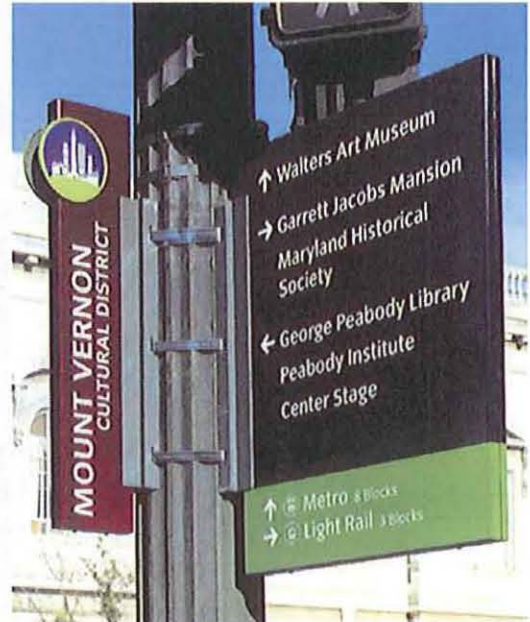
2. Pedestrian Wayfinding Directional Signage

Overview:

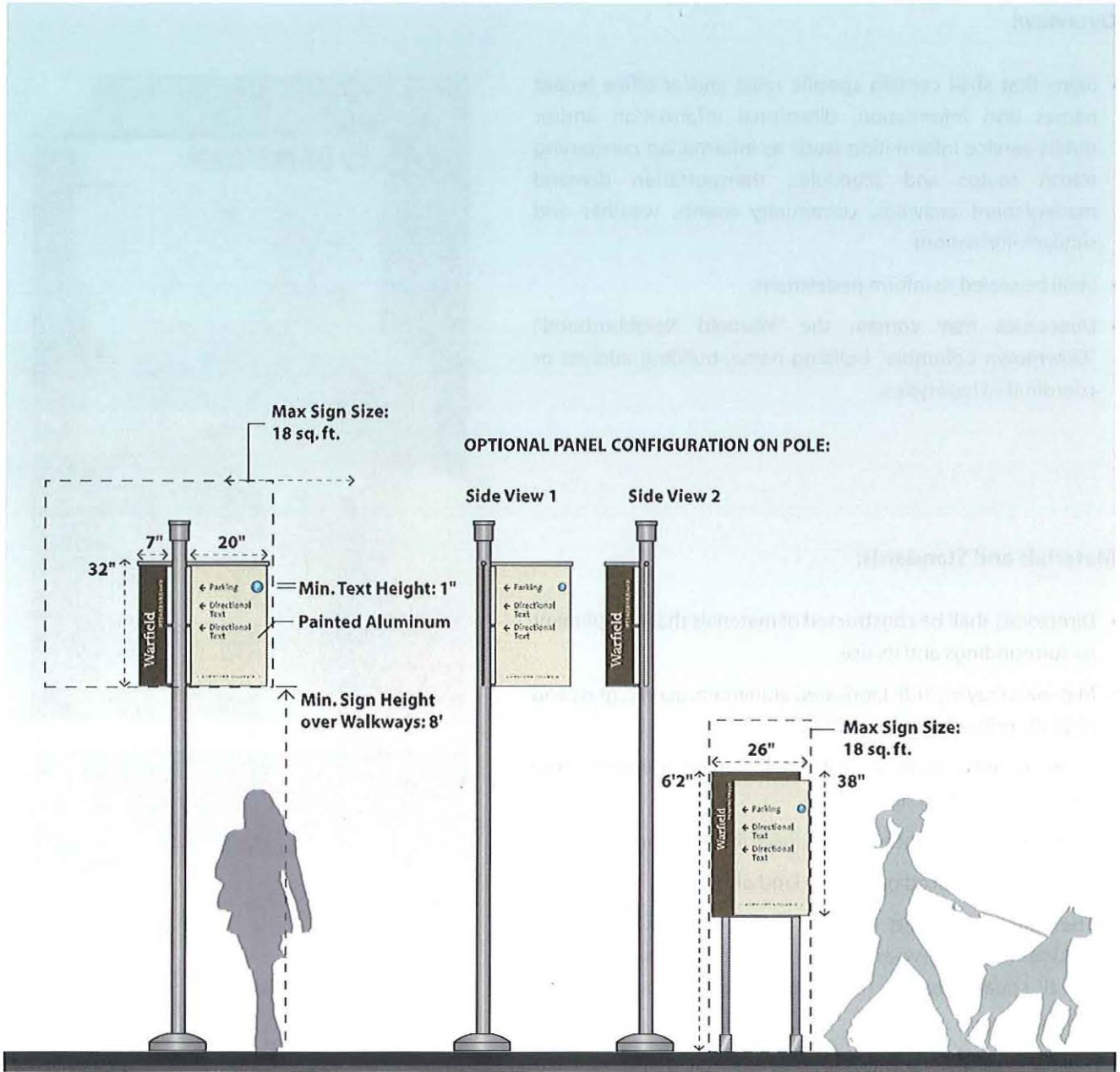
- Signs shall be designed and constructed as a family of signs that enhances the pedestrian experience.
- Shall be pedestrian in scale and height.
- Shall be used to direct and inform pedestrians throughout the Warfield Neighborhood.
- Signs may contain the "Warfield Neighborhood," "Downtown Columbia" or coordinated logotype.
- Pedestrian directional signage shall be designed to be consistent and uniform throughout Downtown Columbia and shall not be designed to be neighborhood specific with exception to the allowable inclusion of the neighborhood name and or logotype.
- Directional text shall contain generic uses (such as "Parking," "Library," "Plaza," "Shops," "Hotel," "Restaurants," "Grocery," "Theatre", etc.) 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 public 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 Wafinding Directional Signage



Pedestrian Wafinding Directional Sign Diagram * - Proposed Design

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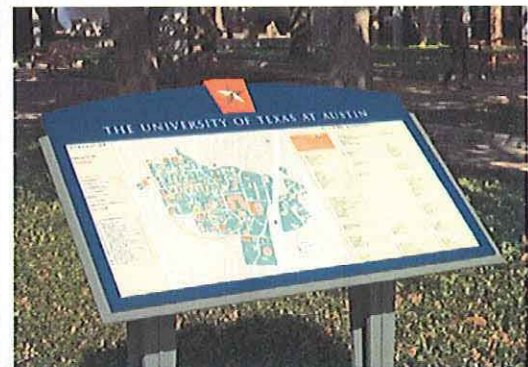
3. Informational Wayfinding Directories

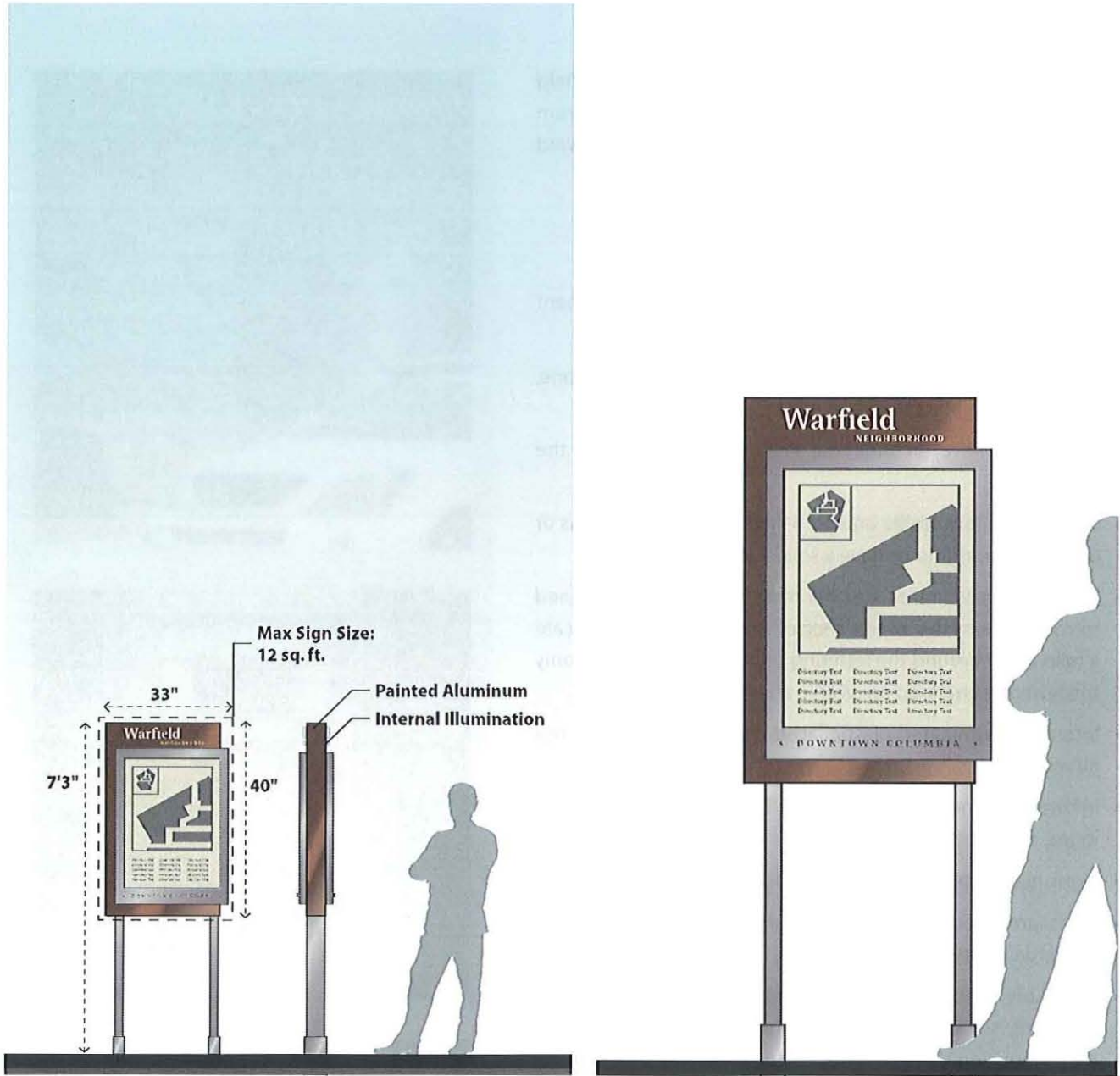
Overview:

- 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 “Warfield Neighborhood”, “Downtown Columbia”, building name, building address or coordinated logotypes.

Materials and Standards:

- Directories shall be constructed of materials that compliment its surroundings and its 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

200% Enlargement

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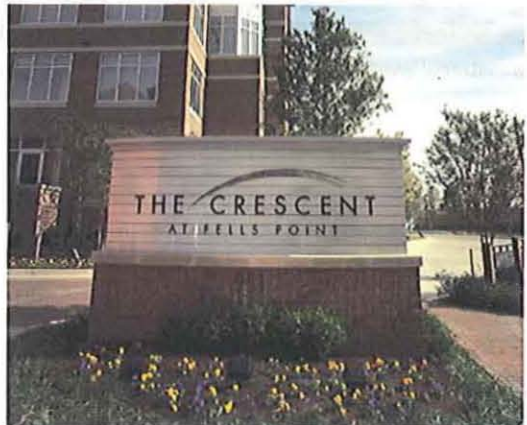
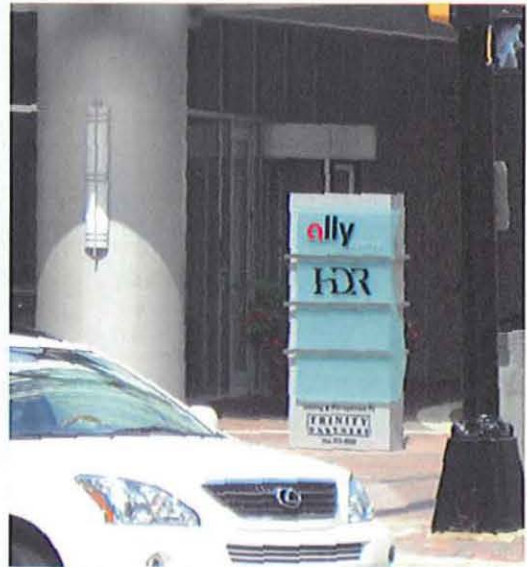
Free-Standing Monument Signs

Overview:

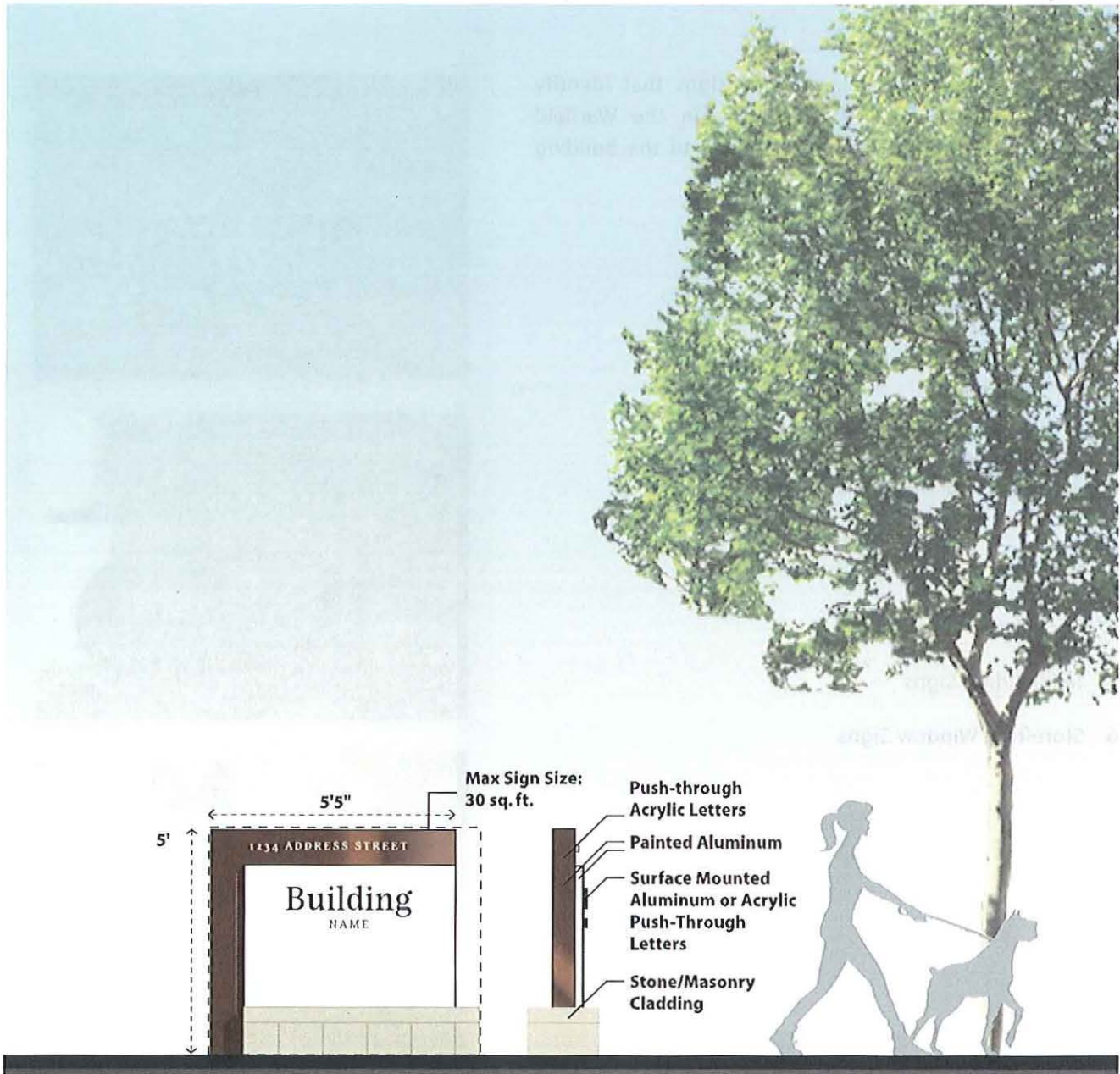
Free-standing Monument Signs may be used within the Warfield Neighborhood for building complexes that are separated from adjacent streets by setbacks. Placement is subject to Howard County approval.

Materials and Standards:

- Signs shall be constructed of materials that complement 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 or project name, logos, and the business address.
- Signs may be placed on private land only.
- Signs are exempt from setback requirements, subject to Howard County approval.
- Allowable size: A Monument Building Sign, including its structure, shall not be more than six feet in height. The maximum sign area for a Monument Building Sign is thirty square feet per side or face.



Free-Standing Monument Signs



Free-Standing Monument Sign Diagram *

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Building Mounted Signage

Overview:

The following sign items pertain to signs that identify an individual tenant or business within the Warfield Neighborhood that are directly attached to the building façade in which they occupy.

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 and 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

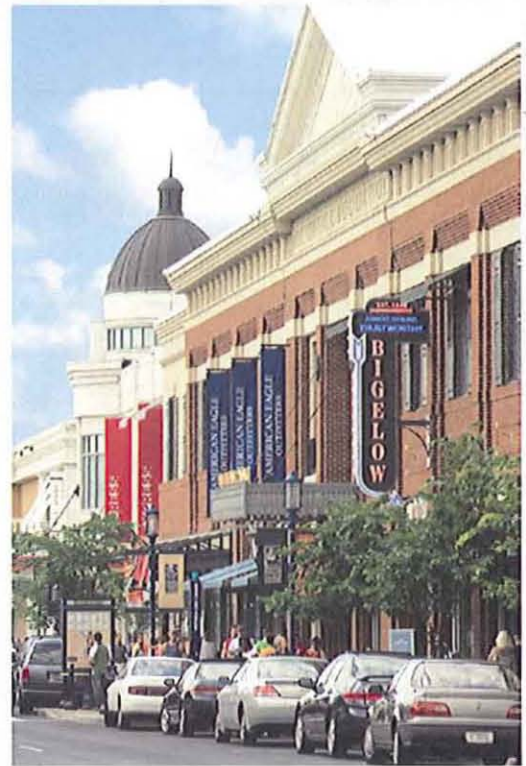
- The current Howard County Sign Code for Downtown Columbia, shall serve as the over-riding regulating document for all square footage requirements, sign setbacks, height limitations.

2. Projecting Signs

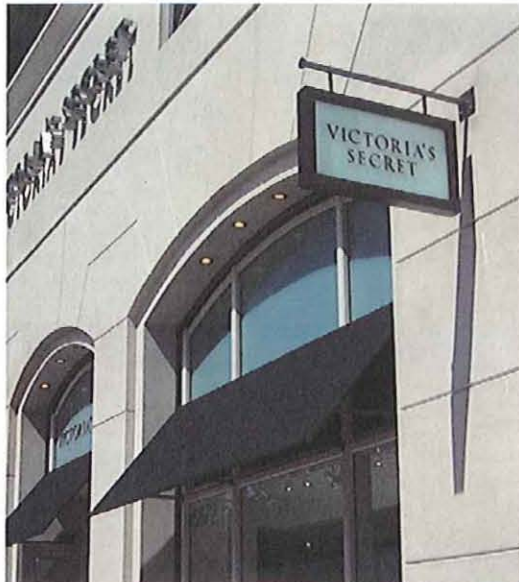
Overview:

Projecting Signs are signs that are affixed perpendicularly to a building. In the Warfield 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:

These 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:

Awning signs are printed on, applied vinyl or attached to an awning or canopy above a business door or window. They generally serve to bring color to the streetscape and are oriented towards pedestrians.

While only the signage on an awning is regulated by the Howard County Sign Code, the following design advice is presented 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.
- Materials shall include: metal, glass, outdoor-grade marine fabric/canvas, vinyl mesh and applied vinyl graphics.

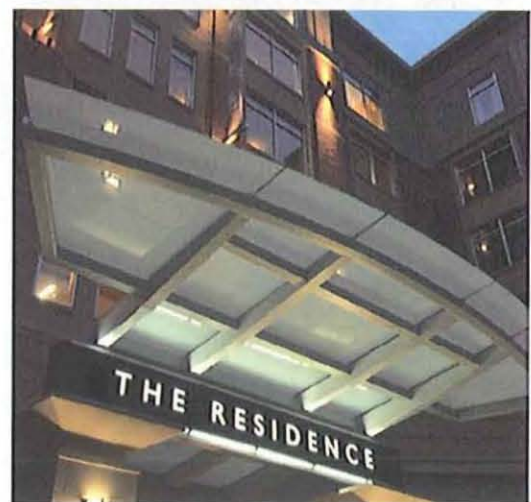
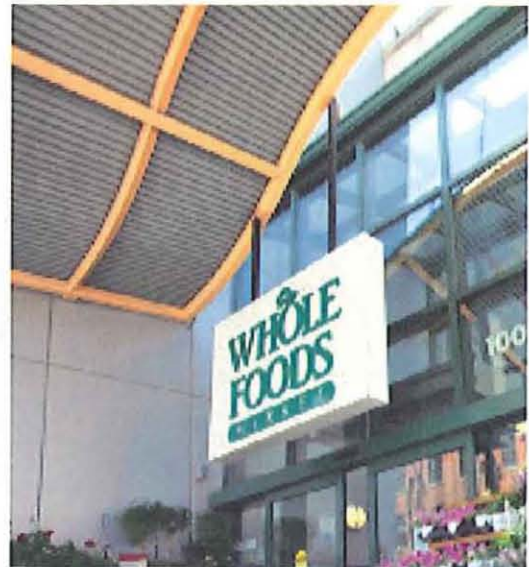
2d. Projecting Signs: Under Canopy Signs

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 under 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 or 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 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.

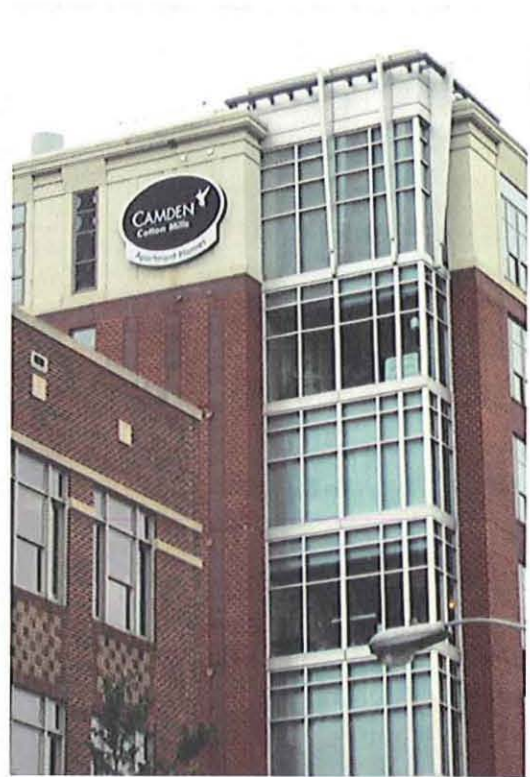
4. Roof Signs

Overview:

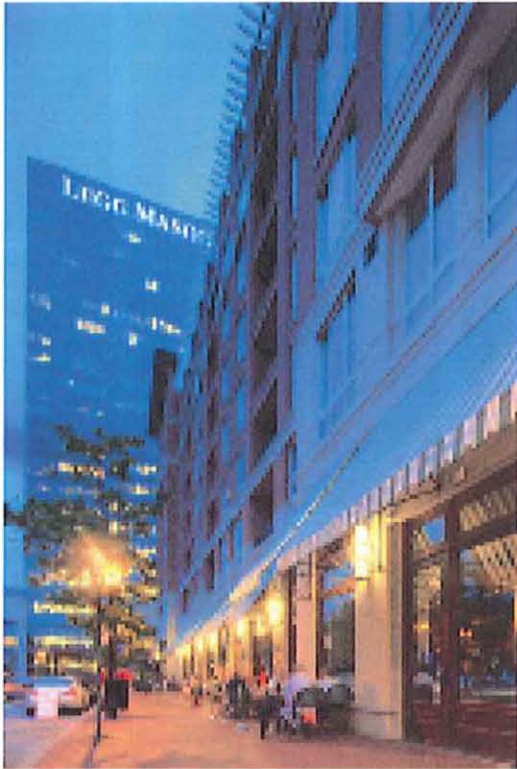
Roof Signs are flat signs mounted at the top of a building that enhance the skyline by announcing the identity of a building. These signs are intended to be easily seen from a distance both day and night.

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 exceed the height of the building, as defined in the Howard County zoning regulations.
- Signs shall be integrated with distinctive building type whenever possible.
- Logos and logotypes shall be used over 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 topmost 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.
- A building may have tall building signs and the area of all tall building signs is included in the computation of the building's allowed tall building sign area. 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 names or corporate logos, provided that the names and logos on the signs need not be identical in appearance.
- The area for tall building signs are not counted toward the total sign area of the building.
- 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.

