



TECHNICAL STAFF REPORT

Planning Board Meeting of November 16, 2017

Case No./Petitioner: SDP-17-027, The Howard Research and Development Company

Project: Downtown Columbia, Crescent Neighborhood Phase 1, Area 3 - Phase 1

Planner: Jill Manion-Farrar, Planning Supervisor, Division of Land Development
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Request: For the Planning Board to approve a Site Development Plan for Downtown Revitalization, Downtown Columbia, Crescent Neighborhood, Phase 1, Area 3-Phase 1, Parcels D-2 through D-6, D-10 and D-14 (per F-17-059). The SDP includes a multi-use office building with ground floor retail, a multi-use apartment building with ground floor retail, two restaurants, a free-standing parking garage with a quick-response fire station, South Crescent Park and other Downtown Community Commons areas, and private roads. The project totals 338,930 SF of office, 29,289 SF of retail, and 51,038 SF of restaurant uses, and 382 residential units (256 studio and 1 bedroom units, and 126 2+ bedroom units). In accordance with Sections 125.0.G. of the Howard County Zoning Regulations, the Planning Board shall evaluate and approve, approve with conditions, or disapprove the Site Development Plan at a Public Meeting.

Location: The subject parcels are identified as a portion of Tax Map 36, Parcel 527, Parcel D, located on the south side of Merriweather Drive, southeast of Hickory Ridge Road and south of the Merriweather Post Pavilion property/Symphony Woods. The site is zoned New Town (NT) and designated as Downtown Mixed-Use Area, except for South Crescent Park, which is designated as "Downtown Community Commons" on FDP-DC-Crescent-1A. Tax Map, Parcel 527, Parcel D is being resubdivided into individual lots with F-17-059, processed simultaneously with this site development plan.

Recommendation: **Approval**, subject to resolving the remaining issues identified in the Design Manual Waiver, including: utility separation distances, the ultimate easement for public facilities, as determined by DPW, reduced curb radii for the Building B loading area, a fire access lane at the rear of Building A-1, approval of the final plan and recordation of the plat for F-17-059, compliance with remaining Subdivision Review Committee (SRC) technical comments, and any conditions by the Planning Board.

In addition, the Department of Planning and Zoning recommends **Approval** of the proposed **Alternative Compliance for CEPPA #14**, as set forth in Section III.A. of this Technical Staff Report.

Vicinal

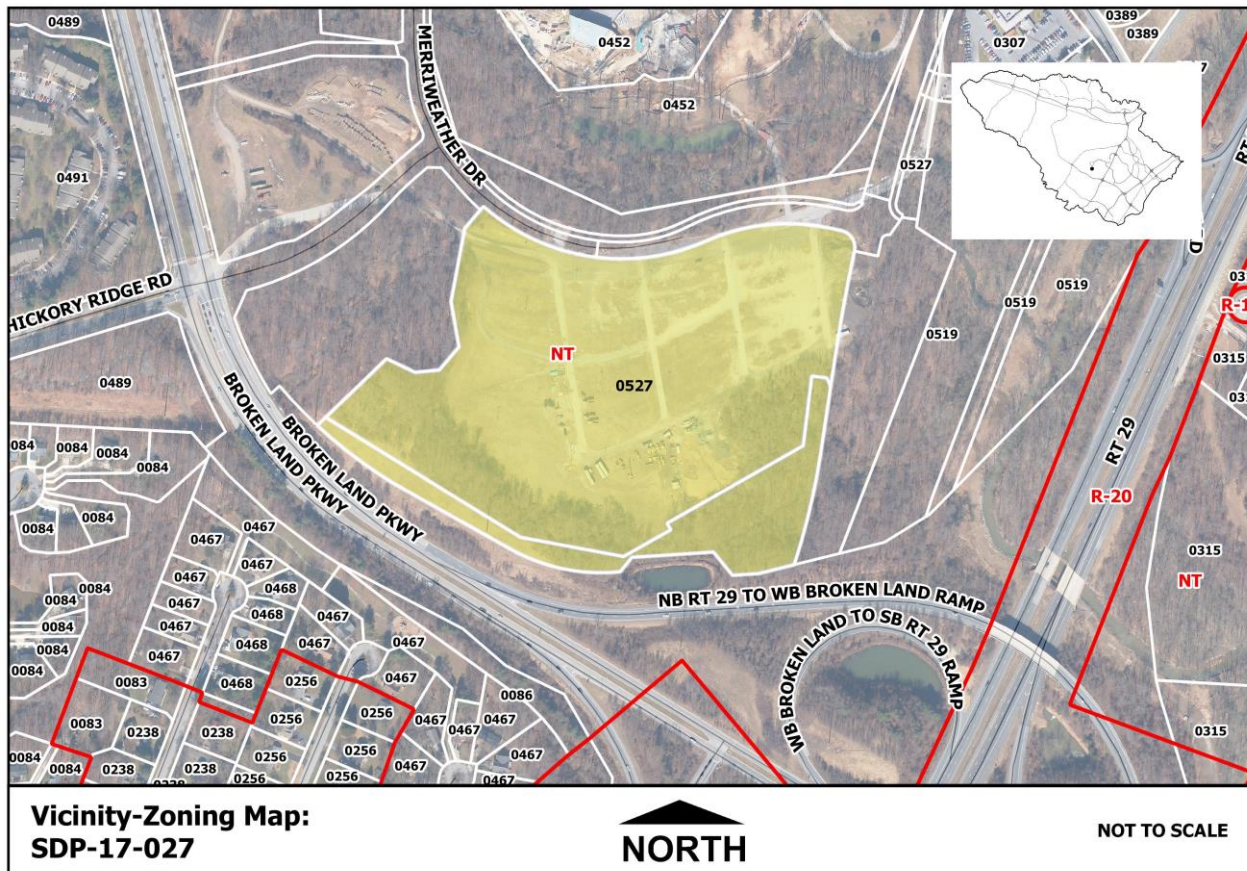
Properties: Surrounding properties are zoned NT. They include:

North: Merriweather Drive and to the north of its right-of-way is Symphony Woods and Merriweather Post Pavilion.

