



**DEPARTMENT OF PLANNING AND ZONING**

**VALDIS LAZDINS, DIRECTOR**

**TECHNICAL STAFF REPORT**

**Downtown Columbia, Lakefront Core Neighborhood Phase 1**

**Planning Board Hearing of February 1, 2018**

**Case No./Petitioner:** PB 435, The Howard Hughes Corporation

**Project Name:** Final Development Plan for Downtown Columbia, Lakefront Core Neighborhood, Phase 1 (FDP-DC-L-1)

**DPZ Planner:** Jill Manion-Farrar, Planning Supervisor,  
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**Request:** For the Planning Board to approve the Final Development Plan (FDP), Neighborhood Concept Plan (NCP), Neighborhood Design Guidelines (NDG), and Neighborhood Implementation Plan (NIP) for Phase 1 of the Lakefront Core Neighborhood. 509 Dwelling Units, 54,244 SF of net new retail, and 113,402 SF of net new retail are proposed for this FDP. Two Downtown Community Commons, the Lakefront Connection and the Lakefront Neighborhood Square, are also proposed with this FDP, as are a network of public and private streets.

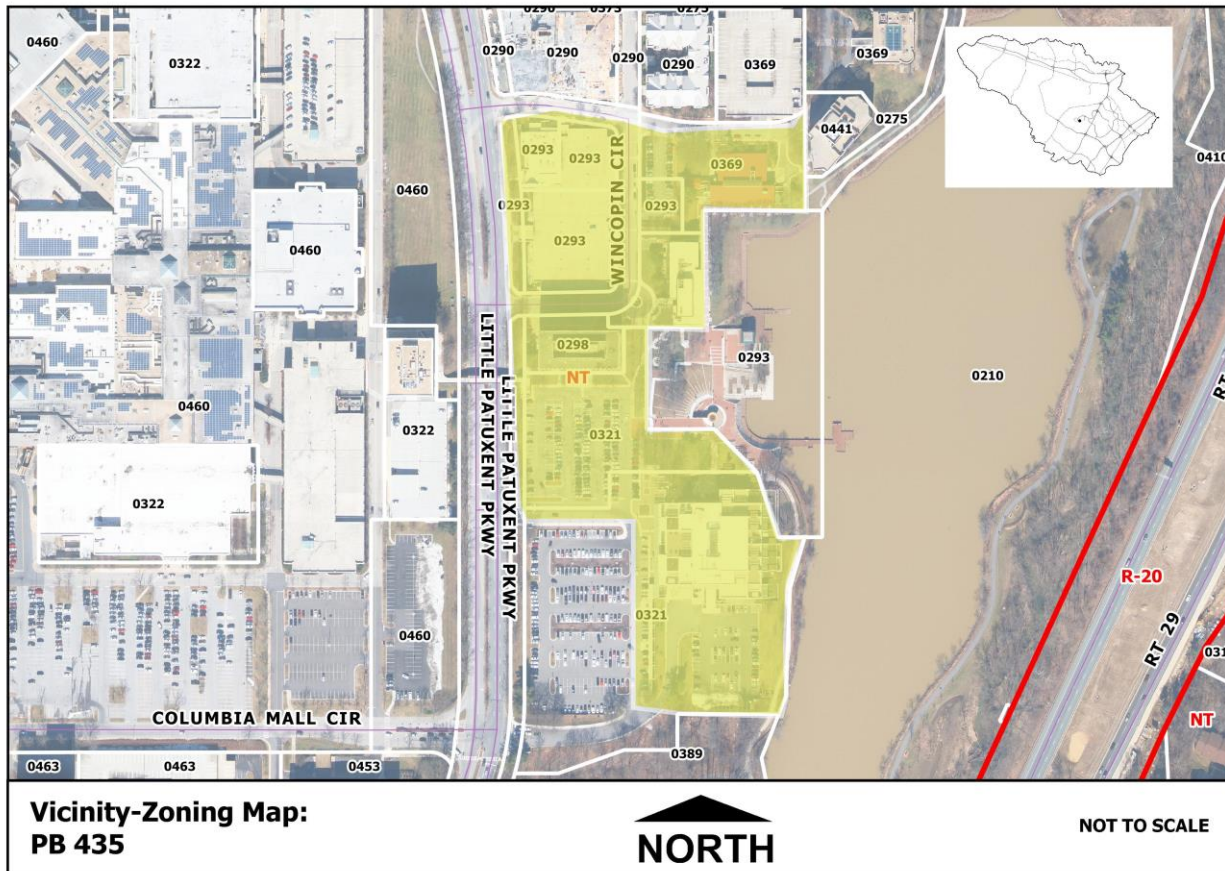
**Location:** The subject parcels are located between Little Patuxent Parkway and Lake Kittamuqundi and extend from the north leg of Wincopin Circle to the Rouse Building, exclusive of the Whole Foods parking lot. The FDP land area does not include the Open Space land owned by Columbia Association. The properties are identified as Tax Map 36, Parcel 293, Lots 2, 3, 21, and 22; Tax Map 36, Parcel 369, Lot 1A; Tax Map 36, Parcel 298, Lot 13; and Tax Map 36, Parcel 321, Lots 17 and 18. The FDP also includes the Wincopin Circle public right-of-way.

**Recommendation:** The Department of Planning and Zoning recommends approving:

- A. Lakefront Core Neighborhood Concept Plan submitted with FDP-DC-L-1;**
- B. Lakefront Core Specific Design Guidelines submitted with FDP-DC-L-1;**
- C. Lakefront Core Specific Implementation Plan submitted with FDP-DC-L-1; and**
- D. Final Development Plan, FDP-DC-L-1, Lakefront Core, Phase 1,**

**subject to addressing all remaining Subdivision Review Committee comments in the letter dated December 22, 2017 (see Attachment A).**

In addition, the Department of Planning and Zoning also recommends approving alternative compliance timing for CEPPA #19 to 3,900,000 SF of development and alternative compliance timing of CEPPA #22 to 2,600,000 SF of development.



**Vicinal Properties:**

North: Lakefront Neighborhood, including the Little Patuxent Square mixed-use office-retail-residential complex and a condominium building.

South: Lakefront Neighborhood, The Whole Foods Grocery Store parking lot and Howard Research and Development Company owned open space.

East: The Lakefront amphitheater, pathway and pier, owned by the Columbia Association and Lake Kittamaqundi.

West: Little Patuxent Parkway, with the Mall in Columbia on the other side of the street.

Neighborhood: The Lakefront Core, described in the Downtown Columbia Plan, should be designed to encourage access to Lake Kittamaqundi and the public spaces adjacent to the Lake. Design objectives include creating inviting and welcoming spaces and outdoor corridors to enhance visibility and access to the Lake, which is to retain its identity and character as an important historic and symbolic gathering place. “The remaining land in the Lakefront Core may be revitalized with new development that could include cultural, retail, restaurant, office, residential and hospitality uses adjacent to the amenity area that will help bring people to this part of Downtown Columbia and activate the Lake.”

**I. General Comments**

**A. Relevant Site History**

The Lakefront Core is a completely developed area of Downtown Columbia. It includes the American Cities Building, the Exhibit Building, the Teachers Building (to remain), the

Whole Foods/Rouse Building (to remain), the parking lot south of the Whole Foods, the former Copeland site and parking garage, existing parking lots, the access drive to the Exhibit Building and the Wincopin Circle right-of-way. The Whole Foods parking lot at the front of that building and the Columbia Association owned land immediately adjacent to Lake Kittamaqundi are not part of this FDP.

This area was initially planned on FDP-4-A-5, for commercial use, along with the existing open space on the lakefront owned and maintained by the Columbia Association. The American Cities building site was subject to FDP-21, approved November 10, 1967, for commercial use. The last FDP approved under standard NT-processing in this area was FDP-95, approved May 7, 1970, to identify the surface parking areas south of the former Rouse Company Headquarters and the American Cities buildings as a commercial land use. There are several site development plans for existing buildings on the subject site. Some of these buildings will remain and some will be removed. All new development will be coordinated with the improvements that remain.