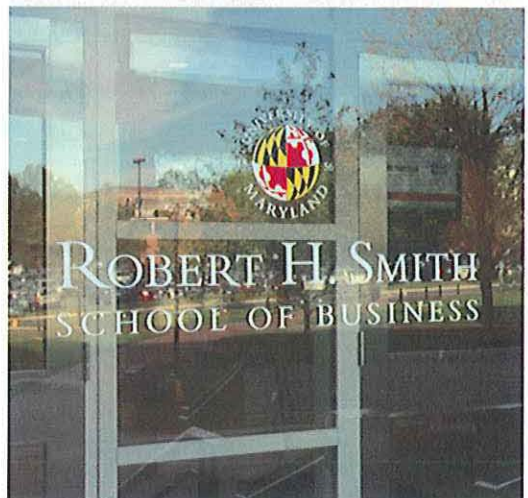
6. Storefront / Window Signs

Overview:

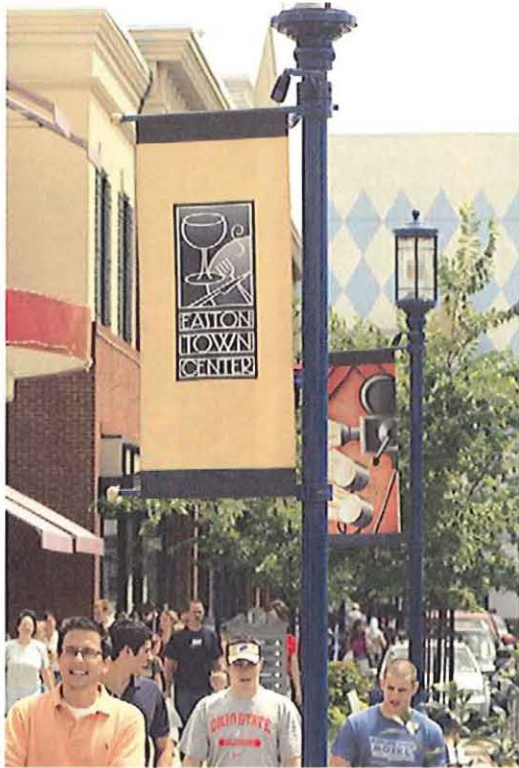
Window Signs are professionally painted, posted, displayed, or etched on interior translucent or transparent surfaces, including windows or doors. This type of signage generally contains only text but can express a special business personality (or brand) through the use of graphic logos or images combined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

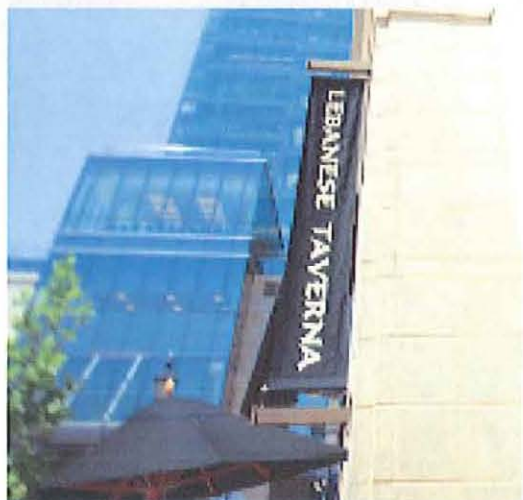
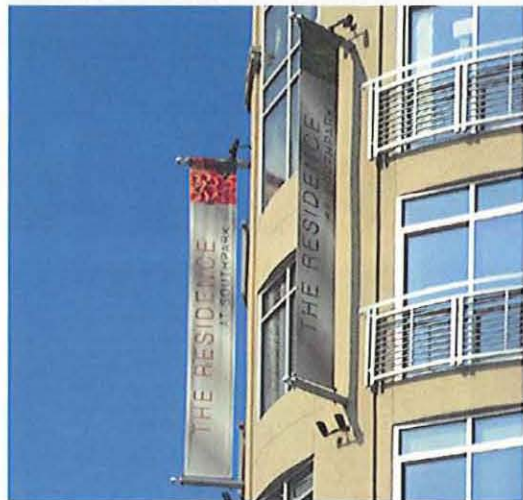
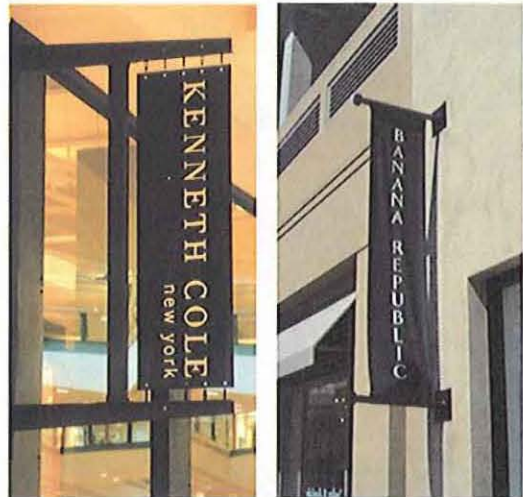
1. Building Mounted (Permanent) Banner Signs

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 within Downtown Columbia shall apply, they include:
 - 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 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 up to ninety days and do not count towards the total sign area of a building, provided the banner does not



1. Building Mounted (Permanent) Banner Signs

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



2. Seasonal (Temporary) Pole Mounted Banners

Overview:

Banners added to the streetscape environment of the Warfield Neighborhood will help enliven, add color and promote a sense of community. 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 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 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 as to 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. Temporary banners shall be removed after fourteen days.

Materials and Standards:

- 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 Warfield 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:

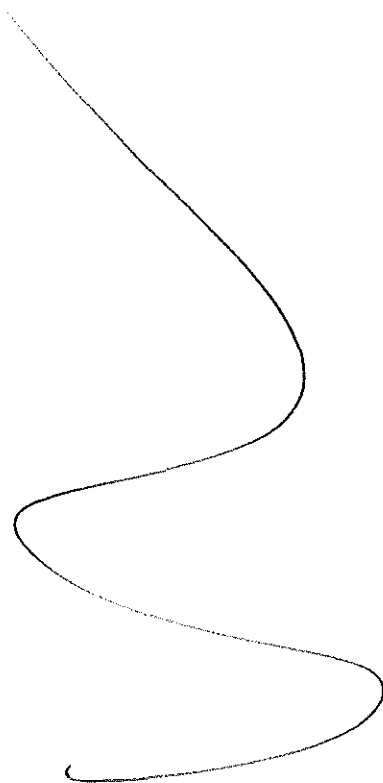
- Digital displays shall employ unique designs to include creative imagery that emphasizes graphics and color over text.
- Shall be programmed to include public service messaging and other programming designed to enhance the streetscape and provide a benefit to the community.
- Utilize LED, LCD, plasma 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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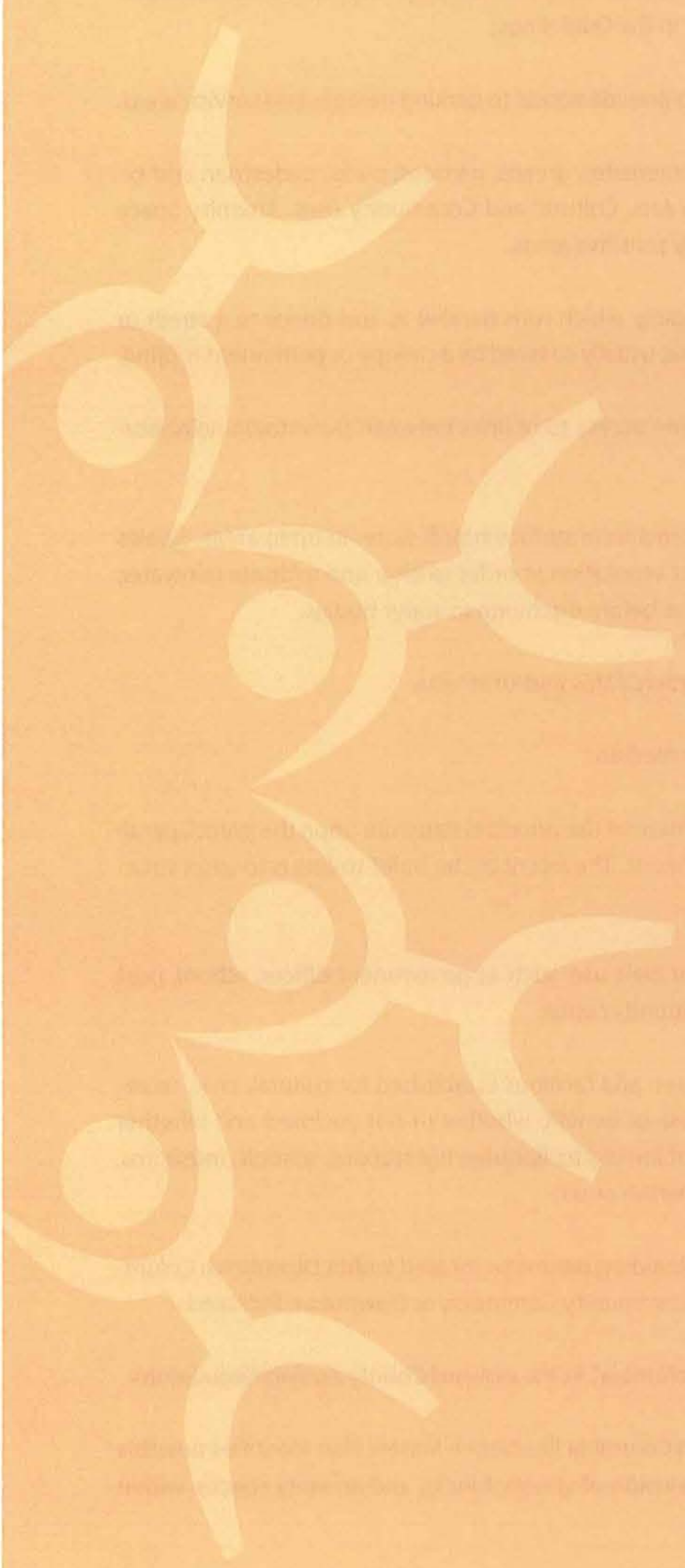
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7.0 | DEFINITIONS

7.0 DEFINITIONS

The definitions in Section 103.A of the Howard County Zoning Regulations are to be applied to the terms used in the Warfield Design Guidelines. The following definitions explain terms used in the Warfield 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. For pervious pavements a standard section per MDE shall be used, and any deviation from that standard shall require approval from MDE.

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.

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.

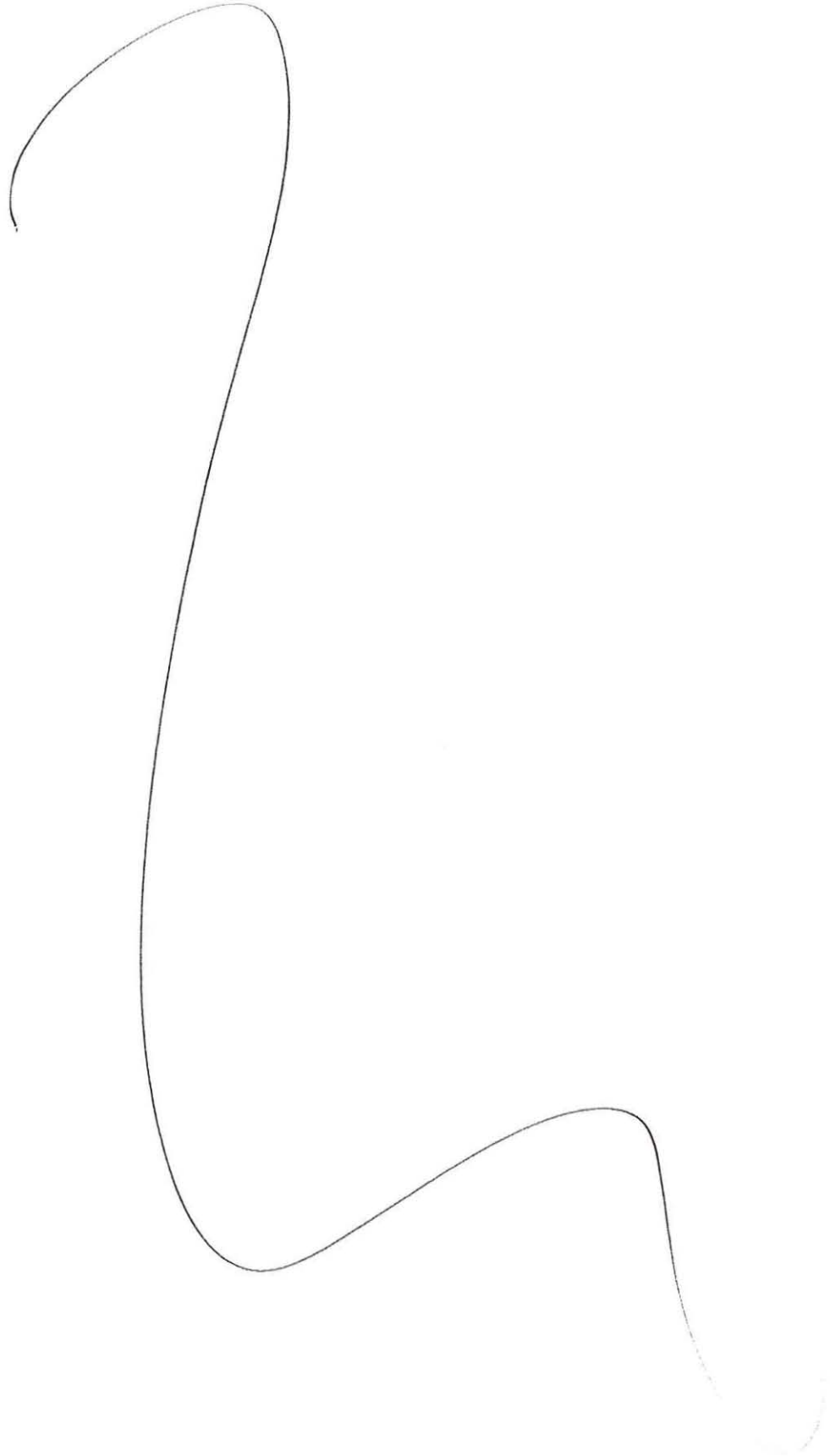
Street: A roadway that typically has 2 lanes and is designed to provide local access and disperse traffic within Downtown. Street and Block Plan: The Street and Block Plan frames a possible layout and dimension of streets, blocks, open spaces, and illustrates how buildings, streets and landscape support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