South: Crescent Neighborhood Area 3-Phase 2 development, to be proposed on a future SDP, and Broken Land Parkway. On the opposite side of Broken Land Parkway are residential land uses in the Village of Hickory Ridge.

East: The future Symphony Woods Road extension and Downtown Environmentally Sensitive Land. Farther east is Route 29.

West: Crescent Neighborhood Area 3-Phase 2 development, to be proposed on a future SDP. Farther west is an open space lot and Hickory Ridge Road extended.



Legal Notice: The property was properly posted and verified by DPZ in accordance with the legal requirements.

I. General Information:

Site History: Parcels D-2 through D-6, D-10 and D-14 are part of Crescent Neighborhood Area 3, as shown on Crescent Neighborhood Phase 1 Final Development Plan (FDP-DC-Crescent-1A) for Downtown Revitalization. The recent file history is as follows:

- **FDP-DC-Crescent-1** encompasses most of the land within the Crescent Neighborhood and includes four designated development areas (including “Area 3”), a network of roads that expand the overall Downtown road network, and a network of land designated for environmental restoration and Downtown Parkland. The Crescent Neighborhood Concept Plan, the Crescent Neighborhood Design Guidelines, and the Crescent Neighborhood Implementation Plan were included as part of the FDP package, which was reviewed and approved by the Planning Board on March 19, 2015, and the Decision

and Order was signed on April 16, 2015. The Plans and Documents were recorded on July 2, 2015.

- **FDP-DC-Crescent-1A** is an amendment to the previously approved FDP for Phase 1 of the Crescent Neighborhood. It identifies the street and block structure of Crescent Neighborhood Area 3 and was approved by Planning Board on September 15, 2016, with the Decision and Order being signed October 14, 2016. The amended FDP was recorded in the Land Records on February 24, 2017, as Plat #24102-24110.
- **F-15-106** was submitted July 2, 2015, to subdivide Parcel 527 into buildable parcels and open space lots, construct a portion of Merriweather Drive and Hickory Ridge Road extended, and restore environmental features as part of road construction. The plan was deemed technically complete on March 23, 2016, and the road construction drawings received signature approval on August 3, 2016. The plat was recorded on December 16, 2016, as Plat #23991-#24012.
- An Environmental Concept Plan (**ECP-16-042**) for Area 3 of the Crescent Neighborhood was approved on July 1, 2016.
- Site development plan **SDP-16-075** was approved by the Planning Board on December 1, 2016. It permits mass grading of the development area in Crescent Area 3 and was approved by the Planning Director February 13, 2017.
- Preliminary equivalent sketch plan **SP-16-009** provides initial information on the location of roads, utilities, and future land uses for the Crescent Area 3. It was approved by the Planning Director on May 9, 2017.
- Final plan **F-17-059** is being reviewed by the SRC for public roads and the division of Parcel D into individual development blocks. It must be approved and the plat recorded prior to the Planning Director approving this SDP.
- Alternative compliance requests **WP-18-020, WP-18-021, WP-17-115, and WP-17-010** have been approved. They extend submission deadlines so that additional information can be provided in response to SRC comments at different points during the planning process.
- **WP-16-100** was approved March 17, 2016. It updates the phasing of residential allocations for the Crescent Neighborhood to better match the timing of initial plans with available residential units.
- Alternative compliance request **WP-17-052** was approved on January 31, 2017. It allows a more urban approach to the design of public and private streets and apartments to be located off a private road.

Regulatory Compliance: Site Development Plans for Downtown Revitalization are subject to the following items:

- (1) The Downtown Columbia Plan: CB 58-2009, amended the Howard County General Plan, which was further amended November 9, 2016, with CB 52-2016.
- (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) The Adequate Public Facilities Act amended for Downtown Columbia as Council Bill 47-2010.
- (5) The Sign Ordinance amended for Downtown Columbia as Council Bill 56-2010.

In addition, the petitioner has met the following pre-submission requirements:

- (6) A Pre-Submission Community Meeting was held September 13, 2016, in accordance with Section 125.0.H.1.a. of the Zoning Regulations and Section 16.128(b)-(g), of the Subdivision and Land Development Regulations.
- (7) On September 14, 2016, the Design Advisory Panel (DAP) reviewed concept level design of the buildings and site for Crescent Area 3, based on the approved Neighborhood Specific Design Guidelines. The review was in accordance with Section 125.0.H.1.b. of the Zoning Regulations and Title 16, Subtitle 15 of the County Code. Per Section 16.1504(f) of the Howard County Code, the Planning Board may consider the DAP's recommendations when making a final decision for Site Development Plan approval for Downtown Revitalization. **See Attachment B for a summary of recommendations and the applicant's response for the recommendations.**

Definitions:

Downtown Columbia Definitions: Please refer to the attached definitions (**Attachment 'D'**) of terms relating to Downtown Columbia revitalization, as excerpted from Section 103.0.A.38-60 of the Zoning Regulations, as needed.

Crescent Neighborhood Definitions: See also Section 7.0 ("Definitions") of *The Crescent Neighborhood Design Guidelines*.

II. Description of the Site Development Plan Proposal:

Proposed Site Improvements: Parcel D is approximately 21.39 acres and the area of this proposal is about 13.71 acres. This Site Development Plan proposes multiple buildings and associated infrastructure as part of a mixed-use development, including:

- Building A-1: 338,930 SF of office and 5,818 SF of restaurant uses
- Building B: 382 dwelling units, 29,289 SF of office, and 27,330 SF of restaurant uses
- Building E-2: 16,040 SF of restaurant use
- Building E-3: 1,850 SF of restaurant use

In all, 338,930 SF of office, 29,289 SF of retail, 38,678 SF of standard restaurant, 12,360 SF of fast food restaurant uses, and 382 dwelling units (256 studio or one bedroom units and 126 units with two or more bedrooms) are proposed. In addition is a nine-level, free-standing parking garage, with 1,349 parking spaces and a Quick Response Fire and EMS station that will house two or three emergency apparatuses and 6 full-time staff per shift. It will operate 24-hours, 7-days-per-week.