## **B. Legal Notice**

- (1) The site was posted with two Planning Board hearing notices on December 28, 2017, and verified by County staff.
- (2) Legal advertisements appeared in the Baltimore Sun and the Washington Post on December 29, 2017, and certifications are in the case file.

## **C. Regulatory Compliance** - Final Development Plans for Downtown Revitalization are subject to the following, which are incorporated by reference into the record:

- (1) The Downtown Columbia Plan, Council Bill No. 58-2009, which approved an amendment to the Howard County General Plan, adopted February 1, 2010, and amended with Council Bill No. 52-2016 on November 9, 2016.
- (2) The Zoning Regulations, including sections enacted as part of an amendment to the Zoning Regulations as Council Bill No. 59-2009 (ZRA 113).
- (3) Downtown-Wide Design Guidelines, passed as Council Resolution 138-2010.
- (4) Subtitle 11 of the Subdivision and Land Development Regulations – Adequate Public Facilities.
- (5) The Sign Ordinance, amended for Downtown Columbia as Council Bill 56-2010.
- (6) The petitioner met the following pre-submission requirements:
  - (i) A Pre-submission Community Meeting was held June 7, 2017, in accordance with Section 125.0.E.2 of the Zoning Regulations and Section 16.128(b)-(g) of the Subdivision and Land Development Regulations.
  - (ii) The Design Advisory Panel (DAP) reviewed the Neighborhood Specific Design Guidelines June 14, 2017, in accordance with Section 125.0.E.2 of the Zoning Regulations and Title 16, Subtitle 15 of the County Code.

## **D. Definitions:**

- (1) Downtown Columbia Definitions: See attached definitions of terms (Attachment C) relating to Downtown Columbia revitalization, as excerpted from Section 103.0.A of the Zoning Regulations.
- (2) Neighborhood Documents: The Neighborhood Concept Plan, Neighborhood Specific Design Guidelines, and the Neighborhood Specific Implementation Plan are at times referred to collectively as the “Neighborhood Documents” in this

technical staff report.

- (3) Purpose of Petition - The purpose of the Final Development Plan (FDP) is to identify:
- (i) Existing conditions for the subject area;
  - (ii) The proposed land uses;
  - (iii) The location of required Downtown Community Commons; and
  - (iv) Any other information related to how the proposed development complies with the Downtown Revitalization requirements.

A Final Development Plan requires petitioners to propose a Neighborhood Concept Plan, Neighborhood Specific Design Guidelines, and a Neighborhood Implementation Plan. These provide context to evaluate the initial Final Development Plan and provide guidance for future Final Development Plan petitions. They are only binding on properties included in the FDP.

## II. Final Development Plan and Associated Neighborhood Documents Proposal

**A. Proposed Final Development Plan:** The FDP provides a table of existing and proposed land uses for this subject area and establishes criteria for its development (which are further identified in the Neighborhood Concept Plan and provided in more detail in the Neighborhood Design Guidelines), and identifies Downtown Community Commons. Some of the existing structures within the Lakefront Core Neighborhood will be demolished, including the American Cities Building, the Exhibit Building, and the Copelands Restaurant and attached garage structure. Other structures, including the Rouse Company Headquarters Building/Whole Foods and the Teachers Building, will remain. New residential, retail and office uses are proposed for the Lakefront Core. Below is a Development Chart for the 12.04 acres, which includes existing uses to remain and the new proposed uses:

PARCEL			Uses <sup>1</sup>																				Residential (DU)			
			Existing							Demolition			Proposed				NET NEW <sup>3</sup>			Ultimate						
Parcel	Area (SF)	Area (Acres)	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Existing	Proposed	Net	
B <sup>5</sup>	61,953	1.42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	84
C	79,024	1.81	46,720	20,643	28,385	95,748	0	0	0	0	0	0	0	0	0	0	0	0	46,720	20,643	28,385	95,748	0	0	0	
D <sup>7</sup>	26,255	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
E	67,720	1.55	0	0	0	0	0	0	0	0	13,800	181,000	0	194,800	13,800	181,000	0	194,800	13,800	181,000	0	194,800	0	120	120	
F <sup>2</sup>	39,497	0.91	0	117,098	0	117,098	0	117,098	0	117,098	0	0	0	0	0	0	0	-117,098	0	-117,098	0	0	0	0	0	0
G	29,261	0.67	12,019	29,383	0	41,402	0	0	0	0	0	0	0	0	0	0	0	0	12,019	29,383	0	41,402	0	0	0	
H	80,885	1.86	8,800	0	8,800	8,800	0	8,800	0	8,800	30,400	0	0	30,400	21,600	0	0	21,600	30,400	0	0	30,400	0	305	305	
I	66,598	1.53	9,356	11,500	0	20,856	9,356	11,500	0	20,856	28,200	61,000	0	89,200	18,844	49,500	0	68,344	28,200	61,000	0	89,200	0	0	0	
J <sup>2</sup>	13,541	0.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
K	15,710	0.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EX ROW	43,988	1.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Lakefront Core Total This FDP</b>	<b>524,432</b>	<b>12.04</b>	<b>76,895</b>	<b>178,624</b>	<b>28,385</b>	<b>283,904</b>	<b>18,156</b>	<b>128,598</b>	<b>0</b>	<b>146,754</b>	<b>72,400</b>	<b>242,000</b>	<b>0</b>	<b>314,400</b>	<b>54,244</b>	<b>113,402</b>	<b>0</b>	<b>167,646</b>	<b>131,139</b>	<b>292,026</b>	<b>28,385</b>	<b>451,550</b>	<b>0</b>	<b>509</b>	<b>509</b>	

In summary, there is 76,895 SF of retail, 178,624 SF of office, and 28,385 SF of “other” uses in the subject area. This FDP proposes to demolish 18,156 SF of retail and 128,598 SF of office, which would create a demolition credit toward Downtown Revitalization Phasing and CEPPA requirements. The proposed FDP adds 72,400 SF of retail, 242,000 SF of office, and 509 residential units for a net increase of 54,244 of retail, 113,402 SF of office, and 509 residential units. As identified in the table of land uses, the Lakefront Core covered by this FDP consists of 10.62 acres of proposed Downtown Mixed-Use Area (DMUA) and 1.42 acres of Downtown Community Commons (DCC).

Downtown Community Commons are a significant component of this Final Development Plan and an important goal of the Lakefront Core, as identified in the Downtown Columbia Plan. It emphasized the need to create connections within the Lakefront and to surrounding neighborhoods. This FDP establishes the east side of the Lakefront Connection, which connects the Lakefront with Little Patuxent Parkway and the Mall in Columbia. In addition, this FDP proposes a Downtown Neighborhood Square adjacent to the lakefront that is proposed to be conveyed to the County in fulfillment of a CEPPA

requirement and may include a Veteran’s Monument.

<u>NET NEW AMENITY SPACES CHART<sup>1</sup></u>				
<u>KEY</u>	<u>TYPE</u>	<u>AMENITY DESCRIPTION</u>	<u>MIN. AREA</u>	<u>AREA SHOWN</u>
6	PRIMARY	LAKEFRONT CONNECTION	38,442 SF <sup>2</sup>	39,015 SF <sup>3</sup>
a	SECONDARY	VETERANS MONUMENT/ PUBLIC NEIGHBORHOOD SQUARE	--	26,255 SF
TOTAL:			--	65,270 SF

1. SEE NOTE 9 FOR 5% NET NEW DOWNTOWN COMMUNITY COMMONS REQUIREMENT.  
 2. THE 68,600 SF REQUIRED IN THE DOWNTOWN COLUMBIA PLAN (EXHIBIT G) FOR THE LAKEFRONT CONNECTION IS PROPORTIONED BETWEEN THE LAKEFRONT CORE AND LAKEFRONT NEIGHBORHOODS. THE MINIMUM AREA SHOWN (38,442 SF) IS WHAT IS REQUIRED FOR THE PERCENTAGE OF THE AREA WITHIN THE LIMITS OF THIS FDP. SEE NEIGHBORHOOD DESIGN GUIDELINES FOR MORE INFORMATION.  
 3. INCLUDES 3,220 SF OF DCC WITHIN PUBLIC RIGHT-OF-WAY. SEE NOTE 9 FOR MORE INFORMATION

Finally, as part of this proposal, Wincopin Circle will remain a public right-of-way. However, a new private street, extending from Wincopin Circle south to Whole Foods, would be constructed and the entrance to Whole Foods would also be designed as a private street to Little Patuxent Parkway. Internal streets would support on-street parking where appropriate, and some sections of private roadways would receive special paving treatments, especially where they bi-sect a Downtown Community Commons Area.