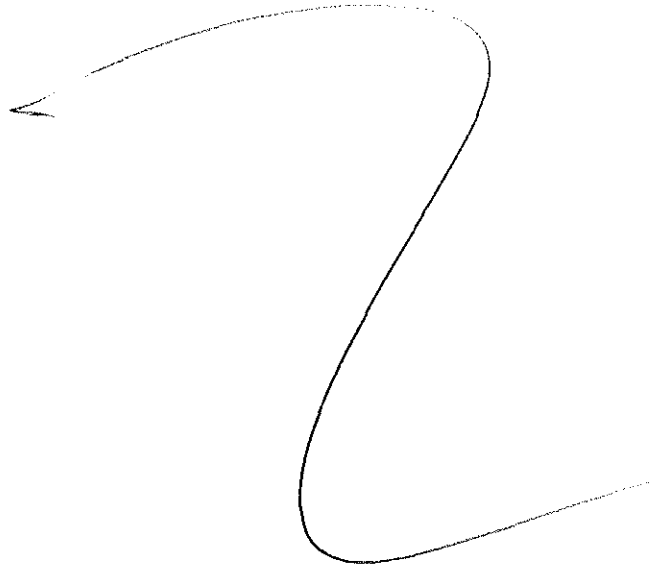
Streetwall: The vertical plane of a building façade along a roadway.

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.

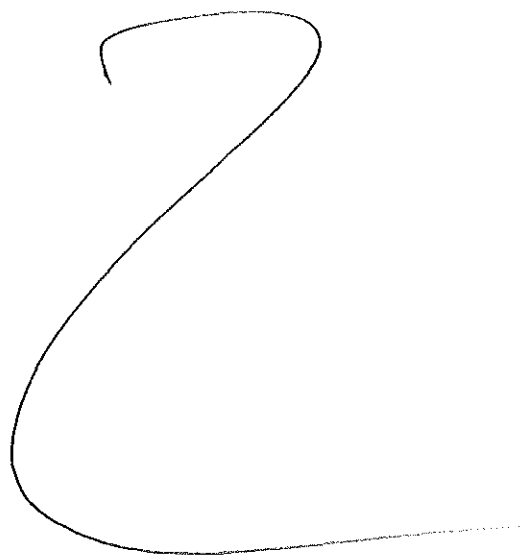
Vista: A view framed by buildings, landscape, or other structures.

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.



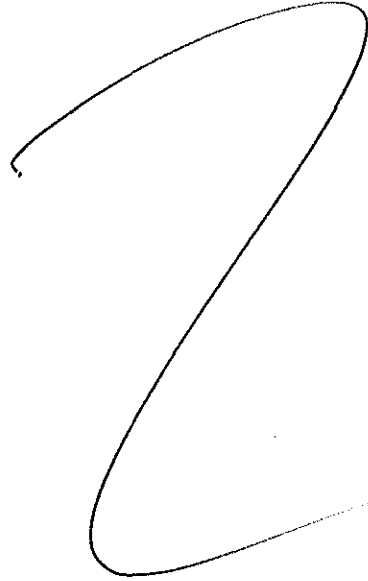


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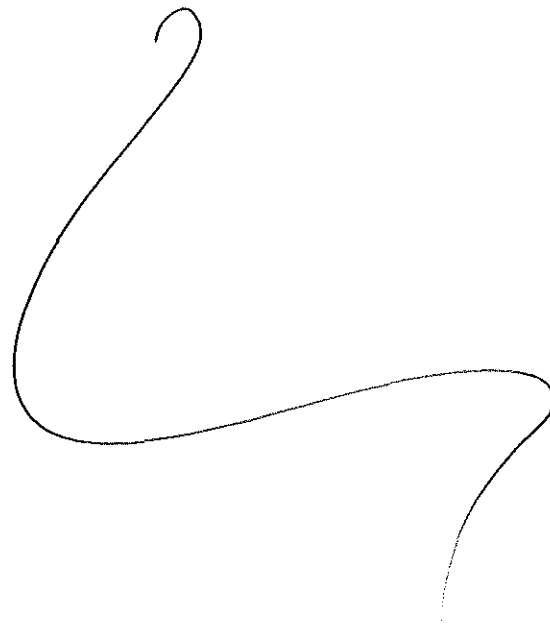


A APPENDIX

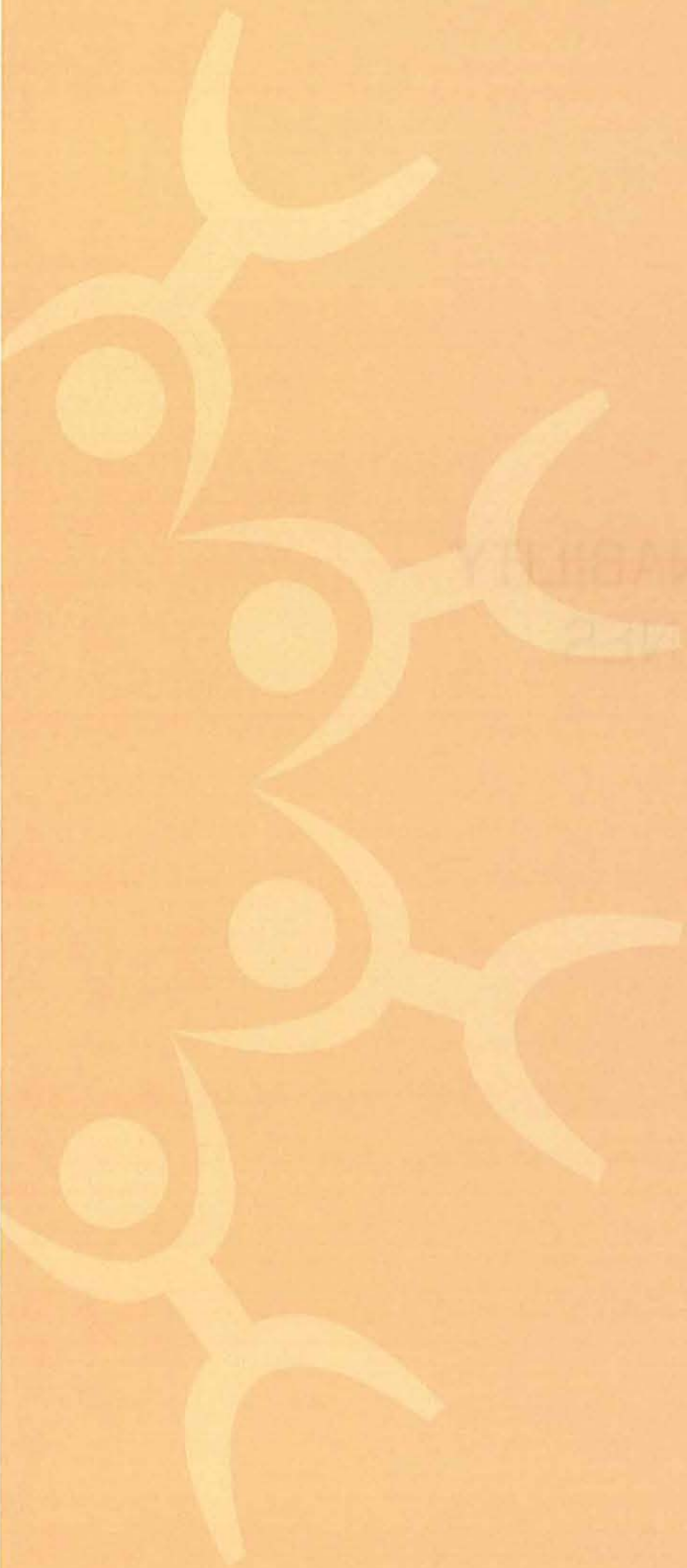
- A.1 SUSTAINABILITY
- A.2 ON-ROAD BICYCLE FACILITIES



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A.1 | SUSTAINABILITY

SUSTAINABILITY
GUIDELINES



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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:

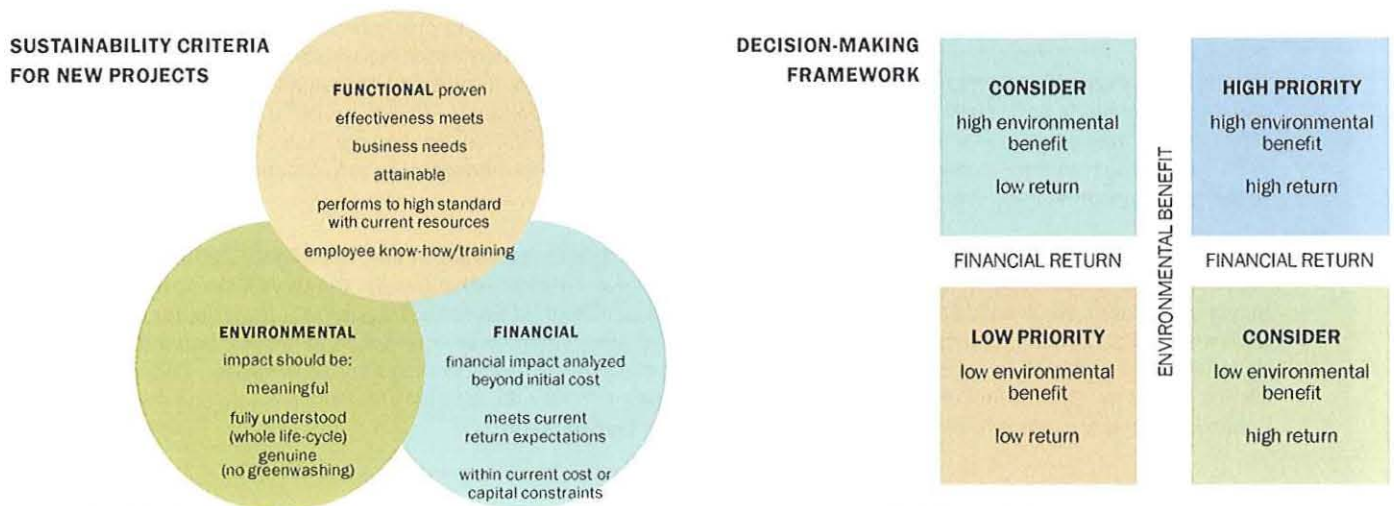
1. The original Columbia plan
2. Smart Growth Principles
3. The Downtown Columbia Sustainability Guidelines (The Land Component & The Community Component)
4. The Howard County Green Building Law
5. Town Center Merriweather and Crescent Environmental Enhancements Study, September 2008
6. Best Management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

The Sustainability Guidelines Land Component is organized by 6 elements:

1 LIVABILITY

2 WATER

3 TRANSPORTATION

4 ENERGY

5 ECOLOGY

6 MATERIALS

OVERARCHING GOALS

Overarching goals for each of the 6 elements guide this document.