Roads: Most of the development will be served by public roads, including the future Dove Sail Lane, Mango Tree Road, Valencia Road, and Sky Ribbon Road. However, short segments of these roads will be private, including part of Mango Tree Road, between Dove Sail Lane and Valencia Road, which will be constructed with flush curbs. It will have bollards, parallel parking, and special pavers between South Crescent Park and a future mixed-use apartment building to the south. The second private road segment is the Sky Ribbon Road cul-de-sac, located on the south side of Building A-1. It will also have flush curbs, bollards, and special pavers to blend with the plaza at the corner of the Merriweather Drive and Valencia Road.

Pedestrian and Bicycle Connectivity: In accordance with the Crescent Neighborhood Design Guidelines, the development of Crescent Neighborhood Area 3 will have an expanded streetscape. Typically, it will be 15-25' wide and accommodate a minimum 6' wide pedestrian zone, plus room for street trees, planted micro-bioretenion facilities, street furniture, outdoor dining areas, and other amenities. Since travel speeds will be low, bicycles will share travel lanes. A sidewalk and multi-use pathway on Merriweather Drive and a future

path/boardwalk through the environmental area on the open space lot between Hickory Ridge Road and Area 3 will connect Crescent Area 3 to other parts of the neighborhood.

Downtown Community Commons: A primary amenity area, identified on the Downtown Columbia Plan, and three secondary amenity areas are proposed. The prime amenity is the centrally located, 26,334 SF South Crescent Park. On its west side is Building E-3, which will house a café-type restaurant. There will also be a small open-air pavilion on the east side of the park, with storefronts on its north and south sides, overlooking the park. A small plaza is proposed at the northeast corner of Building B, at Merriweather Drive and Valencia Road. A larger plaza, anchored by Building A-1, is proposed on the east corner of the Merriweather Drive and Valencia Road intersection. It will be a major pedestrian connection between the parking garage and Merriweather Post Pavilion. Finally, a promenade is proposed on the east side of Valencia Road, between the plaza and the restaurant area at Mango Tree Road. It terminates at a planted sitting area.

Parking: A Parking Needs Analysis was done based on the Downtown Revitalization Trip Reduction, per Section 133.0.E.3 of the Zoning Regulations. It shows 1,579 parking spaces are required for commercial uses and 543 parking spaces for residential; however, 1,476 commercial parking spaces are proposed and 546 residential spaces. The deficit in commercial spaces will be resolved with a future SDP, which proposes additional parking. Building permits for the free-standing restaurant will be withheld until the future SDP is approved to ensure adequate parking. Parking is also provided in a 1,349 space parking garage, in a garage located within Building B, two temporary surface lots located off Valencia Road and Mango Tree Road, and limited on-street parking (which is not included in the parking totals).

The proposed development displaces approximately 1,919 Merriweather Post Pavilion parking spaces, which will be mitigated by 907 spaces in Area 3 and by other parking provided outside the SDP site area in accordance with a permanent parking agreement.

Building Heights: Building A-1 has 12 stories, plus a penthouse, and is 188 feet tall. The parking garage has 9 levels and has a maximum height of 105.5 feet. Building B has 7 stories and is 87.75 feet tall. One restaurant building is 35 feet and the other, in South Crescent Park, has a mean roof height of just over 13.5 feet.

Setback Requirements: There are no setback requirements for this site, however, the Crescent Neighborhood Design Guidelines recommend a 15-25' setback from a public or private right-of-way to allow adequate room for streetscaping. Only the west side of the parking garage deviates with a 12' setback from Sky Ribbon Road. Since this is primarily a service road, the Department of Planning and Zoning supports this reduction.

Landscaping: Landscaping is proposed throughout, including microbioretention planters, street trees, and other landscaped areas in accordance with the Crescent Neighborhood Design Guidelines. Street furniture and hardscape materials have also been coordinated.

Stormwater Management: Stormwater management is calculated based on a combination of redevelopment and new development requirements. For redevelopment areas, water quality is provided by stormceptors. For the rest of the site, structural and non-structural micro-bioretention facilities (M-6) for water quality, along with some stormfilters, are shown. Channel protection will be provided in underground structures throughout the site, with recharge provided below, using underground structures. All stormceptors will be privately owned, but publicly maintained, while all others will be private. Facilities located along public roads that treat stormwater from public roads, will be jointly maintained. All other facilities will be privately maintained.

Environmental Considerations: Since this is a previously graded site that has been used as a gravel parking area for Merriweather Post Pavilion it does not contain any environmental features.

Forest Conservation: The property is exempt from Section 16.1200 of the Howard County Code for Forest Conservation because the property is zoned NT and received preliminary plan approval prior to December

31, 1992, per Section 16.1202(b)(1)(iv).

III. Planning Board Criteria:

In accordance with Section 125.0.H.3. of the Howard County Zoning Regulations, the Planning Board is to evaluate and approve, approve with conditions, or deny a Site Development Plan that proposes Downtown Revitalization, based on whether the petition satisfies the following criteria:

A. The development conforms with the adopted Downtown Columbia Plan.

Conformance is specifically interpreted in Section 125.0.A.2.b of the Zoning Regulations:

When a provision in this section requires that an action “will conform”, “conform with”, “conforms with” or “conforms to”, the Downtown Columbia Plan or any part of the plan, the action being taken shall further, and not be contrary to, the following items in the Downtown Columbia Plan:

- (1) Policies;
- (2) Timing and implementation of the plan;
- (3) Timing of development;
- (4) Development patterns
- (5) Land uses; and
- (6) Densities and intensities.”