- B. The Lakefront Core Neighborhood Concept Plan** proposes ultimate land uses, block and street configuration, building heights, pedestrian and bicycle circulation, and amenity framework for the Lakefront Core. However, it is only binding on those properties covered by the Final Development Plan. The Lakefront Core Neighborhood boundaries are modified on this plan to include the parcels closest to Little Patuxent Parkway, which incorporates the primary parcels to be redeveloped. It also allows for an open space connection to the Lakefront from Little Patuxent Parkway. The petitioner further proposes to increase permitted building heights for the parcels adjacent to Little Patuxent Parkway from 9 to 15 stories. The petitioner argues that this better corresponds with the heights proposed in the Downtown Columbia Plan, on the opposite side of the road. Strategies to ensure that building massing does not obscure the Lakefront, or become incompatible with existing buildings around the Lakefront Core, are proposed in the Neighborhood Design Guidelines. The final deviation from the Downtown Columbia Plan is the extension of Wincopin Circle, from its existing terminus to the south. This provides complete vehicular and pedestrian connections internal to the Lakefront Core Neighborhood and completes an urban street grid. This would be a private street, but its access easements would be recorded to ensure public use.
- C. The Lakefront Core Neighborhood Design Guidelines** provide a comprehensive guide for block, street, open space, and architectural design for the Lakefront Core neighborhood. However, they are only binding on the properties subject to this FDP. The guidelines establish the overall vision for the area, block standards and form, and street design, which incorporate complete street concepts to encourage balanced pedestrian, bicycle, transit and vehicular use. Also included are standards for amenity spaces/downtown community commons, which define types of spaces and materials and elements. Architectural components for building types and forms, storefront standards and materials are also covered. Finally, the guidelines address signage, on- and off- road bicycle facilities, preservation of the Rouse Building (Whole Foods), and sustainability.
- D. The Lakefront Core Neighborhood Implementation Plan** provides approximate timing to complete proposed development and the underlying infrastructure. It is binding only on properties covered by this FDP.
- E. Proposed CEPPA Alternative Compliance** – As part of this Final Development Plan the petitioner is requesting alternative compliance related to completing CEPPAs 19 and 22. CEPPA 19 requires constructing the Lakefront Terrace, proposed on the Downtown Columbia Plan at the south end of the Lakefront Neighborhood, prior to issuing permits for the 2,600,000<sup>th</sup> square foot of development. CEPPA 22 requires completing at least

one Downtown Neighborhood Square, to be deeded to the County as public land, before issuing a building permit for the 3,900,000<sup>th</sup> square foot of development. The petitioner is requesting to swap the timing of completing these two CEPPAs. This is because the Downtown Columbia Plan identifies the Terrace steps area also as a potential location for a new road that would connect to a future, third Route 29 interchange. The lease agreement for the Whole Foods surface parking lot further complicates development of the Terrace. Therefore, Lakefront Terrace timing requirements are proving to be premature. Since another open space CEPPA requirement will be fulfilled within the same neighborhood, DPZ supports the proposed change in timing.

**III. Planning Board Criteria**

In accordance with Section 125.0.E.4 of the Howard County Zoning Regulations, the Planning Board must evaluate and approve, approve with conditions, or deny the petition based on whether the Final Development Plan and associated Neighborhood Documents satisfy the following criteria:

**A. The Downtown Neighborhood Concept Plan, the Neighborhood Specific Design Guidelines, and the Neighborhood Specific Implementation Plan conform with the Downtown-Wide Design Guidelines; the Downtown Columbia Plan (including the Street and Block Plan, the Neighborhoods Plan, the Maximum Building Heights Plan, the Primary Amenity Space Framework Diagram, the Street Framework Diagram, the Bicycle and Pedestrian Plan, and the Open Space Preservation Plan). Any proposed change(s) will not be detrimental to the overall design concept and phasing for Downtown Revitalization. Limited change in building heights may be approved based on compatibility, character and height of nearby existing and planned development and redevelopment, and open spaces in the area. However, in no event shall the maximum building height for Downtown Revitalization exceed twenty stories.**

**Conformance Summary** – Using the criteria listed in Section 125.0.A.2 of the Howard County Zoning Regulations, the Final Development Plan conforms to the Downtown Columbia Plan as follows:

Conformance with the Downtown Columbia Plan and Downtown-wide Design Guidelines	Neighborhood Concept Plan	Neighborhood Specific Design Guidelines	Neighborhood Implementation Document	Final Development Plan
Policies;	X	X	X	X
Timing and implementation of the plan;	X	NA	X	X
Timing of development;	NA	NA	X	X
Development patterns;	X	X	X	X
Land uses; and	X	X	X	X
Densities and intensities	X	X	X	X

A limited increase in building height, from 9 to 15 stories, is proposed on the two parcels closest to Little Patuxent Parkway. The increase will allow a better response to future development on the opposite side of Little Patuxent Parkway, as currently permitted. Further, the increased height will better frame the Lakefront Connection open space and accentuate visibility to the lake. Finally, any increase in height will be offset by flexibility in the use of building materials and construction methods, thereby, enhancing architectural variability.

**B. The Neighborhood Design Guidelines submitted with the Final Development Plan offer sufficient detail to guide the appearance of the neighborhood over time, and promote design features that are achievable and appropriate for Downtown Revitalization in accordance with the Design Guidelines and the Downtown Columbia Plan.**

In accordance with Section 125.0.E.3.a.2 of the Zoning Regulations, The Lakefront Core Neighborhood Design Guidelines address and provide sufficient guidance for development plans within the neighborhood relating to the following design components:

- Urban design, including scale and massing, block configuration, parking and service functions, building entrances, and street lighting and furniture are primarily covered in Chapter 2, *Urban Design*. Street lighting and furniture are covered under Chapter 3 - *Street Design: Material and Elements Standards*.
- Street design and framework is covered in Chapter 3, *Street Design*
- Downtown Community Commons and Downtown Parkland is covered in Chapter 4, *Amenity Space*
- Architectural design is covered in Chapter 5, *Architecture*
- Green building and green site design are covered as a sub-section at the beginning of Chapters 2 – 5, titled *Sustainability Goals*, and describes green design considerations for the chapter topic. Each reference the *Sustainability Guidelines* from the *Downtown-Wide Design Guidelines*, which are attached as an Appendix to the Crescent Neighborhood Design Guidelines to further encourage these principles for all sites proposed in the neighborhood.
- Pedestrian and bicycle circulation features are discussed in Chapter 3, *Street Design*. Routes are found on Page 41 and sidewalk characteristics are in the *Streetscape* section of the chapter. In addition, appendices have been included in the guidelines for *On-Road and Off-Road Bicycle Facilities*.
- Signage is covered in Chapter 6, *Signage*.

In addition, the Planning Board may consider the Design Advisory Panel's (DAP) recommendations, in accordance with Title 16, Subsection 1504(f) of the County Code. Please see the DAP's recommendations for additional input to be considered when evaluating the Crescent Neighborhood Specific Design Guidelines; Attachment D.