TOPICS AND GUIDELINES

Each of the 6 elements are split into topics and sub-topics. Each sub-topic includes goals, targets, and strategies:

0.0 TOPIC

SUB-TOPIC

Goal: Sub-topic goals state the intention for specific targets and strategies, working towards the larger element goal.

Target:

- Targets list measurable metrics to achieve goals

Strategy:

- Strategies list techniques to achieve targets

SUPPORTED FRAMEWORKS & REFERENCES

The guideline goals, targets, and strategies are based on, and support, relevant County legislation and sustainability frameworks including:

- Howard County Code Green Building Law
- Howard County CB58-2009
- Howard County CB59-2009
- Howard County Green Neighborhood Guidance Document for Sites
- USGBC LEED for New Construction (NC)
- USGBC LEED for Neighborhood Development (ND)
- Living Building Challenge
- Sustainable Sites Initiative

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

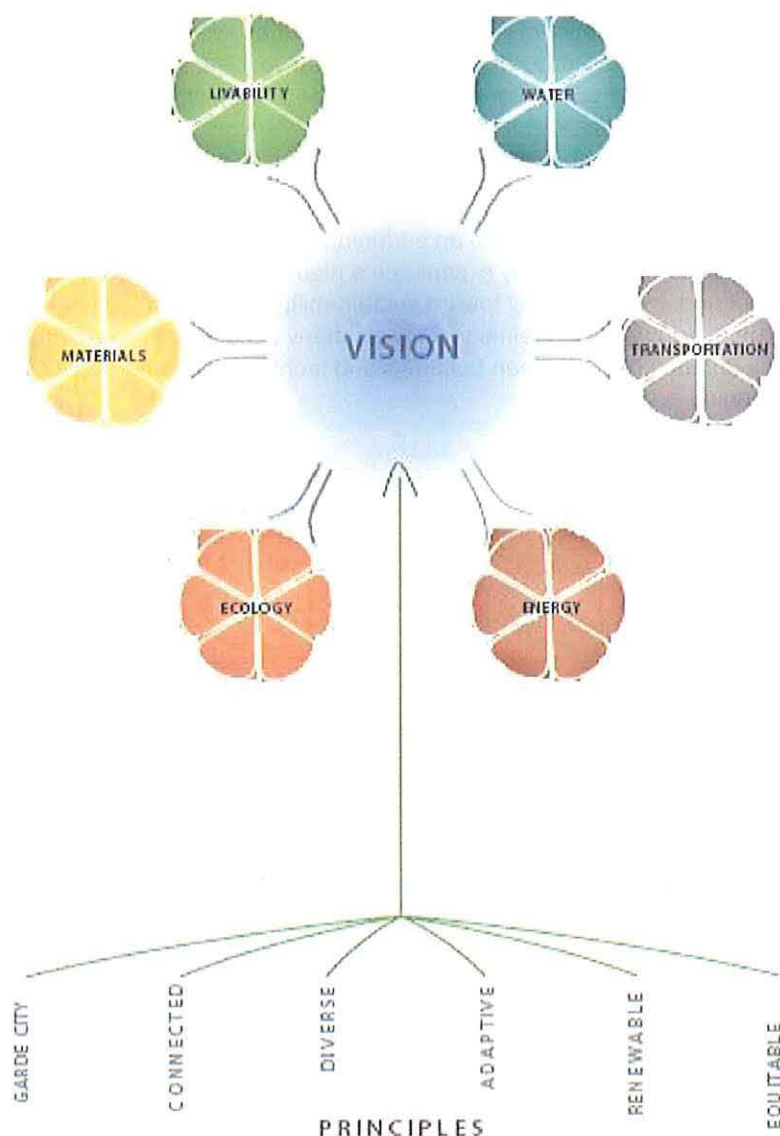
Goal: Downtown Columbia should strive to meet its energy needs through renewable sources towards becoming a carbon neutral community.

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.



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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

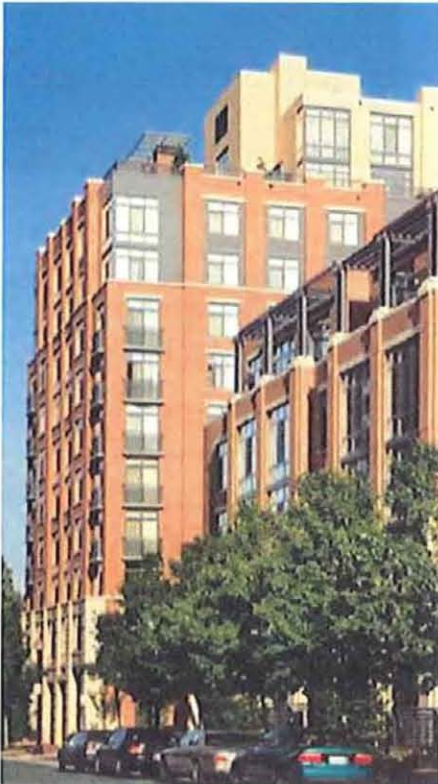
Goal: Create a full spectrum housing program for Downtown Columbia that will establish a flexible model that aspires to make new housing in downtown affordable to individuals earning across all income levels.

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

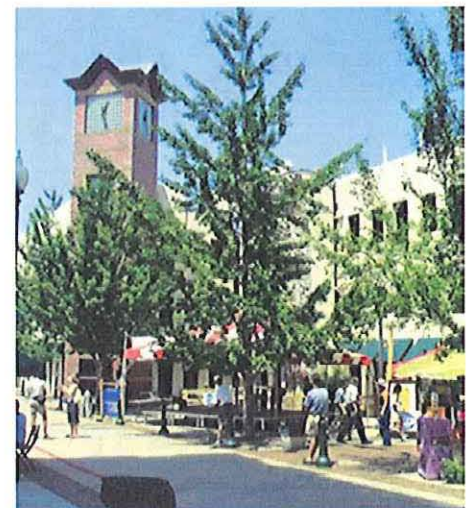
Goal: Provide safe and secure access between housing and diverse services, transportation, and recreation areas

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

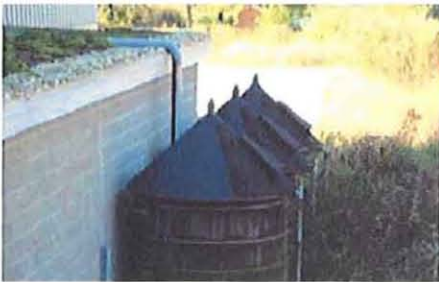
Goal: Improve stormwater runoff quality and groundwater recharge

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 Kittamaqundi 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

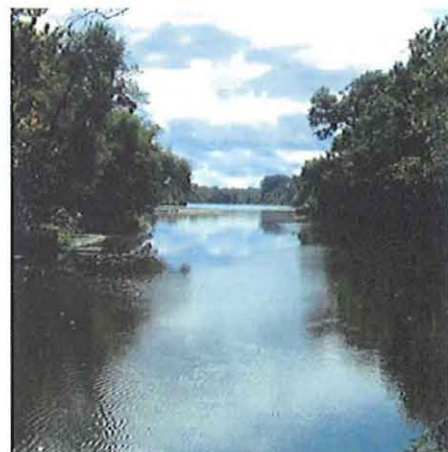
Goal: Improve water quality in waterways and receiving water bodies

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

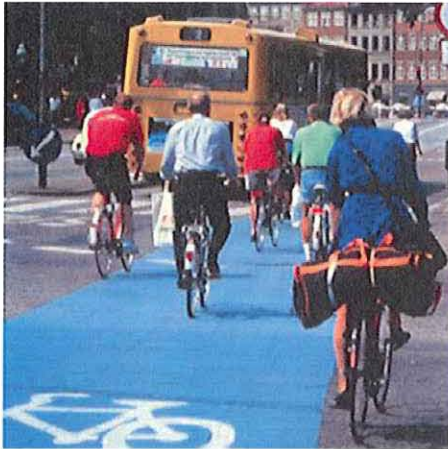
Goal: Create a connected and diverse network of transportation options within Downtown Columbia to reduce vehicle miles traveled per individual in single-occupancy vehicles

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*

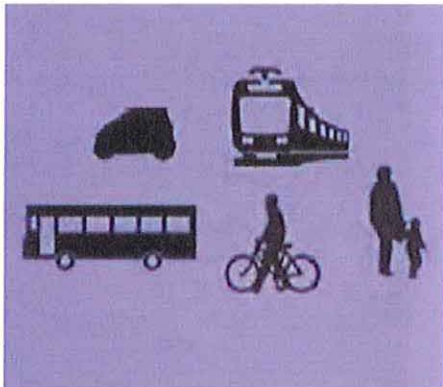
Goal: Link transportation options within Downtown Columbia to other local and regional transportation networks

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

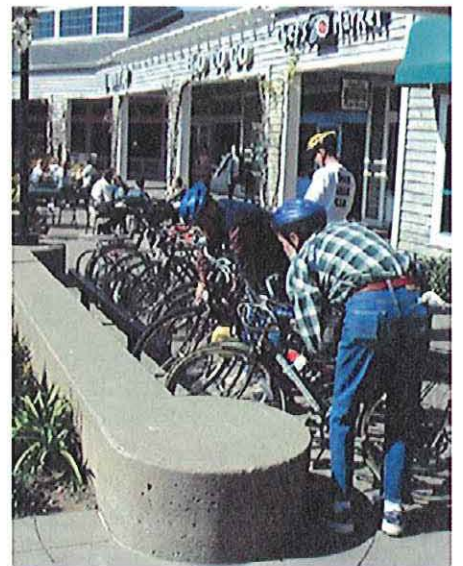
Goal: Facilitate and encourage biking as transportation

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

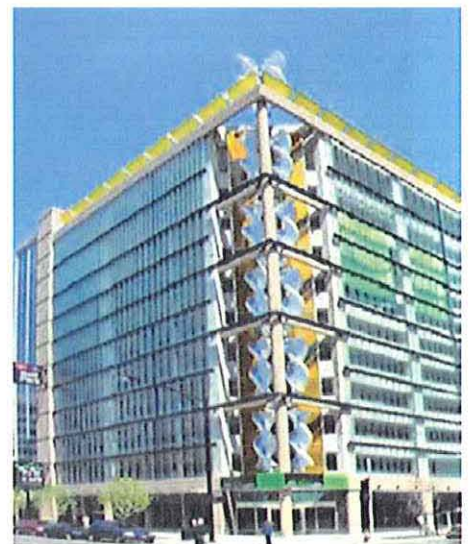
Goal: Reduce vehicular trips through "park once" design scenarios and alternative transportation measures and limit surface parking areas within Downtown Columbia

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

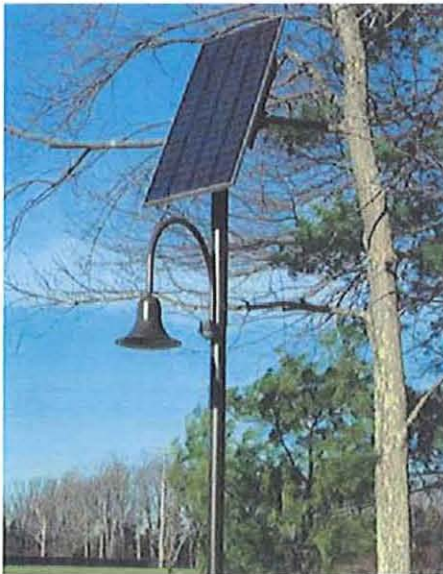
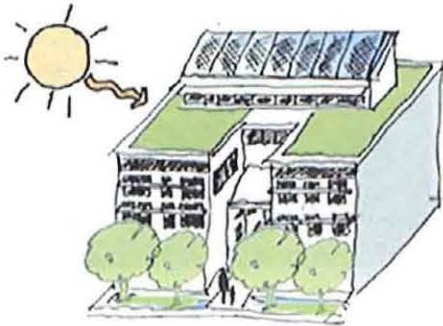
Goal: Maximize site design to reduce building heating and cooling energy use and provide desirable landscape microclimates

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

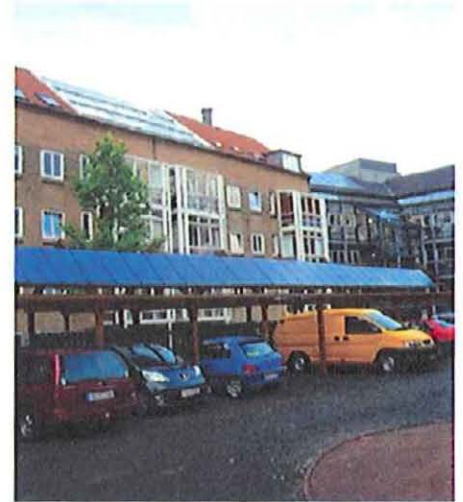
Goal: Generate renewable energy at a building, neighborhood, or community scale with appropriate technologies to reduce impacts from use of fossil fuels