The Downtown Columbia Plan envisioned the Crescent Neighborhood as a mixed-use, live-work neighborhood, and employment center. It was to be densely developed and located adjacent to environmentally sensitive areas. The proposal fulfills this vision and proposes office, residential, and retail uses to provide a well-rounded neighborhood, with amenities for all users.

Downtown Phasing - This proposal falls within the Phase I threshold of the Downtown Revitalization Phasing Plan. It states that Downtown Columbia cannot proceed to Phase II until there are between 656-2,296 new residential units, between 100-640 new hotel rooms, between 1 million to 1.5 million SF of office and conference space, and between 300,000-676,466 sf of new retail space (See chart below).

With this Revised Site Development Plan, a cumulative total of 1,199 residential units, 660,966 SF of office, and 180,830 SF of retail (including restaurant) uses would be either approved under Downtown Revitalization provisions, or already constructed. To date, no hotel units have been approved. To date, existing or approved development in Downtown does not exceed the maximum limits for any use categories under Phase 1.

DOWNTOWN REVITALIZATION PHASING PROGRESSION													
PHASE I				PHASE II CUMMULATIVE						PHASE III COMPLETION		TOTAL	
Use Type	Min		Max		Use Type	Min		Max		Use Type	Up To		
	Units	SF	Units	SF		Units	SF	Units	SF		Units	SF	
Retail		300,000		676,446	Retail		429,270		1,100,000	Retail		820,730	1,250,000
Office/ Conf*		1,000,000		1,513,991	Office/ Conf*		1,868,956		2,756,375	Office/ Conf*		2,431,044	4,300,000
Hotel Rms**	100		640		Hotel Rms**	200***		540***		Hotel Rms**	440		640
Residential**	656		2,296		Residential**	1,442		4,700		Residential**	4,058		5,500

(*, **, ***: See Page 73 of Downtown Columbia Plan for Chart and Notes)

CEPPAs: The Department of Planning and Zoning has also evaluated the SDP for conformance with all applicable Community Enhancements, Program and Public Amenities (CEPPA) Requirements. See the attached CEPPA Conformance Chart (Attachment C). The

development proposed with this SDP triggers the 1,300,000 SF threshold for CEPPAs #14-16 requirements.

CEPPA Tracking*			
	Parcel/Project	Block	Square Footage
Project Approved - Issued Building Permits			
SDP-13-007	Parcel D/Metropolitan	W-1	454,328
SDP-13-016	Mall	M-1	33,289
SDP-14-024	Parcel C-2/Warfield	W-2	247,903
SDP-14-024	Parcel C-1/Warfield	W-5	188,765
SDP-15-068	Parcel A-1/Crescent/Bldg A	C-1.1	217,223
SDP-15-068	Parcel A-1/Crescent/Bldg B	C-1.1	129,585 SF
SUBTOTAL			1,271,093 SF
Project Approved - Pending Building Permits			
None			0 SF
SUBTOTAL			0 SF
Projects Approved - No Pending Permits			
None			0
SUBTOTAL			0 SF
New Projects			
SDP-17-027	Building B	C-3.2	438,619
	Building A-1	C-3.3	344,748
	Building E-2	C-3.6	16,040
	Building E-3	C-3.10	1,850
SUBTOTAL			801,257 SF
CUMULATIVE TOTAL – INCLUDING SDP-17-027 proposed improvements			2,072,350 SF**
* Only tracks projects not exempt from CEPPA requirements			
** Building permit SF is estimated except for issued building permits; square footage may change prior to issuance.			

In sum, the proposed development meets the Downtown Columbia Plan when considering the conformance criteria.

CEPPA #16, which requires the GGP (now Howard Hughes Corporation) to complete Phase 1 improvements at Merriweather Post Pavilion has been completed. CEPPA #15, which requires GGP (now Howard Hughes Corporation) to complete Environmental Restoration in accordance with the Crescent & Merriweather Environmental Study, was approved for alternative timing to better align with Crescent Neighborhood Development timing with FDP-DC-Crescent-1A.

Request for Alternative Compliance for CEPPA #14

The Howard County Office of Transportation (OoT) is requesting alternative compliance for the timing and terms to complete CEPPA #14. It requires that Howard Hughes provide “a location (for a Transit Center) either by fee transfer at no cost or a long-term lease for a nominal sum” prior to issuance of a building permit for the 1.3 millionth square foot of development. The full text is as follows:

GGP in cooperation with Howard Transit shall identify a location in Downtown Columbia for a new Howard County Transit Center consistent with the recommendation(s) of the feasibility study (See CEPPA No. 5). GGP 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. Any contract of sale or lease may provide for the retention of air and subsurface development rights by GGP and allow for the co-location of public facilities or private development on the same parcel provided that any other use of any portion of the property does not interfere with the County's ability to use, construct, or finance the facility in the manner most advantageous to the County.

The OoT has completed a Location and Site Analysis Study (Study) for the Transit Center. The Study's Executive Summary is attached to this staff report. The full Study can be viewed at the OoT's projects web page:

<https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects>

The Study concludes that at this time, i.e., the 1.3 millionth square foot of development, full compliance with CEPPA 14 is not practical and would not advance transit center development planning. Therefore, after consulting with the OoT and Howard Hughes, DPZ proposes the following alternative compliance for CEPPA #14:

1. Adjust the timing for CEPPA 14 to be satisfied prior to issuance of a building permit for the 3,200,000th square foot of development.
2. Adjust CEPPA 14 to state that Site 3 in the October 2017 Downtown Columbia Transit Center – Location and Site Analysis Study is the agreed location for the transit center. The specific square footage and configuration shall be determined as part of the planning process for this part of Symphony Woods Overlook (FDP and SDP), and shall address the concepts and considerations in the Location and Site Analysis Study and as depicted in Figures 7 and 8 (Options A and B) for Site 3.
3. Adjust CEPPA 14 to state that should the County determine that a Transit Center is required prior to Site 3 being available or prior to the 10-year window set forth in the MOU, Howard Hughes shall provide a temporary Transit Center site, at a location mutually determined by Howard Hughes and the County (possibly Site 5), until Site 3 is available or an alternative site is provided under the MOU. Howard Hughes and the County shall mutually agree on terms for the County's continued use of the temporary Transit Center site until a permanent Transit Center has been constructed.