**C. The Final Development Plan conforms with the Neighborhood Documents; the Revitalization Phasing Plan, the Downtown Community Enhancements, Programs, and Public Amenities (CEPPA) Implementation Chart and Flexibility Provisions; the Downtown-wide Design Guidelines; the Downtown Columbia Plan, (including the Street and Block Plan, the Neighborhoods Plan, the Maximum Building Heights Plan, the Primary Amenity Space Framework Diagram, the Street Framework Diagram, the Bicycle and Pedestrian Plan, and the Open Space Preservation Plan). Limited change in building heights may be approved based on compatibility, character, and height of nearby existing and planned development and redevelopment, and open spaces in the area. However, in no event shall the maximum building height for Downtown Revitalization exceed twenty stories.**

**1) Neighborhood Documents, Downtown-wide Design Guidelines, Downtown Columbia Plan and Exhibits**

As previously established, this FDP conforms with the Downtown Columbia Plan and exhibits, the Downtown-wide Design Guidelines and the Neighborhood Documents, and any departures have been evaluated and found to conform with the goals of the Downtown Columbia Plan and Downtown-wide Design Guidelines.

**2) Revitalization Phasing Plan**

The development of blocks in this FDP will likely occur in all multiple phases of the Downtown Revitalization Phasing Progression due to improvements occurring over time and while developments in other neighborhoods are simultaneously occurring. Downtown Phasing is governed by building permits and conformance with the Revitalization Phasing Plan. This will be tracked as part of the Site Development Plan Process, since the Downtown Columbia Plan triggers phasing based on building permits. Permits are released after Site Development Plan approval.



### **3) CEPPA Implementation Chart**

All previously triggered CEPPAs have either been satisfied or approved for alternative timing (see Exhibit B). CEPPAs likely to be triggered by this development will be evaluated with future Site Development Plans. This FDP proposes swapping timing triggers for CEPPA 19 and 22 due to complications with the design of the Lakefront Terrace, as explained in Section II, and DPZ does not object to this change.

Pursuant to Section 125.0.A.9.h(3) & (4), alternative CEPPA timing may be approved if a specific CEPPA cannot be provided for reasons beyond reasonable control of the Petitioner, or to take advantage of an evolving land use concept or opportunity. However, alternative timing cannot result in piecemeal development, inconsistent with the plan, it must advance public interest, conform with the goals of the Downtown Plan, and establish a reasonable schedule for completing any requested comparable alternative CEPPA. The proposed alternative compliance for these two CEPPAs fits these parameters.

#### **D. The Final Development Plan, when considered in the context of surrounding planned or existing development, provides a balanced mix of housing, employment, commercial, arts, and cultural uses in each phase.**

The Final Development Plan provides a mix of office, retail, and multi-family residential uses. The FDP provides the necessary balance within the neighborhood to achieve the objectives of the Downtown Columbia Plan.

#### **E. The Final Development Plan satisfies the affordable housing requirement.**

Affordable Housing for this FDP area will be addressed as described in a Development Rights and Responsibilities Agreement (DRRA) between the County and the Petitioner and recorded in the Howard County Land Records in Book 17457, Page 265. In addition, each owner of property developed with commercial uses must make an annual payment toward affordable housing, in accordance with CEPPA #27.

#### **F. The bicycle, pedestrian, and transit network creates convenient connections throughout the subject area and connect, wherever possible, to existing and planned sidewalks, path, and routes adjoining the development.**

The Final Development Plan shows a pedestrian and bicycle network that conforms to the Neighborhood Concept Plan and the Bicycle and Pedestrian Circulation Plan in the Downtown Columbia Plan and connects with existing pedestrian and bicycle circulation systems. Streets are to be shared by vehicles and bicycles and there will be new multi-use pathways along Little Patuxent Parkway and the Lakefront. Connections to transit will be evaluated with future Site Development Plans, in consultation with the Office of Transportation.

#### **G. The Final Development Plan protects land covered by lakes, streams or rivers, flood plains and steep slopes, and provides connections, where possible to existing and planned open space within the neighborhood and in surrounding area.**

Most of the plan area is not constrained by environmentally sensitive features, except for Parcel B. It contains a floodplain associated with Lake Kittamaqundi and since the FDP proposes residential units within a floodplain, the Department of Planning and Zoning has requested an additional study and analysis to confirm the accuracy of the floodplain limits. The FDP contains notes to restrict development within the floodplain to what is permitted by County regulations and policies.

The proposed FDP creates connections to existing open space by aligning new Downtown Community Commons with these spaces. The plan follows the recommendations of the



Downtown Columbia Plan by creating connections from the Mall to the Lakefront and the street and block design promote walkability in the area.

**H. The Final Development Plan provides the location of Downtown Community Commons required under Section 125.A.9.h as indicated in the Neighborhood Concept Plan.**

The FDP includes approximately 65,270 square feet of new Downtown Community Commons. These spaces consist of a proportional share of the Lakefront Connection Primary Amenity Space and additional secondary amenity spaces, including a Downtown Neighborhood Square intended to be conveyed to Howard County. The proposed Downtown Community Commons conform to the Lakefront Core Neighborhood Concept Plan and the Downtown Columbia Plan.

**I. The Final Development Plan is in harmony with existing and planned vicinal land uses. In making this determination, the Planning Board shall consider, if appropriate:**

- 1) **Landscape features on the boundary of the plan area, which may include protection of existing vegetation or grade changes that provide a natural separation, or landscape planting;**
- 2) **The size of buildings along the edges of the plan area through limits on building height or other requirements;**
- 3) **The use and design of nearby properties and**
- 4) **The adopted Downtown Columbia Plan recommendations for height, building massing and scale, and neighborhood connectivity.**

The FDP includes a mix of uses consistent with the mixed-use character of this already developed area. Lower building heights are maintained adjacent to the Lake, consistent with the Downtown Columbia Plan and Downtown-wide Design Guidelines. The FDP proposes taller buildings (from 9 stories to 15 stories maximum) on the two parcels directly adjacent to Little Patuxent Parkway. This is being done in response to building heights proposed for the west side of the road and to accentuate the Lakefront Connection Primary Amenity Space. Nearby developments include multiple story commercial and residential buildings, and surface and structured parking. Proposed building massing, described in the Lakefront Neighborhood Design Guidelines, provides a transition in height and scale from Little Patuxent Parkway to the Lakefront. Connectivity within the neighborhood and to areas beyond the Lakefront Core is a central theme of this FDP and neighborhood documents.

**J. The development, as proposed by this Final Development Plan, is adequately served by public facilities; including any proposed mitigation or development staging. It further complies with the Adequate Public Facilities Ordinances (Title 16, Subtitle 11 of the Howard County Code) for both schools and roads.**

- 1) **Housing Allocations/Schools Test: The proposed FDP adds a total of 509 units with the following phasing:**

<u>TENTATIVE ALLOCATIONS</u>			
ANNUAL PHASE	NO. TENTATIVE ALLOCATIONS	ALLOCATION YEAR	SDP SUBMISSION DUE DATE
1	305	2020	
2	120	2021	
3	84	2022	

The tentative allocations were granted, and the project passed the open/closed schools test November 3, 2017, soon after the submission of this FDP in accordance

with comprehensive planning provisions within the APFO regulations.

- 2) Transportation: Proposed development was tested for adequate transportation facilities, in accordance with the Adequate Public Facilities Ordinances (Title 16, Subtitle 11 of the Howard County Code). Any improvements to the existing and new street network will be phased according to number of vehicle trips identified with future SDPs. Transportation improvements will also be coordinated with the phasing of construction. A traffic study prepared by Wells & Associates indicates that transportation facilities will be adequate.

**K. The Final Development Plan protects environmentally sensitive features and provides environmental restoration in accordance with the Downtown Columbia Plan.**

Except for the floodplain identified on Parcel B, there are no other environmentally sensitive features within the FDP area. As mentioned in Section G, DPZ is requesting additional information on the accuracy of the floodplain and will require further evaluation, based on County regulation and policies prior to developing this parcel.