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

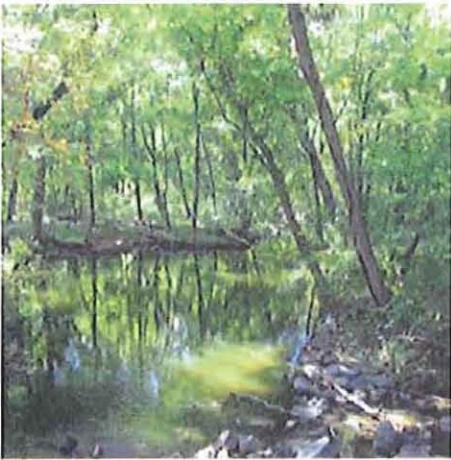
Goal: Preserve and restore natural corridors for wildlife, seed dispersal, and ecosystem services

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

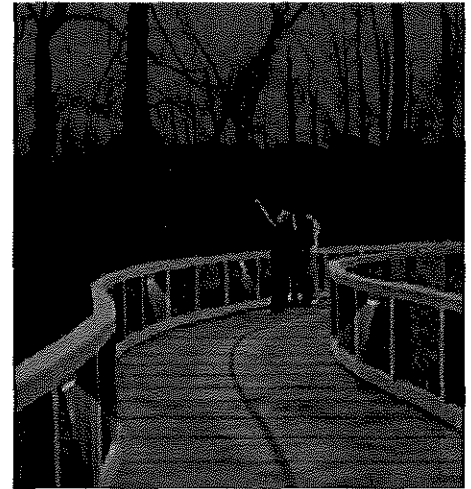
Goal: Enhance the ecology/habitat in and around Lake Kittamaqundi

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



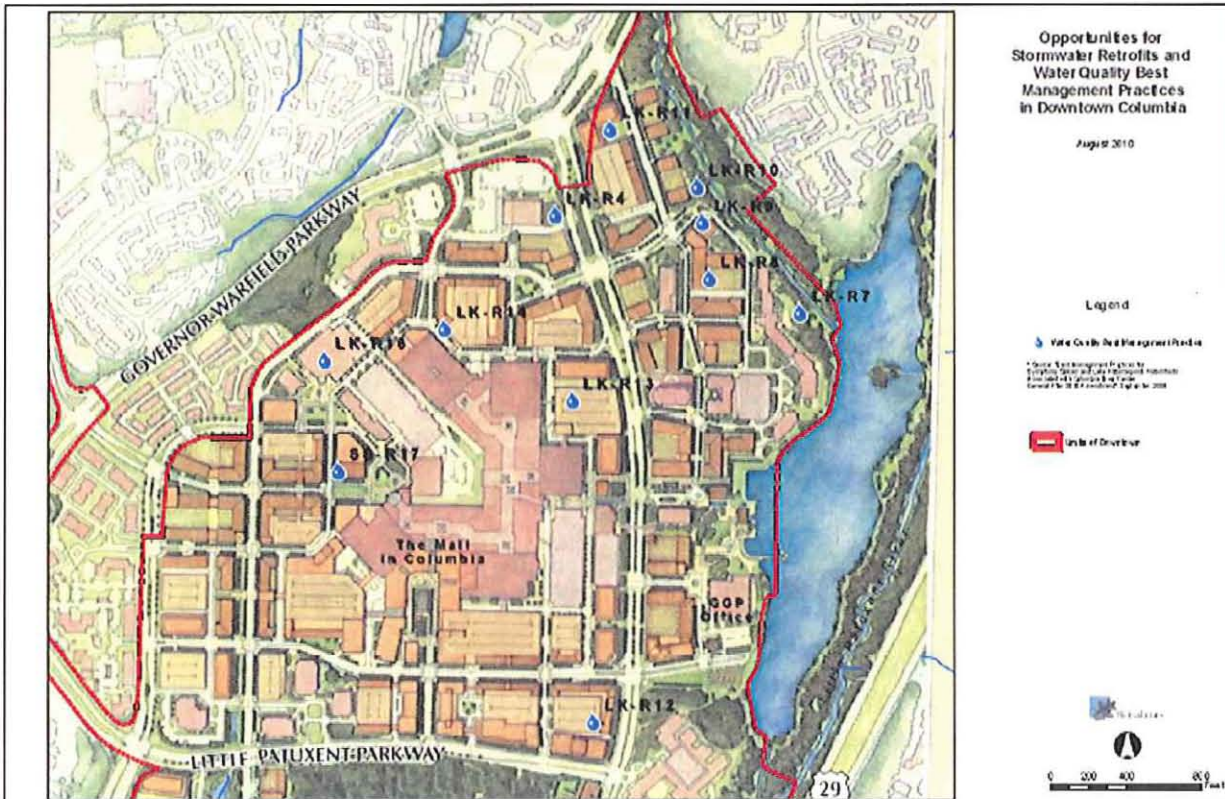
BEST MANAGEMENT PRACTICES FOR SYMPHONY STREAM AND LAKE KITTAMAQUNDI

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 unutilized swale and depression.	1.50	3,780
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	17,650
LK-R08 (Sheraton Hotel)	Outfall conveying flows from hotel parking lot and adjacent commercial areas discharges to top of steep streambank.	3.40	9,360
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.	8.90	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	1,190
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	28,950
LK-R16 (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 MERRIWEATHER AND CRESCENT ENVIRONMENTAL ENHANCEMENTS STUDY

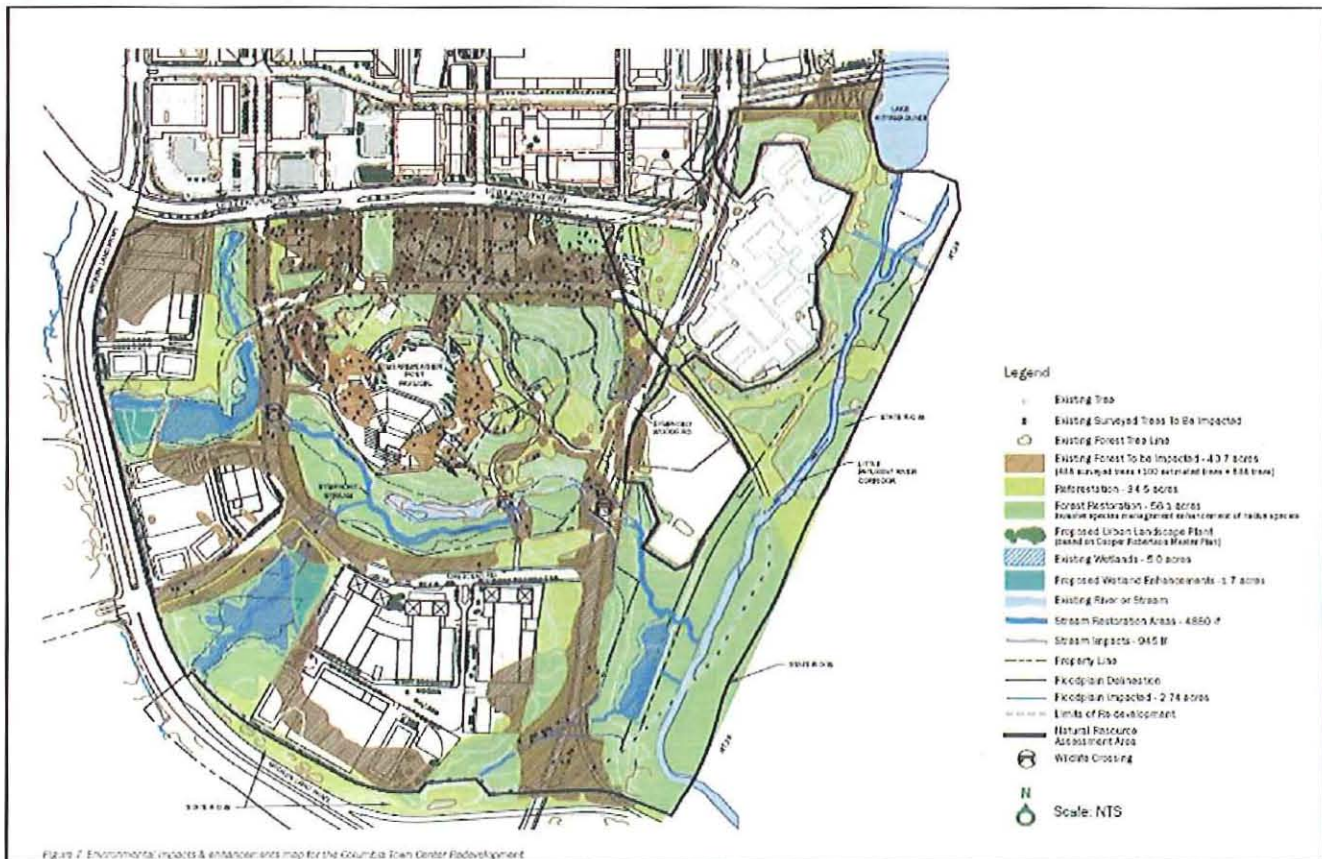
A natural resources assessment was performed by General Growth Properties on over 5000 linear feet of streams and 120 acres in the Merriweather-Symphony Woods & Crescent neighborhoods of Downtown Columbia. The report describes the findings of the assessment and articulates proposed environmental improvements 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.

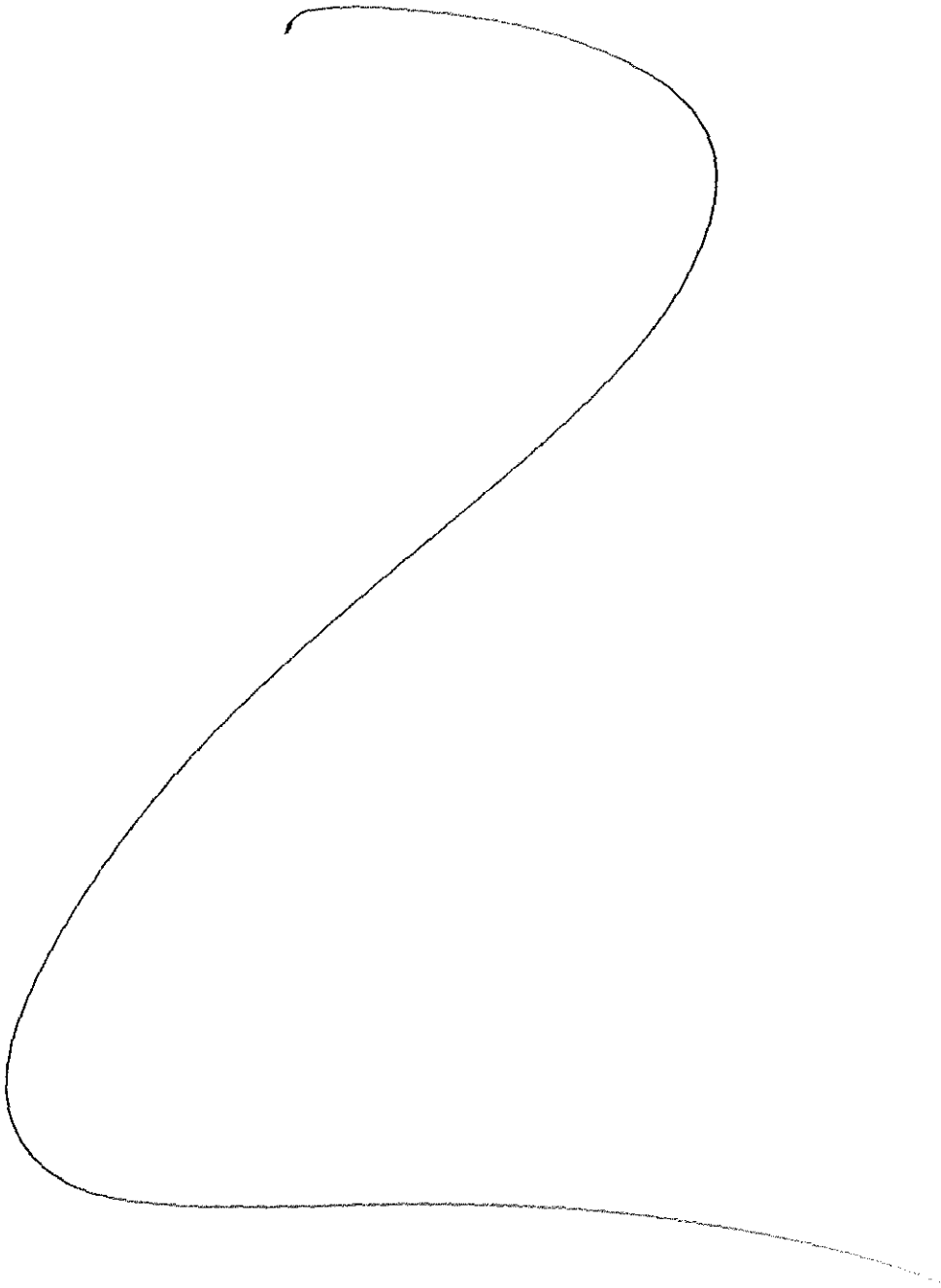
TABLE 5. SUMMARY OF PROPOSED IMPACTS & ENHANCEMENTS
(all numbers approximate)