Triggers for the County's determination shall include one or more of the following: i) written notice from GGP that it needs the current transit center land by the Mall for redevelopment and therefore is terminating its arrangement with the County for use of such land, ii) lack of capacity at the current transit center to meet RTA transit needs beyond those anticipated in the County's 2017 Transit Development Plan, iii) need for additional land for a bus rapid transit station or iv) written notice from GGP that it needs the current transit center land used by the MTA for redevelopment and therefore is terminating its agreement with MTA for such land by the Mall's southwestern parking areas.

Howard Hughes shall make the temporary site available no more than one year after the County has determined a temporary location is needed.

B. The development implements and conforms to the approved Final Development Plan or Final Development Plan Amendment including all applicable Final Development Plan approval criteria and conditions.

The Amended FDP envisioned Crescent Area 3 to include all primary uses identified in the Downtown Columbia Plan – office, residential, retail and hotel, to ensure street level activity

throughout the day, every month of the year. This SDP proposes a shopping district anchored by a large residential building and a large office building, while a future SDP will complete the vision for Area 3.

PARCEL			Uses									
Parcel	Area (SF)	Area (Acre)	Retail/			Hotel		Residential*		Total Development (GFA in SF)		
			Restaurant (SF)	Office (SF)	Cultural/Community (SF)	Rooms	GFA (SF)	DU	GFA (SF)	Demolition	New	Net New
A-1, A-2, A-3 & B (Area 1) (Blocks C 1.1 & C 1.2)	264,875	6.08	49,772	322,036	25,000	0	0	350	413,000	0	809,808	809,808
C (Area 2) (Blocks C 2.1 & C 2.2)	282,584	6.49	40,907	0	50,000	0	0	888	1,047,840	0	1,138,747	1,138,747
D-1 thru D-11 (Area 3) (Blocks C 3.1 thru C 3.11)	904,475	20.76	185,321	1,152,964	150,000	250	150,000	882	1,040,760	0	2,679,045	2,679,045
E (Area 4) (Block C 4)	90,012	2.07	37,500	0	0	0	0	180	212,400	0	249,900	249,900
Crescent Total This FDP	1,541,946	35.40	313,500	1,475,000	225,000	250	150,000	2,300	2,714,000	0	4,877,500	4,877,500

C. The development is well-organized in terms of location of buildings and structures, downtown community commons, landscaping, pedestrian and vehicular circulation systems and other Downtown Revitalization features.

The block and road network is in conformance with the amended FDP and a signature building is located at the prime corner – the intersection of Merriweather Drive and Symphony Woods Road. The development is organized around a park that will be anchored by retail/residential buildings to the north and south, and with restaurants to the east and west. The short blocks and connections to the Downtown Community Commons enhance the pedestrian experience. A large parking structure is proposed at the perimeter and will serve both this development and provide additional parking on nights and weekends for events at Merriweather Post Pavilion and Symphony Woods.

D. If the development provides Downtown Community Commons and/or Downtown Parkland, they are reasonable and appropriate given the location, scale and anticipated intensity of adjacent uses in accordance with the Downtown Columbia Plan.

The SDP proposed South Crescent Park at the approximate location and size shown in the Downtown Columbia Plan. The other secondary amenity spaces are located where pedestrians and patrons of the offices and retail venues would congregate; providing connections to the larger open space network.

E. The maximum permitted building heights will conform to the Final Development Plan.

Building heights as tall as 20 stories or 250 feet are permitted per the Downtown Columbia Plan and the Final Development Plan. Building A-1 has 12 stories, plus a penthouse for a maximum height of 188 feet. The parking garage has 9 levels, with a maximum height of 105.5 feet. Building B has 7 stories, with a maximum height of 87.75 feet. One restaurant building is 35 feet and the other has a mean roof height of just over 13.5 feet. Every building is well below the maximum height permitted.

F. The development satisfies the Downtown Public Art Program approved with the Final Development Plan or Final Development Plan Amendment approval.

Several locations for public art are identified on this SDP to satisfy the 1% requirement. The initial details for public art will be submitted with, or prior to, the submission of the building permit.

G. The Site Development Plan satisfies the affordable housing requirements in accordance with the Final Development Plan.

This SDP is subject to the Development Rights and Responsibilities Agreement, recorded in the Howard County Land Records, in Book 17457 at Page 265. Building B will have 12 Very Low Income units and 12 Middle Income Units, in accordance with this agreement.

H. The development satisfies the Adequate Public Facilities Ordinance, if applicable.

SCHOOLS: The proposed development is within the parameters of the tentative allocations approved for the Crescent Neighborhood with the FDP.

ROADS: *The development was tested for adequate transportation facilities, in accordance with the Adequate Public Facilities Ordinance (Title 16, Subtitle 11 of the Howard County Code). The transportation improvements are coordinated with the construction of both public and private roads as described in the Traffic Study. With the proposed network in place (Dove Sail Lane, Mango Tree Road, Valencia Road and Sky Ribbon Road) and in the context of the existing road network, the Traffic Study submitted with this SDP found the proposed development to be in compliance with the Downtown Columbia provisions of the Adequate Public Facility Ordinance. The SRC concurred with this finding.*

I. The development indicates the manner in which any land intended for common or quasi-public use, but not proposed to be in public ownership, will be held, owned and maintained in perpetuity for the indicated purposes.

Easements and Maintenance Agreements are required for areas intended for common or quasi-public use with the approval of this SDP.

J. The petition is accompanied by documentation demonstrating membership in the Downtown Columbia Partnership including the required annual charges.

Payments for inclusion in the Downtown Partnership will be paid in accordance with CEPPAs #25 and #27.