**L. The Final Development Plan protects any historic or culturally significant existing sites, buildings or structures, and public art.**

The Final Development Plan includes the Whole Foods/former Rouse Company headquarters building, which is identified as a signature building and culturally significant site. No significant changes or new proposed uses are identified for the building with this FDP. The building's architecture is protected with restrictive covenants, as required by CEPPA #13, which was recorded in the Land Records of Howard County April 12, 2013, as Liber 14851, Folio 019. The details of the Restrictive Covenants and Preservation Guidelines for the architecture can be found in Appendix A-3 of the Downtown-wide Design Guidelines and in the Lakefront Core Neighborhood Design Guidelines.

The historically significant recorded open space in the Lakefront Core, identified in the Downtown Columbia Plan, is outside of the boundaries of this FDP. However, additional Downtown Community Commons will be connected to this existing open space to retain its character and increase its level of activity as a community gathering place.

Public sculpture within the FDP area, including The Hug, The Bears and The Sails, will be stored off-site during construction and eventually relocated to the Lakefront. The Hug and The Bears will likely be restored in proximity to their original location. The Sails may be located elsewhere, outside the Lakefront Core boundaries, but within proximity to the Lake.

**M. The Final Development Plan proposes any appropriate plan to satisfy the requirement for art in the community.**

The FDP requires the Petitioner to incorporate art at a value equivalent to 1% of the building construction cost. If not, a fee-in-lieu, as provided in Section 125.0.A9.f(2) of the Zoning Regulations, may be paid. As noted, existing public art in the Lakefront area will be relocated, but any removal will be temporary to protect it during construction. Art pieces may be placed in a new location within the Lakefront and may not necessarily be returned to their exact former locations.

**N. The Final Development Plan provides a plan to hold, own, and maintain in perpetuity land intended for common, quasi-public amenity use and public art that is not publically owned, including, without limitation, any Downtown Community Commons, Downtown Parkland, Downtown Arts, Cultural and Community Use, and Downtown Neighborhood Square shown on the Final Development Plan.**

Property within the FDP area intended for common, quasi-public amenity use will be held, owned, and maintained by the property owner; subject to a potential maintenance or

reciprocal agreement among the property owners or assumed by a maintenance organization, or other organization. Specific mechanisms will be further established on future Site Development Plans and appropriate agreements for maintenance and access will be provided at that time.

- O. To better ensure conformance with the Community Enhancements, Programs and Public Amenities provisions, the Final Development Plan provides for a plan to establish membership in the Downtown Columbia Partnership and payment of the annual charges. Each Final Development Plan shall show a consistent means of calculating and providing the required annual charges.**

A note has been added on the FDP regarding Downtown Partnership membership and the formula to calculate the payment of annual changes in a consistent manner, as established in CEPPA 25.

**SRC Action:** The Subdivision Review committee has recommended approval, subject to the technical comments issued in a letter dated December 22, 2017.

**Recommendation:** The Department of Planning and Zoning recommends approval of the Final Development Plan, FDP-DC-L-1, Lakefront Core Phase 1, subject to adequately addressing all remaining technical comments provided by the Subdivision Review Committee in the letter dated December 22, 2017.

In addition, the Department of Planning and Zoning also recommends approval of alternative compliance timing for CEPPA #19 to 3,900,000 SF of development and alternative compliance timing of CEPPA #22 to 2,600,000 SF of development.

  
Valdis Lazdins, Director  
Department of Planning and Zoning

1/18/18  
Date

*This file is available for public review at the Department of Planning and Zoning's public service counter, Monday through Thursday, 8:00 a.m. to 5:00 p.m. and Friday from 8:00 a.m. to 3:00 p.m.*

Staff Report prepared by: Jill Manion-Farrar

JMF

T:\DLD- Division of Land Development\Subdivision and Development Plan Review Records\Downtown Columbia Plans (FDP-DC)\Lakefront Neighborhood (including Lakefront Core)\Downtown Final Development Plans (FDP-DC)\FDP-DC-L-1\Lakefront1\_TSR.doc

**Attachment A**  
**SRC AGENCY COMMENTS – FDP-DC-L-1**

**DEPARTMENT OF PLANNING AND ZONING**  
**DIVISION OF LAND DEVELOPMENT**

*Jill Manion-Farrar – [jfarrar@howardcountymd.gov](mailto:jfarrar@howardcountymd.gov) – 410-313-4338*

*COMMENTS – 1<sup>st</sup> revised submission*

**December 12, 2017**

**RE: FDP-DC-L-1, Downtown Lakefront Core Neighborhood**

**Final Development Plan**

**All Sheets:**

Please make sure that corrections made on individual sheets are made on all corresponding sheets.

**Sheet 1:**

1. Revise the wording for FDP criteria number 9 as follows:
  - a. Please make the following changes: *“Property within the FDP area that is intended for common quasi-public amenity use will be held, owned and maintained by the property owners subject to such maintenance responsibilities potentially being shared among property owners or assumed by a maintenance or other organization, or if agreed to, the County ~~or other Organization.~~”*
  - b. Please address to clarify the following related to the ownership and maintenance of public streets (language is okay for Downtown Community Comments): *“It is anticipated that the private streets(?) and Downtown Community Commons will be owned by the adjacent property owner(s) and that appropriate agreements for maintenance and access will be provided, where necessary, to assure a mean of access to Downtown Community Commons space. 125.0A.9.g(4)(d) in satisfaction of CEPPA 22.”* Please explain how the private streets would be owned by adjacent property owners rather than a common entity such as a commercial association. Otherwise, how would portions of the road be owned by different owners?
  - c. Revise wording on the Downtown Community Square as follows: *The Downtown Neighborhood Square will be conveyed to Howard County per Section 125.0.A.9.g.4(d) of the Zoning Regulations in satisfaction of CEPPA #22.* DPZ will continue to consult with the Office of Law on the appropriate language to add in terms of maintenance and public access. Coordination on the language will occur ahead of the Planning Board Hearing.
2. In the Development Chart, there is no existing square footage for Parcel E, where the American Cities building is currently located, or square footage to be demolished. Was it inadvertently placed with Parcel F?
3. Add footnote #5 below the Development Chart for Parcel B stating “See Note 17 on Sheet 6”.
4. Add a note referencing the covenants for the Rouse Building.

### **Sheet 3:**

5. Fill in the plat number for Lots 24 and 26 in Note #2

### **Sheet 4**

6. Please confirm that Parcel G has both .20 of DCC and another 11,951 sf or .27 ac of DCC near the existing circle at Wincopin Circle.

### **Sheet 5:**

7. In the note regarding the future easement, it should specify that the exact location of the easement will be identified with the final plan and site development plan stages.
8. Provide the plat numbers for Lots 24 -26, Section 1 (Whole Foods parking lot) in the labels once known.

### **Sheet 6:**

9. Renumber the notes; #4 is skipped.
10. Note #5 states that there are no proposed signature buildings within the planned area, but Parcel I has been identified as a location of a possible signature building. Please revise the note accordingly.
11. In Note #10, verify the exact square footages for primary and secondary space provided. I am getting slightly different totals when adding the different areas labeled on the plan. For Parcel D (secondary space, I am getting 26,136 SF). For Parcels F, G and H (primary space), I am getting 48,787 SF. Please also reflect any adjustments in the Net New Amenity Spaces Chart as well.
12. Note #16 should state the exact easement will be determined at the final plan and SDP stages.
13. Note #17, can we revise as follows: "Development of Parcel B is subject to additional review and analysis prior to a determination of SDP approval the submission of additional information to DPZ regarding floodplain limits and impacts, satisfaction of applicable building code standards, and state and local approvals."
14. Note #18 – Add the Plat book/folio number for Lots 24-26.
15. Correct the Downtown Community Commons (DCC) line in the Tabulation of Land Use Chart include all DCC shown on the plan, including the primary amenity area.

## **Neighborhood Concept Plan**

### **Sheet 1:**

1. Please describe the differences in land area calculated for the 5% Downtown Community Commons requirement on the FDP and the NCP. What land area is included in the NCP calculation that is not part of the FDP?