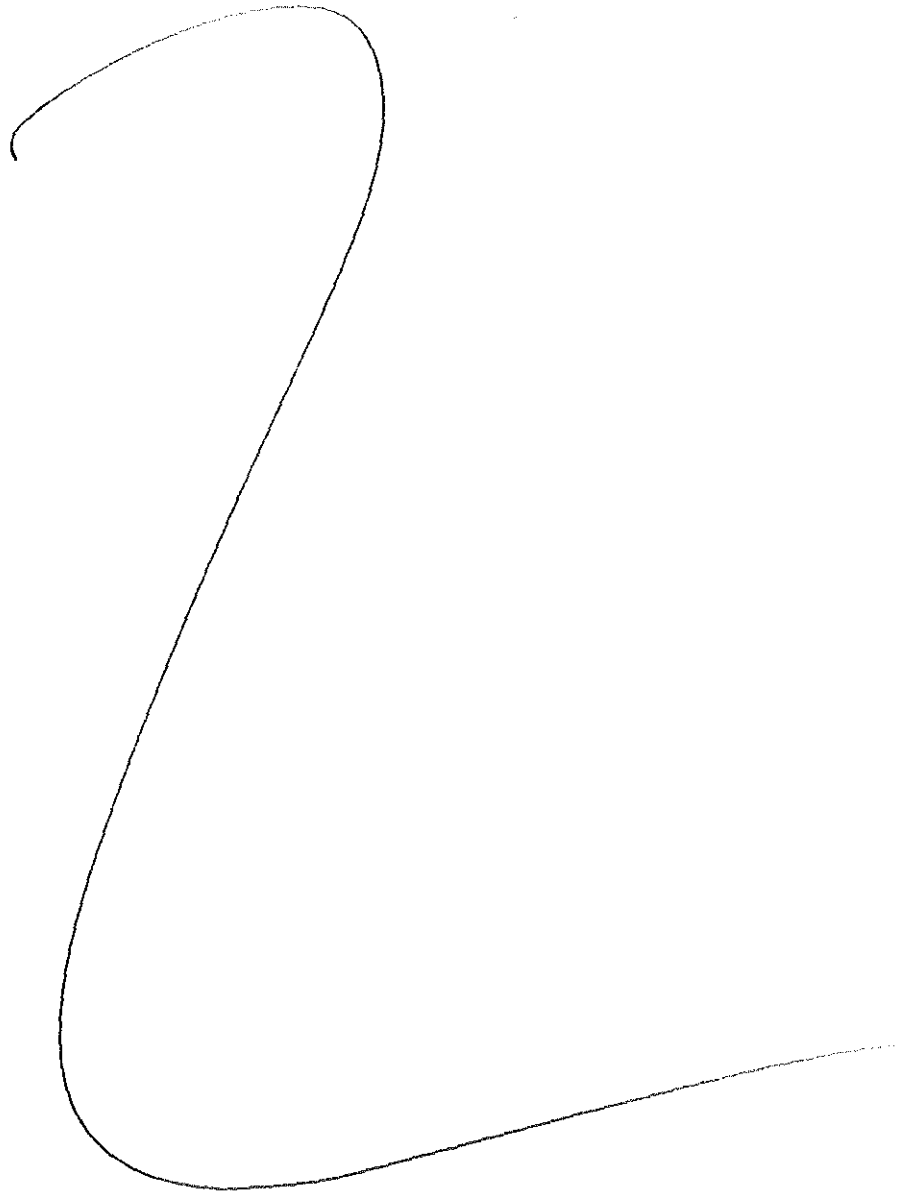
	EXISTING	IMPACT	RESTORATION		TOTAL
			CREATION	ENHANCEMENT	
Forest (Acres)	106	41	34	56	90
Wetland (Acres)	5	0.1	2	5	7
Stream (Linear Feet)	5000	945	0	4880	4880
Floodplain (Acres)	40	2.74	2	47	49
Trees (Individuals)	1214	588	13600 ¹	5600 ²	19200

¹Based on reforestation using 400 trees per acre. ²Based on supplementation of existing forest using 100 trees per acre.

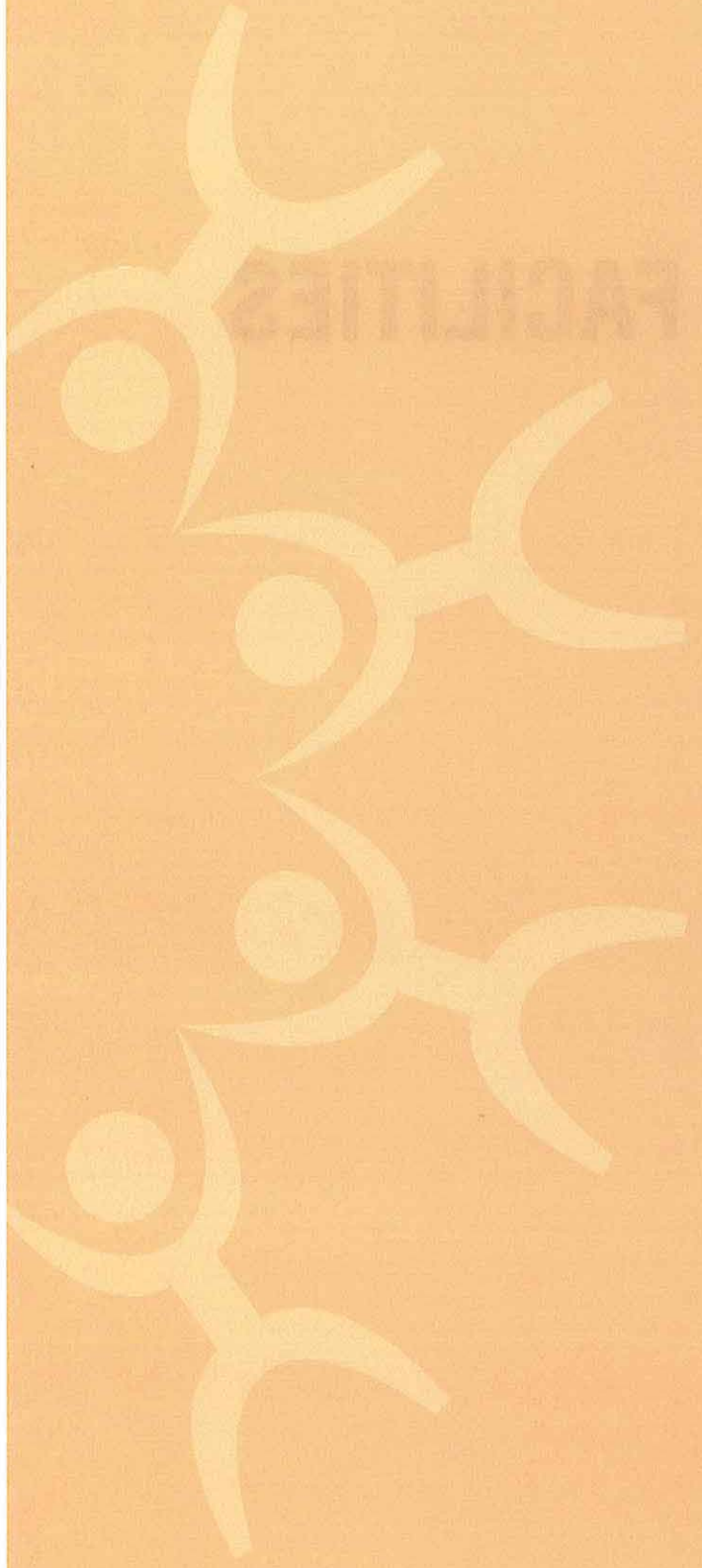
This plan was created prior to adoption of CB58-2009, may not reflect the actual roadway network or neighborhood configurations identified in the final legislation.







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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 - Marked Shared Lanes 6
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 - Bike Rack Site Design - Exterior 11
 - Bike Shelter Design - Exterior 12

SECTION 1

ON-ROAD BICYCLE FACILITIES

- Standard Bike Lanes
- Marked Shared Lanes
- Buffered Bike Lanes
- Cycle Tracks

ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES

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

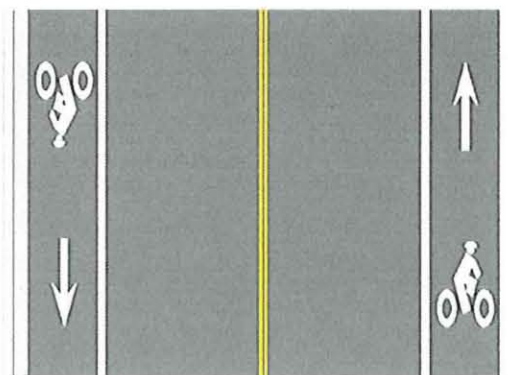
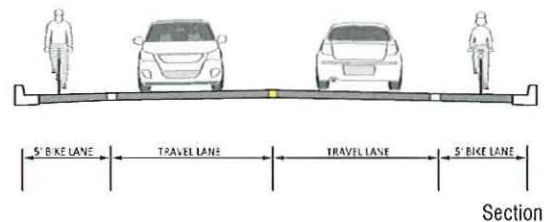
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



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.

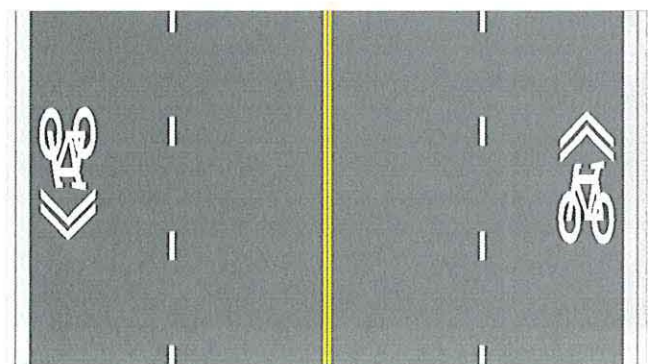
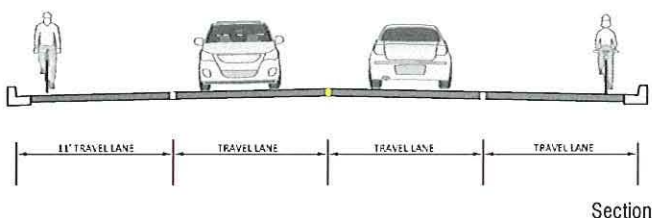
Shared lanes can be used to complete connections between bike lanes and other bicycle facilities.

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: TDG Library

ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES

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

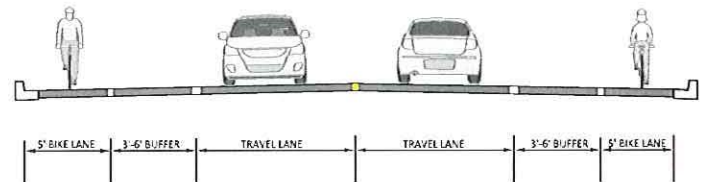
- The buffered space should strive to be 3-ft minimum width, however width may vary depending upon the available space, and need for separation. Buffers should be painted with solid white lines and cross hatches per MUTCD.