SRC Action: The Subdivision Review Committee has recommended approval subject to the technical comments issued in the letter dated October 26, 2017.

ATTACHMENT A
SUBDIVISION REVIEW COMMITTEE COMMENTS

Current Project - Project Markups Listing

SDP-17-027

File Name	Markup Name	Markup Text	Markup Date
SDP 17-027 Sht. 2.dwf	DLD_Jill	<p>Label buildings for orientation within plan.</p> <p>Secondary Amenity Area - After further discussion with the Planning Director, this is still concern that the area of sidewalk north of the steps does not adequately meet the definition of Downtown Community commons and will function as an area of circulation. There are other areas around building A-1 that could make up for the loss of the square footage.</p> <p>-It is still not understood why portions of the same amenity space are calculated as primary and secondary amenity space, as the regulations discern no difference between the two. The FDP clearly only requires the primary amenity space to match the Downtown Columbia and so to call portions of it as secondary on the SDP appears to be a false dichotomy.</p>	10/26/2017
SDP 17-027 Sht. 2.dwf	DLD_Jill	There will be an CEPPA Alternative Compliance request brought to Planning Board with this SDP. Please note.	10/26/2017
SDP 17-027 Sht. 2.dwf	DLD_Jill	Add a note that transit locations are to be identified with the Final Plan (can add to Note #40).	10/26/2017
SDP 17-027 Sht. 2.dwf	DLD_Jill	Please ensure there is a note for all requested alternative compliance petitions and design manual waivers.	10/26/2017
SDP 17-027 Sht. 5.dwf	DLD_Jill	Add a note below the SE perspective that it is temporary until garage is expanded to the south at which time it was match the architecture of the other facades.	10/26/2017
SDP 17-027 Sht. 6.dwf	DLD_Jill	Add the storefront glazing to the glazing analysis to each elevation.	10/26/2017
SDP 17-027 Sht. 6.dwf	DLD_Jill	Remove the Health Department Signature from the sheet.It is only required on Sheet 1.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	How will residential visitors be accessing parking spaces beyond the gate?	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	Provide a key for space designation.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	Identify the "beginning" of each level.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	The parallel space on the ground level adjacent to the pet spa looks very difficult to maneuver. Please remove. Adjust all parking counts accordingly.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	Explain the distance of the handicap spaces from the elevator. Confirm acceptable by DILP.	10/26/2017

Current Project - Project Markups Listing

SDP 17-027 Sht. 7.dwf	DLD_Jill	Label ramp on ground floor leading to upper levels of garage.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	Label bike parking on southwest corner of level 2.	10/26/2017
SDP 17-027 Sht. 7.dwf	DLD_Jill	Remove the Health Dept. Signature Block (only required on sheet 1).	10/26/2017
SDP 17-027 Sht. 8.dwf	DLD_Jill	Confirm the garage end on the roof is at the SE corner, and identify which side of the wall the dead end is located.	10/26/2017
SDP 17-027 Sht. 14.dwf	DLD_Jill	Where does the accessible route around Parcel D-6, along Valencia Road, and on the south side of the garage originate? The only elevator is from the northwest side of the garage, but no accessibility occurs from that point. Accessibility paths in this area seem to originate from Building A-1. Will there be accessibility from the Building B garage? If so, show on this plan.	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Dimension width of streetscape area on the west side of Building at mid-point.	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Add note within Building E-3 footprint to refer to Note #5.	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Add to Note #5 "...For Building E-."	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Label parcel numbers.	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Provide square footage of the pavilion.	10/26/2017
SDP 17-027 Sht. 16.dwf	DLD_Jill	Label the number of on-street parking spaces on Valencia Road.	10/26/2017
SDP 17-027 Sht. 3.dwf	DLD_Jill	Expand Note #2 to state: "..., but shall not be used on the ground floor store and restaurant fronts, and is strongly discouraged from ground floor office and residential amenity uses as well."	10/26/2017
SDP 17-027 Sht. 3.dwf	DLD_Jill	Update garage facade in the background	10/26/2017
SDP 17-027 Sht. 3.dwf	DLD_Jill	Add a paragraph explaining signature elements, as described in the response to comments.	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	Design Manual Waiver must be approved for parking space geometry	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	For clarity, it is recommended that the parking level labels are enlarged and bolded.	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	The reservation of 4 EMT spaces should be identified in the parking study. The fire marshal's office has indicated that additional spaces would be needed. Please consult with them regarding the appropriate number of spaces to reserve.	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	Is it possible to the dash in the overhangs so the full rows of spaces are visible? Or dash spaces?	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	Please add a note on the sheet that all spaces have pedestrian access to the elevator.	10/26/2017