2. Please include a note specifying that changes are being made to the downtown pedestrian and bicycle routes shown in Exhibit I: The Bicycle and Pedestrian Circulation Plan part of the Downtown Columbia Plan. Changes include designating the path around the lake as a pedestrian path, with only the area from the Downtown Multi-Use Path connection to the Lakefront Plaza designated as a shared use path. The primary pedestrian street now extends from the north leg of Wincopin Circle to Whole Foods.

**Sheet 2:**

3. Work with DPZ to best identify the best method to identify the Lakefront Connection (Parcel F) as DCC.

**Neighborhood Design Guidelines**

1. On Page 31, add “special paving” to Street Type 3B.
2. On Page 176, correct the spelling of “relative” in the Building Height definition.
3. Please see the comment under Neighborhood Concept Plan regarding the differences in the Bicycle and Pedestrian exhibit from the Downtown Columbia Plan. Make any changes if necessary.

**Neighborhood Implementation Plan**

1. Make a change to the anticipate program yield chart to make the change of existing square footage for Parcels E and F as described in the comments for the Final Development Plan.
2. Pages 13 and 14 – Make any changes on the exhibits if necessary based on comments on the matter under the Neighborhood Concept Plan and Neighborhood Design Guidelines.
3. Page 27 – On the CEPPA chart, revise the status for CEPPA #14 to reflect the alternative compliance approved by Planning Board on November 16, 2017. Change the status from “satisfied” to “pending”.

**DEPARTMENT OF PLANNING AND ZONING  
DEVELOPMENT ENGINEERING DIVISION  
November 20, 2017**

**Project Engineer – Heather Pandullo  
FDP-DC-Lakefront-1, Downtown Columbia, The Lakefront Core Neighborhood**

Approved subject to addressing the comments below:

**DED Comments:** None

**Traffic Comments:** None

**Fire & Rescue Comments:** None

**SHA Comments:** None

**DED/Traffic**

**Comments:** The traffic analysis shows that 406 trips enter the right-in ramp between intersections #4 and #47 during the 8am peak hour. Please verify that data and associated time and adjust the report if necessary with the next design phase.

**Attachment B  
CEPPA Status Summary  
FDP-DC-L-1**

<b>PRIOR TO SUBMISSION OF THE FIRST FINAL DEVELOPMENT PLAN</b>		
1	HHC completed at its expense an environmental assessment of the three sub-watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located upstream of the Merriweather & Crescent Environmental Enhancements Study area.	Complete
2	HHC will commission at HHC's expense (i) the preparation of the Land Framework component of the Downtown Columbia Sustainability Program and (ii) a detailed outline for the Community Framework component of the Sustainability Program.	Complete
3	HHC will commission at HHC's expense in consultation with Howard County a study evaluating a new Downtown Columbia Route 29 interchange between Route 175 and Broken Land Parkway and options for a connection over Route 29 connecting Downtown Columbia to Oakland Mills, including potential bicycle, transit and multimodal improvements.	Complete
4	HHC will prepare at its expense Downtown-wide Design Guidelines.	Complete
<b>PRIOR TO APPROVAL OF THE FIRST FINAL DEVELOPMENT PLAN</b>		
5	HHC will commission at HHC's expense and in consultation with Howard County one or more feasibility studies for the following: (i) a new Broken Land Parkway/Route 29 north/south collector road connection to Little Patuxent Parkway and (ii) a new Downtown transit center and Downtown Circulator Shuttle.	Complete
6	HHC and Howard County will jointly determine the functions, organizational structure, implementation phasing schedule consistent with the redevelopment phasing schedule, potential funding sources and projected funding needs of the Downtown Columbia Partnership, prior to HHC's establishment of this Partnership. As such, at least fifty percent (50%) of the revenue collected pursuant to CEPPA No. 25 shall be utilized for the implementation of transportation initiatives in the shuttle feasibility study or other direct transit services downtown.	Complete
<b>PRIOR TO APPROVAL OF THE FIRST SITE DEVELOPMENT PLAN</b>		
7	HHC will submit a phasing schedule for implementation of the restoration work on HHC's property and a Site Development Plan for the first phase of the environmental restoration work as described in CEPPA No. 15.	Complete
8	HHC, in collaboration with the County, will establish the Downtown Arts and Culture Commission, an independent nonprofit organization, to promote and support Merriweather Post Pavilion's revitalization in accordance with this Plan and the development of Downtown Columbia as an artistic and cultural center.	Complete
<b>PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT</b>		
9	To facilitate the renovation of the Banneker Fire Station, HHC and the County shall cooperate to identify a site for the development of a temporary fire station while the Banneker Fire station is being renovated.	Complete
<b>UPON ISSUANCE OF THE FIRST BUILDING PERMIT</b>		
10	HHC shall contribute \$1.5 million in initial funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	Complete
<b>UPON ISSUANCE OF THE BUILDING PERMIT FOR THE 400<sup>th</sup> RESIDENTIAL UNIT</b>		
11	HHC shall contribute \$1.5 million in additional funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	Complete
<b>PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 500,000<sup>th</sup> SF OF DEVELOPMENT</b>		
12	HHC will complete at its expense the pedestrian and bicycle pathway from the Howard County General Hospital to Blandair Park. In addition, HHC along with the County and community will develop a scope of work for renovation of the existing Route 29 pedestrian bridge. HHC will contribute up to \$500,000 towards the implementation of the selected improvements.	Alternative Compliance approved on 8/20/15; pathway construction complete



13	HHC will enter into and record in the land records of Howard County, Maryland, a declaration of restrictive covenants that shall prohibit the demolition or major exterior alteration of the former Rouse Company Headquarters building.	Complete
<b>PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 1,300,000<sup>th</sup> SF OF DEVELOPMENT</b>		
14	HHC in cooperation with Howard Transit shall identify a location in Downtown Columbia for a new Howard County Transit Center and shall provide a location either by fee transfer at no cost or a long-term lease for a nominal sum subject to all applicable laws and regulations.	<b>PENDING</b> - Potential site identified. Alternative timing compliance approved by Planning Board on Nov. 16, 2017 to complete transaction.
15	HHC will complete environmental restoration projects in the Merriweather-Symphony Woods and Crescent areas.	<b>PENDING</b> – Revised timing approved on December 1, 2016 to complete Areas 3-7 and SS-S5 (offsite) prior to first U&O for Crescent Area and provide County quarterly monitoring reports.
16	HHC will complete Phase I of the Merriweather Post Pavilion redevelopment program.	Complete
<b>PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN FOR THE 1,375<sup>th</sup> NEW RESIDENTIAL UNIT</b>		
17	HHC shall, if deemed necessary by the Board of Education, reserve an adequate school site or provide an equivalent location within Downtown Columbia.	<b>PENDING</b> – BOE reviewing
<b>PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 2,600,000<sup>th</sup> SF OF DEVELOPMENT</b>		
18	HHC will construct at its expense, the Wilde Lake to Downtown Columbia pedestrian and bicycle pathway.	<b>PENDING</b>
19	HHC will construct at its expense the Lakefront Terrace (steps to the Lake) amenity space and pedestrian promenade.	<b>PENDING</b> – alternative timing to 3.9 MSF is proposed with this FDP.
20	HHC will complete Phase II of Merriweather Post Pavilion redevelopment program.	<b>PENDING</b> – alternative compliance approved November 4, 2016
<b>PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 3,900,000<sup>th</sup> SF OF DEVELOPMENT</b>		
21	HHC will complete Phase III of Merriweather Post Pavilion redevelopment program.	<b>PENDING</b> – alternative compliance approved November 4, 2016
22	At least one Downtown Neighborhood Square shall be completed and deeded to Howard County for public land.	<b>PENDING</b> -alternate timing to expedite timing proposed with this FDP.
<b>PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 5,000,000<sup>th</sup> SF OF DEVELOPMENT</b>		
23	HHC will provide \$1,000,000 towards the initial funding of a Downtown Circulator Shuttle.	<b>PENDING</b>
24	Transfer of Merriweather Post Pavilion to the Downtown Arts and Culture Commission for zero-dollar consideration.	Complete
<b>PRIOR TO THE APPROVAL OF EACH FINAL DEVELOPMENT PLAN</b>		
25	Each owner of property developed with commercial uses shall pay an annual fee of twenty-five cents (\$0.25) per square foot of Gross Leasable Area for office and retail uses and twenty-five cents (\$0.25) per square foot of net floor area for hotels to the Downtown Columbia Partnership.	On-going
<b>UPON ISSUANCE OF ANY BUILDING PERMIT FOR A BUILDING CONTAINING DWELLING UNITS</b>		
26	To fulfill an affordable housing obligation, each developer will pay a per unit fee to the DCCHF in the following amounts: \$2,000/unit for each unit up to and including the 1,500th unit; \$7,000/unit for each unit between the 1,501th unit up to and including the 3,500th unit; \$9,000/unit for each unit between the 3,501st unit up to and including the 5,500th unit.	REMOVED; CEPPA replaced with DRRA and MOU
<b>ADDITIONAL CEPPA CONTRIBUTION</b>		
27	Each owner of property developed with commercial uses pursuant to the Downtown Revitalization Zoning Regulations shall provide an annual payment to the DCCHF in the amount of five cents (\$0.05) per square foot of Gross Leasable Area for office and retail uses, and five cents (\$0.05) per square foot of net floor area for hotels. The payment will be made annually by the property owner, with the initial payment being made prior to the issuance of an occupancy permit for net new commercial development on the property. The amount of the charge will be subject to annual adjustment based on a builder's index, land value, or other index provided in the implementing legislation.	On-going