Sources for Design Guidance

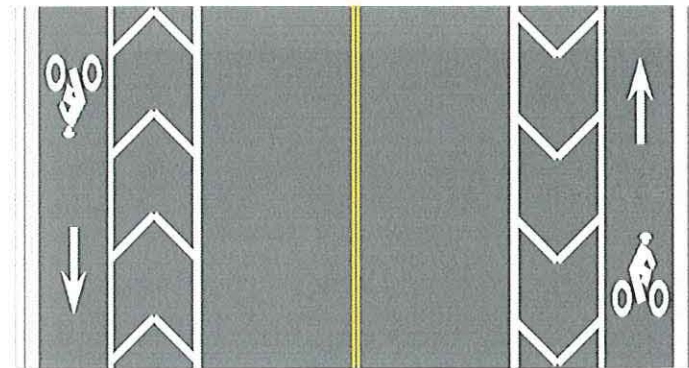
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO A Policy On Geometric Design of Highways and Streets
- MUTCD



Buffered Bike Lane
Source: TDG Library



Section



Plan

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

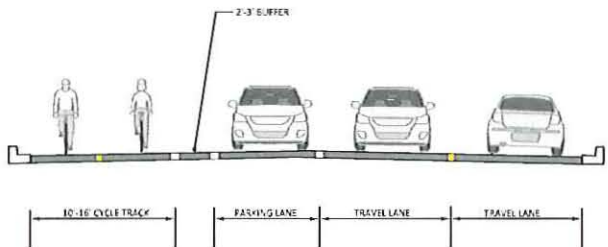
Cycle tracks are typically installed on streets with higher traffic volumes and speeds, with long blocks and therefore fewer intersections.

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

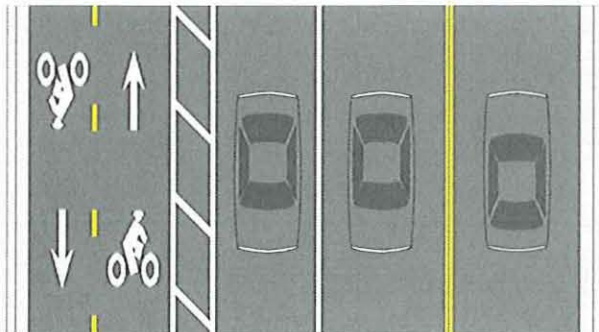
Cycle tracks may be useful on streets that provide connections to off-street trails, since bicyclists on these streets may be more accustomed to riding in a space separated from motor vehicle traffic.



Cycle Track
Source: TDG Library



Section



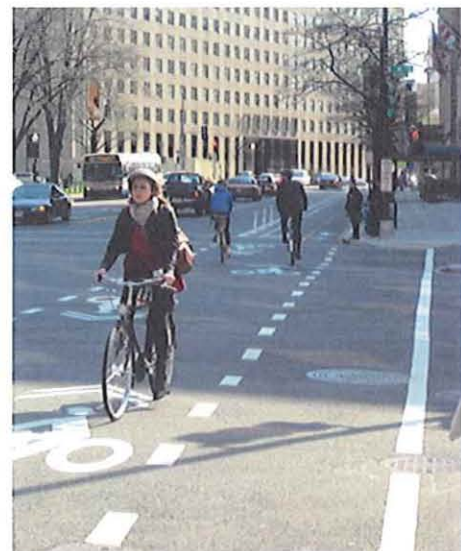
Plan

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

BICYCLE PARKING

Standard Bike Rack Design - Exterior

Bike Rack Site Design - Exterior

Bike Shelter Design - Exterior

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

ON-ROAD BICYCLE FACILITIES DESIGN GUIDELINES

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

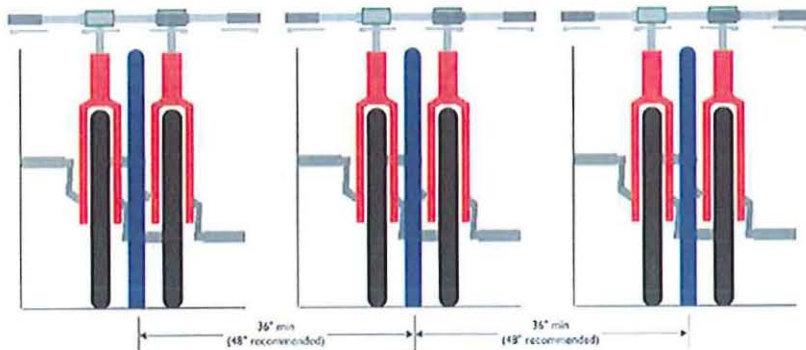
- Racks placed too close together or too close to nearby objects such as walls or trees may be completely unusable.
- Distance to other racks
 - aligned end to end - 96" between racks
 - side by side - 36" minimum, 48" preferred
- Distance from curb
 - perpendicular to curb - 36"
 - parallel to curb - 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

Sources for Design Guidance

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



Typical Rack Spacing
Source: APBP Bicycle Parking Guidelines



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.

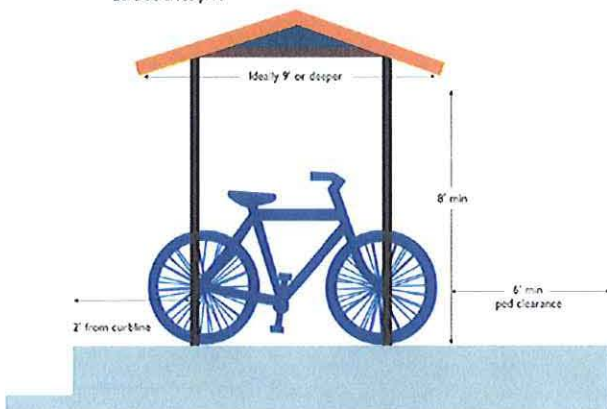
Design Considerations

- 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

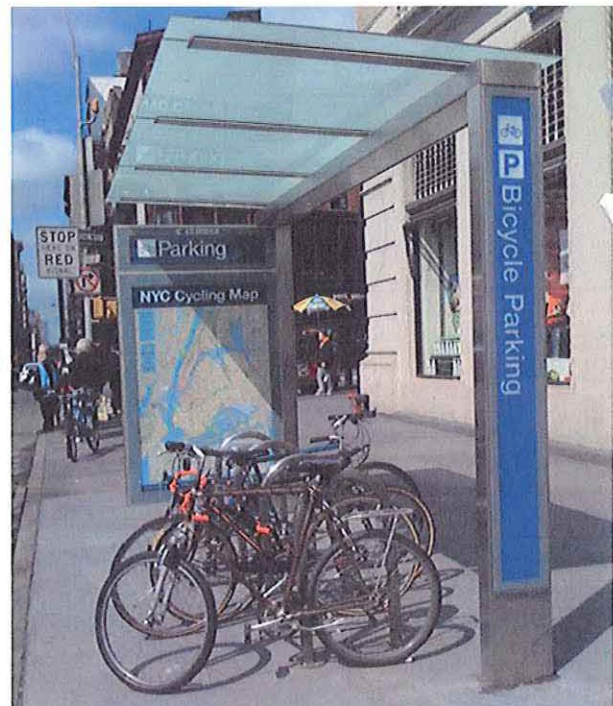


Sample Clearance Guidelines

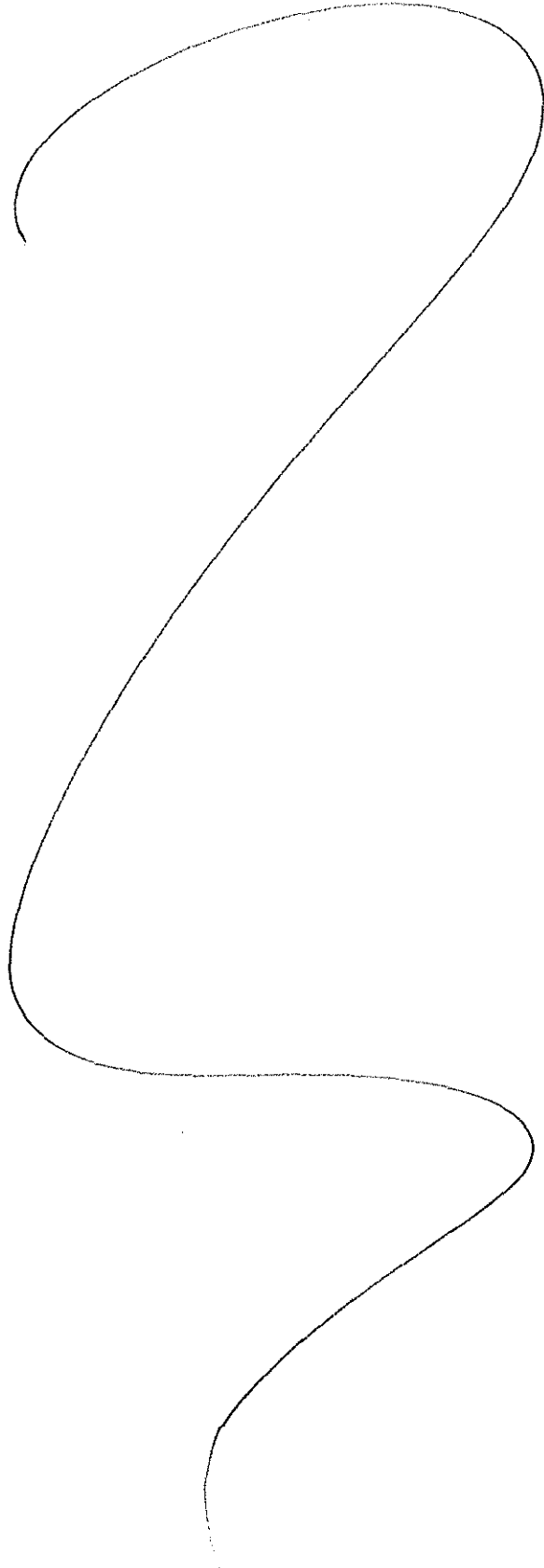
Source: APBP Bicycle Parking Guidelines

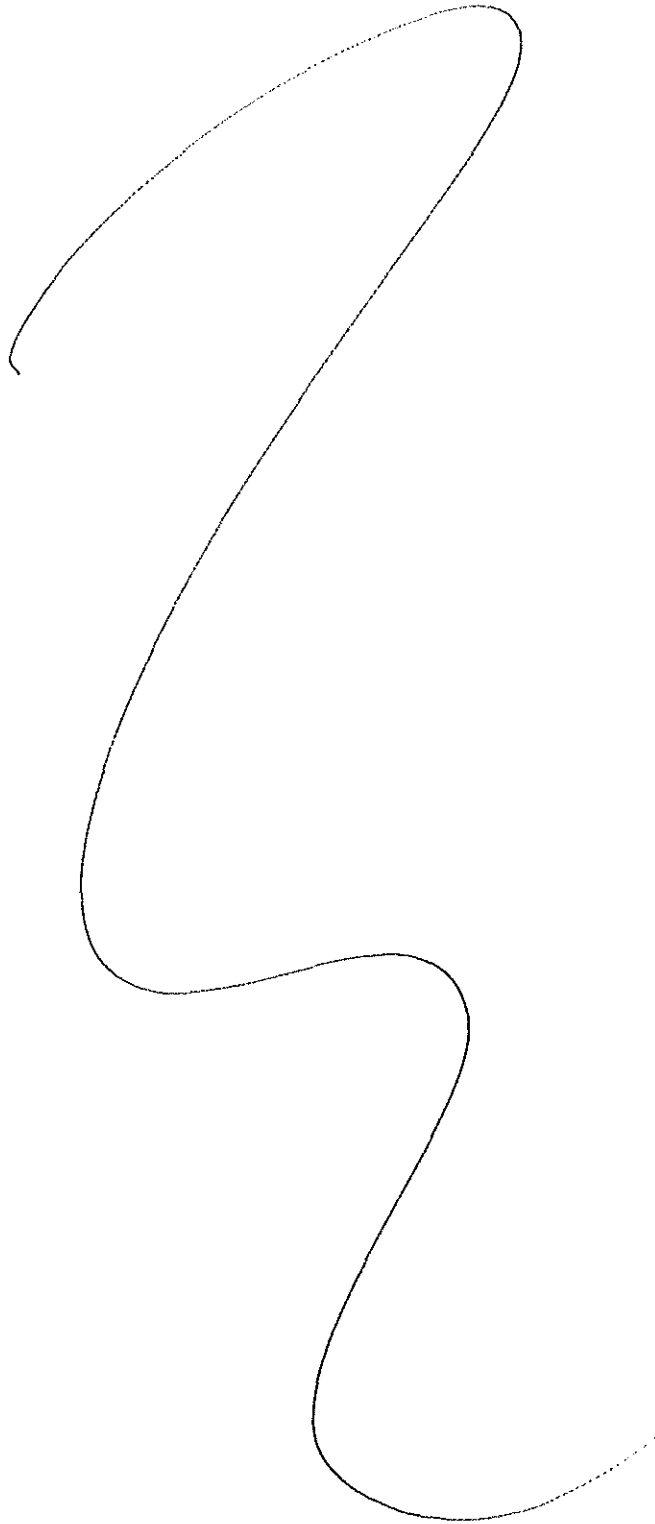


Covered Shelter Bicycle Parking
Source: TDG Library



Covered Shelter Bicycle Parking with Informational Kiosk
Source: APBP Bicycle Parking Guidelines





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