Current Project - Project Markups Listing

SDP 17-027 Sht. 4.dwf	DLD_Jill	Please add a note indicating that the building address for each side of the garage shall be prominently displayed at the building entrance, at each stairwell at each floor, and at prominent locations within the garage levels so patrons can accurately identify the location for emergency responders. Please see comments from Dick Jordan on the matter with the additional address provided for the garage.	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	Level 2-8- Correct quantity labels from 38 to 19 on the 70-degree angle spaces.	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	Will the bike parking be moved when the garage is expanded?	10/26/2017
SDP 17-027 Sht. 4.dwf	DLD_Jill	We prefer 12 parking spaces to accommodate the transition of 6 people on two shifts.	10/26/2017
SDP 17-027 Sht. 17.dwf	fire 10.18.2017 email	The median in front of the Station needs to be easily mountable onto Symphony Woods Drive.	10/26/2017
SDP 17-027 Sht. 17.dwf	fire 10.18.2017 email	There was supposed to be a 20' fire lane off the cul-de-sac that extended approximately 100' to reach the back side of the high-rise.	10/26/2017
SDP 17-027 Sht. 17.dwf	DLD_Jill	Is the center aisle between the two "pork-chop" islands leading to the garage entrance necessary? Could all the traffic go around the island instead? It seems an unnecessary point of conflict is created in the current design.	10/26/2017
SDP 17-027 Sht. 17.dwf	DLD_Jill	Label square footage for the garage (footprint and total).	10/26/2017
SDP 17-027 Sht. 17.dwf	DLD_Jill	Label parcel numbers and ensure the parcel lines are discernable from other line work.	10/26/2017
SDP 17-027 Sht. 17.dwf	DLD_Jill	Please label within Building E-2 to see Note #5.	10/26/2017
SDP 17-027 Sht. 17.dwf	DLD_Jill	In Note #5, add "...for Building E-2."	10/26/2017
SDP 17-027 Sht. 23.dwf	DLD_Jill	Label the number of on-street spaces on Valencia	10/26/2017
SDP 17-027 Sht. 23.dwf	DLD_Jill	Remove the Health Signature Block	10/26/2017
SDP 17-027 Sht. 23.dwf	DLD_Jill	Correct double type of "Pavilion".	10/26/2017
SDP 17-027 Sht. 31.dwf	DLD_Jill	Show street trees in the typical detail	10/26/2017
SDP 17-027 Sht. 31.dwf	DLD_Jill	Relabel the left side of the typical detail as South Crescent Park and Building B.	10/26/2017
SDP 17-027 Sht. 31.dwf	DLD_Jill	DLD.01. Dimension width of Mango Tree Road	10/26/2017
SDP 17-027 Sht. 77.dwf	DLD_Jill	Only show landscaping that will be shown on this SDP.	10/26/2017
SDP 17-027 Sht. 77.dwf	DLD_Jill	Please complete the license number and the expiration date (every sheet hardscape and landscape sheet).	10/26/2017

Current Project - Project Markups Listing

SDP 17-027 Sht. 79.dwf	DLD_Jill	After further evaluation, DLD, DCCP and the Planning Director still have concerns about including the sidewalk at the bottom the steps that operates primarily as pedestrian block circulation as part of the Downtown Community Commons area. The treatment of texturized color concrete is not sufficient to bring it to the standard of Downtown Community Commons; the grade separation between this area and the plaza further reduces this area as a spillover of the plaza. The steps, however, may be included in the boundary. There are areas around Building A-1 that could likely be used to make up for the square footage lost at this corner.	10/26/2017
SDP 17-027 Sht. 82.dwf	DLD_Jill	It appears there is no outdoor bike parking at South Crescent Park. Is that correct? If so, will patrons be directed to Building B for bike parking?	10/26/2017
SDP 17-027 Sht. 82.dwf	DLD_Jill	Is the sidewalk between the building and the park excluded from the Downtown Community Commons calculations to provide store owners more freedom at their storefronts?	10/26/2017
SDP 17-027 Sht. 82.dwf	DLD_Jill	There is a pavement proposed in a triangular location not identified on the hardscape materials. Is this area still a fountain?	10/26/2017
SDP 17-027 Sht. 80.dwf	DLD_Jill	DPZ recommends extending the Downtown Community Commons to the south edge of Building A-1, and to the west edge of the overhang connecting the sections of the plaza currently identified as Downtown Community Commons.	10/26/2017
SDP 17-027 Sht. 83.dwf	DLD_Jill	Why is the north side of the planting area – adjacent to a parking lot – considered Downtown Community Commons area but the south side of the planting area adjacent to the restaurant not?	10/26/2017
SDP 17-027 Sht. 83.dwf	DLD_Jill	Will there be seating around the planting area to qualify this are as Downtown Community Commons?	10/26/2017
SDP 17-027 Sht. 83.dwf	DLD_Jill	Why are planters south of Mango Tree Road shown on this plan? This area is part of another SDP.	10/26/2017
SDP 17-027 Sht. 83.dwf	DLD_Jill	Can match lines be adjusted to see the full pedestrian area between Building E-2 and parking lot?	10/26/2017
SDP 17-027 Sht. 84.dwf	DLD_Jill	Sections 3 and 4, identify the locations these typical sections would be found.	10/26/2017
SDP 17-027 Sht. 85.dwf	DLD_Jill	Check the widths of the parallel parking. It is labeled 8', 9' and 10' at different sheets of the plan. The standard parallel space width is 8'.	10/26/2017
SDP 17-027 Sht. 90.dwf	DLD_Jill	What kind of plant material will be under the bridge? How will it be maintained so it does not grow through the grates?	10/26/2017
SDP 17-027 Sht. 92.dwf	DLD_Jill	Which fountain are these details for? At the Building A-1 plaza?	10/26/2017
SDP 17-027 Sht. 93B.dwf	DLD_Jill	Where are the grading details for the service area between Building A-1 and the fire station?	10/26/2017

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SDP 17-027 Sht. 93B.dwf	DLD_Jill	What is the wall elevation for the wall between the plaza and the service area?	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Please confirm this cultivar is resistance to Dutch Elm Disease.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Correct the number of Willow Oaks provided. Only 13 are shown on the plan.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	If trees south of Mango Tree Road are removed from the plan, please update the tree counts accordingly.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Nine (9) Cladrastis kentuckea are currently sown on the plan. Please update the list or otherwise correct the plans.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Eight (8) GT (Honeylocust?) are shown on the plan but do not come up in the plant count. Please add or correct the label on the plan.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Verify the tree, shrub and perennial counts as there have been some changes on the plan that may not be reflected on the plant list. It seems there are more of some types of shrubs and less of others.	10/26/2017
SDP 17-027 Sht. 94.dwf	DLD_Jill	Please ensure the landscape surety is broken out to only include trees and shrubs that are not included in the material quantity count for the microbioretention stormwater treatment. Also ensure the surety has been updated to reflect changes on the plan.	10/26/2017
Merriweather District SDP Traffic and Parking Study.pdf	DLD_Jill	DLD accepts withholding building permits for only Buildings E-2 and E-3 until additional parking facilities are provided. Please add a note to the plan conveying this.	10/26/2017
Merriweather District SDP Traffic	DLD_Jill	Identify SDP-17-027 as phase 1 on chart in Sheet 71.	10/26/2017
Merriweather District SDP Traffic and Parking Study.pdf	DLD_Jill	DLD.01. Correct the Summary on Page 72. In Phase 1, there are 1476 Commercial Spaces.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Under General Note #5, Project Background, please make the following corrections: -Add record plat number (once plat is recorded) -Correct the parcels that are part of the submission (D-2 through D-6 and D-10) and the land area encompassing these parcels (10.29 ac) -Include all DPZ file references for this property. SP-16-009, F-17-059 and additional alternative compliance references for this area must be included.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Planning Board approval is required for this SDP. In addition, this project cannot receive signature approval prior to the recordation of F-17-059.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Landscape surety is covered in Note #17. Correct the spelling of "accordance" in Note #17.	10/26/2017