**Attachment 'C'**  
**Relevant Definitions Relating to Downtown Columbia Revitalization**  
**For FDP-DC-L-1**  
(Excerpted from Section 103.0.A. of the Zoning Regulations)

*[Council Bill 59-2009 (ZRA-113) Effective April 6, 2010]*

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, and transit facilities. Eating, seating and gathering areas that are accessory to these uses are permitted.

Downtown Arts and Entertainment Park: A contiguous area including a large outdoor amphitheater which may be surrounded by a variety of smaller indoor or outdoor artistic and performance spaces, museums, galleries and similar cultural or educational uses in a park-like setting. Ancillary uses such as food vendors, gift shops, small restaurants and supporting infrastructure such as utilities, public and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking are also permitted.

Downtown CEPPA Implementation Chart: The chart and associated text and flexibility provisions contained in the Downtown Columbia Plan which identify the phasing for Downtown Community Enhancements, Programs and Public Amenities.

Downtown Columbia: The following recorded Final Development Plan Phases: Phase 4, Phase 4-A-5, Phase 21, Phase 47-A-7, Phase 52, Phase 62-A-1, Phase 95, Phase 101-A, Phase 105, Phase 111-A-1, Phase 115, Phase 121, Phase 122-A, Phase 139-A-3, Phase 140-A-1, Phase 192-A, Phase 211, Phase 217-A-1, Phase 219, Phase 234, and the area within the described limits included in exhibit A of the Appendix in these regulations.

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

Downtown Community Commons: Amenity spaces such as plazas, promenades, greens, gardens, squares and other pedestrian-oriented areas, whether publicly or privately owned, that are intended for community interaction and may include spaces for seating, walking, eating, gathering, fountains, public art, way-finding signage, kiosks, or other similar public amenities. Downtown Community Commons can also include walkways that are designed to enhance and be an integral part of the adjacent amenity space, but shall not include any drive lane for vehicular traffic such as private streets, alleys and public roadways for automotive use. Downtown Community Commons must be generally accessible by the public without charge. Included in this category are Downtown Neighborhood Squares. Downtown Community Commons may be integrated into or developed as a part of other uses and may include underground parking, utilities and other infrastructure supporting downtown revitalization.

Downtown Community Enhancements, Programs and Public Amenities (CEPPA): The specific feasibility studies, improvement and management organizations, environmental enhancement programs, and physical improvements identified in the Downtown CEPPA implementation chart contained in the Downtown Columbia Plan.

Downtown Environmental Restoration: Projects within Downtown Columbia that are identified in Columbia Towncenter Merriweather and Crescent Environmental Enhancements Study or Best Management Practices for Symphony Stream and Lake Kittamaqundi Watersheds involving forest restoration and enhancement, reforestation and afforestation, wetland enhancement, and stream restoration activities.

Downtown Environmentally Sensitive Land Area: An area within Downtown Columbia meeting the definition in the Howard County Land Development Regulations of either a floodplain, steep slope, stream or wetland buffers.

Downtown Maximum Building Height Plan: The plan which graphically represents the maximum building height requirements for all Downtown revitalization, as depicted in the Downtown Columbia Plan.

Downtown Mixed-Use: A land-use designation that permits any use or combination of uses permitted under Section 125.A.9.B., including supporting infrastructure, such as utilities, public and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking.

Downtown Neighborhood Concept Plan: A concept plan showing an individual neighborhood identified in the Downtown Columbia Plan that depicts a general layout for proposed public and private streets, block sizes and configurations, maximum building heights and proposed Downtown Community Commons as context for the evaluation of the Final Development Plans.

Downtown Neighborhood Design Guidelines: Urban design guidelines for an individual neighborhood identified in the Downtown Columbia Plan.

Downtown Neighborhood Square: An outdoor amenity space comprised of not less than 25,000 contiguous square feet, exclusive of bike paths and required sidewalks that might be located along its perimeter. A Downtown Neighborhood Square may be covered or partially covered.

Downtown Net New: As applicable, the number of dwellings, hotel and motel rooms, and the amount of gross floor area of commercial office and commercial retail uses that are permitted under the Downtown Revitalization Approval Process after April 6, 2010 in excess of the number of dwellings, hotel and motel rooms, and gross floor area of commercial office and commercial retail uses that are shown on a Site Development Plan for property located within Downtown Columbia that was approved prior to April 6, 2010.

Downtown Open Space Preservation Plan: A plan included in the Downtown Columbia Plan delineating all land in Downtown Columbia designated as open space on a Final Development Plan recorded prior to April 6, 2010 that is required to retain its existing character as: Downtown Environmentally Sensitive Land; Downtown Parkland; Downtown Community Commons; or a Downtown Arts and Entertainment park, as specified in Section 125.A.9.H.

Downtown Parkland: An area generally accessible by the public without charge for active and/or passive recreation purposes which consists primarily of vegetated areas with a natural character, more formal lawns, gardens and walks, pedestrian connections, minor active structured recreation uses such as urban playgrounds, public art, fountains and minimal structures such as cafes and outdoor dining areas, gazebos, pavilions, outdoor stages, and kiosks.

Downtown Primary Amenity Space Framework Diagram: A plan and associated text included in the Downtown Columbia Plan depicting existing and proposed primary amenity and natural spaces in Downtown Columbia.

Downtown Public Art: Original outdoor artwork which is accessible to the public.

Downtown Revitalization: A form of development required in Downtown Columbia after April 6, 2010 in compliance with the applicable provisions of Section 125 that must conform with the recommendations of the Downtown Columbia Plan.

Downtown Revitalization Phasing Plan: A phasing plan included in the Downtown Columbia Plan identifying additional development rights by phase for Downtown Revitalization.

Downtown Signature Building: An existing or proposed structure which requires premiere 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.

Downtown-wide Design Guidelines: General urban design guidelines for Downtown Revitalization adopted by the Howard County Council.

***Additional definitions pertinent to The Crescent Neighborhood can be found on pages 173-178 (Chapter 7) of The Crescent Neighborhood Design Guidelines.***

**ATTACHMENT D**  
**DAP Summary**  
**FDP-DC-L-1**

**Lakefront Core Neighborhood Design Guidelines**  
**Design Advisory Panel**  
**2017-6-14 Review (17-07)**



Ref #	Design Advisory Panel Recommendation	Response by Applicant 2017-6-30	DPZ Director's Endorsement
1.	<p>The applicant include in the guidelines a concept that provides a strong visual connection between the mall and lakefront. Such a connection should be inviting and encourage people to walk from the mall to the lakefront with views that are unobstructed by trees or structures.</p> <p>Vote: 6-0 (approved)</p>	<p><i>Language has been added to the NDG, stating that the intent for the Lakefront Connection is to strengthen views from the Mall to the Lake with the following text revisions/additions:</i></p> <ul style="list-style-type: none"> <li>- <i>On p.7 (first paragraph), "Views from the Mall to the Lake should be framed, rather than obstructed, by trees or structures within the Lakefront Connection."</i></li> <li>- <i>Additionally, the following revised text on p.9 emphasizes this goal: "The intent of the Lakefront Connection amenity space is to establish a visual corridor from the Mall and Little Patuxent Parkway to the Lake. Currently, Little Patuxent Parkway has very limited building frontage or active uses at ground level, contributing to the suburban arterial character. Locating retail, restaurants, interior amenity spaces, and/or office and residential lobbies at the corners and along the Lakefront Connection will encourage pedestrian movement through the amenity space and help activate the lakefront. The increased level of activity will help to generate interest for people traveling along Little Patuxent, drawing them into the Lakefront Core. By giving the Lakefront Core a presence on Little Patuxent Parkway and encouraging connectivity, these Design Guidelines aim to lay out a framework and establish criteria to achieve the primary goal of bringing community life and activity back to the water's edge."</i></li> <li>- <i>The Amenity Space General Provisions on p.74 (as submitted) also emphasize this intent: "4. Amenity spaces should not be overly designed with structures and landscaping that block visibility to storefronts, public art, or important vistas." and "11. Frame views from amenity spaces, where appropriate, to visually link to other areas of Downtown."</i></li> <li>- <i>And, on p.78, "Tree placement and selection as well as the selection or design of any vertical structures should consider framing and directing, rather than obstructing, views towards the Lakefront Plaza and Lake Kittamaquundi while also making sure not to block views to the retail frontage."</i></li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accept DAP Recommendation</li> <li><input checked="" type="checkbox"/> Accept Architect's Response</li> </ul>
2.	<p>The applicant bring retail and/or building entrances around the corner of a building fronting Little Patuxent Parkway to activate this important street.</p> <p>Vote: 6-0 (approved)</p> <p>Note: The applicant asked if activating building corners on LPP could include lobby entrances, as opposed to having an entire retail frontage on</p>	<p><i>Language has been added to the NDG, stating that the intent is for buildings on LPP at Lakefront Connection to have active ground floor corners with the following text revisions/additions:</i></p> <ul style="list-style-type: none"> <li>- <i>Language has been added to the NDG on p.18 (last paragraph), stating "Further, at the indicated Gateway Threshold at the intersection of the Little Patuxent Parkway and the Lakefront Connection, active building frontage (which may include retail, restaurant, lobby, interior amenity space and similar active uses) shall wrap the corners of the buildings' ground floors."</i></li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accept DAP Recommendation</li> <li><input checked="" type="checkbox"/> Accept Architect's Response</li> </ul>

**Lakefront Core Neighborhood Design Guidelines**  
**Design Advisory Panel**  
**2017-6-14 Review (17-07)**



	<p>LPP. The DAP agreed that this would be acceptable.</p>	<p>- Also, on p. 12 (2nd to last paragraph, second sentence), the following modified text emphasizes this point: "Within the Regulating Plan, primary and secondary streets are located. Primary streets accommodate the major pedestrian movements and main entrances to commercial and residential buildings; have a focus on active ground-level space (e.g., with retail, restaurants, lobbies, and/or interior amenity space wrapping prominent building corners); and connect major destinations. In addition to Wincopin Circle, Little Patuxent Parkway is designated as a primary street in the Regulating Plan on the facing page, supporting the Downtown Columbia Plan vision of transforming Little Patuxent into a more pedestrian-friendly street."</p> <p>- In the Architecture section, on p. 100, under General Provisions, similar language has been added: "1. Buildings entries shall be located on primary streets (see Urban Design, pp. 12-13). Further, at the indicated Gateway Threshold at the intersection of the Little Patuxent Parkway and the Lakefront Connection (see Urban Design, pp. 8-9 and 18-19), active building frontage (which may include retail, restaurant, lobby, interior amenity space and similar active uses) shall wrap the corners of the buildings' ground floors as well as the frontage along Wincopin Circle. In Lakefront Core, due to the proximity of two parallel primary streets (Little Patuxent Parkway and Wincopin Circle), retail and restaurant space should only be located where viable and should be weighted to the Lakefront side. Where buildings front a secondary street, they are not required to have active building frontage at the ground level."</p> <p>- Also in the Architecture section, a reference has been added on p. 114 (top paragraph): "(see also Urban Design, pp. 8-9 and 18-19)"</p>	
<p>3.</p>	<p>The applicant design the Wincopin Circle connection as a predominantly pedestrian-focused experience, with flexibility to limit vehicles during special events. This connection should be prioritized - 70% on pedestrians and 30% on vehicles. On-street parking should only be on the retail side of Wincopin Circle extension, not along the green and amenity space side.</p> <p>Vote: 6-0 (approved)</p>	<p>Language has been added to the NDG stating that the street design along the portion of Wincopin Extended, from the north side of the Lakefront Connection south up to the Whole Food Driveway intersection, shall be designed with a priority on the pedestrian experience.</p> <p>- The following revised text on p. 9 (top paragraph, last two sentences) emphasizes this goal: "This new portion of Wincopin, adjacent to the Lakefront Plaza, should be designed to extend the plaza up to the building face of the future development. Having the ability to close down this section of the street will allow for greater flexibility for programmed events, temporary outdoor dining, and community festivals." and (middle paragraph): "Building on the existing restaurant experience around the Lakefront Plaza, new development fronting Wincopin Circle should transform the street into an active retail/restaurant street with a pedestrian-oriented streetscape. Where feasible, restaurants are encouraged to provide outdoor dining opportunities."</p> <p>- References to this text (above) and the accompanying diagram have been added to pp. 31 and 39.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation</p> <p><input checked="" type="checkbox"/> Accept Architect's Response</p>

**Lakefront Core Neighborhood Design Guidelines  
Design Advisory Panel  
2017-6-14 Review (17-07)**



		<p>- To address the parallel parking comment, the following text on p. 39 has been revised to read: "In the Lakefront Core Neighborhood, where possible, parallel parking is encouraged on all Street Type 3 sections (except directly adjacent to an amenity space) to accommodate parking for ground-level uses and/or drop-offs."</p>	
<p>4.</p>	<p>The DAP supported a flexible, but increased setback along LPP.</p> <p>Note: The above statement is from the June 14<sup>th</sup> DAP meeting summary.</p> <p>This was not an official motion made by the DAP, however, the applicant provided a response as to how they addressed this in the Lakefront Core Neighborhood Design Guidelines.</p>	<p><i>Text and diagrams within the NDG have been adjusted to accommodate a larger setback along LPP and increase the maximum setback from 25' to 35' along other streets in Lakefront Core as discussed.</i></p> <p>- On p. 22, the text has been revised as follows: "The required front setback shall be between 15'* - 35' from outside face of curb to building face, unless an Amenity Space or Shared Use Path (such as proposed on Little Patuxent Parkway) is located between street and building in which case the front setback may be larger than 35'. An optional 8' parallel parking space may be added to front setback requirements." <i>The accompanying diagram on p. 22 has also been revised.</i></p> <p>- Additionally, on pp.48-50, the maximum setbacks have been increased to 35' to coordinate (along with the corresponding increases to the Building Amenity/Frontage Zones).</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation</p> <p><input checked="" type="checkbox"/> Accept Architect's Response</p>