Current Project - Project Markups Listing

SDP 17-027 Sht. 1.dwf	DLD_Jill	Note #23, regarding public art, still notes architectural screening of the parking garage. The garage is no longer receiving architectural screening and the architectural treatment of the revised garage, while deemed acceptable by DPZ, is not considered public art. Please revise this note.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Please provide the Health Department signature block, for Sheet 1 ONLY.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	The far-right column for Note #26 regarding Merriweather Post Pavilion parking is confusing when rear with Note #3 below the chart, as it appears more than 5,000 is available. Also, will all 1,349 spaces be available for the D-4 garage or must some be reserved for uses within Area 3 during events? Also, please account for spaces reserved for emergency personnel in the garage.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Please update the address box per correspondence from Dick Jordan, Address Coordinator.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Please make the following changes: <ul style="list-style-type: none"> -CEPPA 12 - Identify alternative compliance date -CEPPA 14- Alternative Compliance will also be required -CEPPA 15 -Identify as in progress -CEPPA 20-21 - add status 	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	Please include a complete and accurate list of file numbers.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	DLD accepts withholding building permits for only Buildings E-2 and E-3 until additional parking facilities are provided. Please add a note to the plan conveying this.	10/26/2017
SDP 17-027 Sht. 1.dwf	DLD_Jill	<ul style="list-style-type: none"> • The utility separation Design Manual Waiver is rumored to be conditionally approved by DPW, although we do not have the paperwork yet. Maury explained that one facility is NOT being approved as shown on the exhibit and so GLW will have to come up with an alternative in that area. • The blanket easement is still under discussion. If the blanket easement is not accepted, we will revert to dozens of easement for each facility, light, hydrant, etc... which must be shown on the SDP and reviewed to ensure there is no conflict with landscaping, etc. The plat still must be recorded ahead of signature of the SDP. • A new Design Manual Waiver was submitted on this SDP this week for a commercial entrance not meeting the standard details for curb fillet radius. 	10/26/2017

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SDP 17-027 Sht. 73.dwf	DLD_Jill	American Elm is proposed on the south side of Merriweather Drive. However, on F-16-107, Red Maple is proposed on the north side of Merriweather Drive. I believe that the same species should be on both sides of the street to provide a unified look, unless the landscape architects can provide a compelling argument for why that is not necessary. In any case, this must be coordinated between the two plans.	10/25/2017
SDP 17-027 Sht. 95.dwf	DLD_Jill	American Elm is proposed on the south side of Merriweather Drive. However, on F-16-107, Red Maple is proposed on the north side of Merriweather Drive. I believe that the same species should be on both sides of the street to provide a unified look, unless the landscape architects can provide a compelling argument for why that is not necessary. In any case, this must be coordinated between the two plans.	10/25/2017
SDP 17-027 Sht. 96.dwf	DLD_Jill	Scarlet Begonia Way is now Sky Ribbon Drive.	10/25/2017
SDP 17-027 Sht. 96.dwf	DLD_Jill	Label the number of shrubs and type on the south side of the surface parking lot.	10/25/2017
SDP 17-027 Sht. 96.dwf	DLD_Jill	I didn't make this comment in my comments last week but it was in earlier comments sent for this project. Currently on SDP-17-027. American Elm is proposed on the south side of Merriweather Drive and Sugar Maple on the west side of Symphony Woods Road. However, on F-16-107, Red Maple is proposed on the north side of Merriweather Drive and Red Oak on the east side of Symphony Woods Road. I believe that the same species should be on both sides of the street to provide a unified look, unless the landscape architects can provide a compelling argument for why that is not necessary. In any case, this must be coordinated between the two plans.	10/25/2017
SDP 17-027 Sht. 99.dwf	DLD_Jill	It appears there are 3 Quercus phellos labeled that are not shown on the plan near the entrance of the garage. Please correct and update plant count.	10/25/2017
SDP 17-027 Sht. 99.dwf	DLD_Jill	There is a label for 4 Quercus phellos below Building E-2 but only 2 are shown on the plan. Please correct and update plant count.	10/25/2017
SDP 17-027 Sht. 99.dwf	DLD_Jill	Why are planters shown below Mango Tree Road? Wouldn't they be planted either with the road drawing in F-17-059 or on the future SDP?	10/25/2017
SDP 17-027 Sht. 4.dwf	dilp-jim	One in every 4 handicap spaces shall be van accessible. If 24 total handicap spaces are provided then 6 shall be van accessible.	10/24/2017
SDP 17-027 Sht. 8.dwf	dilp-jim	Maryland accessibility code requires that 1 in every 4 handicap spaces be van accessible with an adjacent 8 ft access aisle. Revise to show compliance.	10/24/2017
SDP 17-027 Sht. 17.dwf	dilp-jim2	show the curb cut ramp and the accessible route to the restaurant entrance.	10/24/2017
SDP 17-027 Sht. 17.dwf	dilp-jim2	the fire hydrant shall not obstruct the accessible route.	10/24/2017

Current Project - Project Markups Listing

SDP 17-027 Sht. 1.dwf	DED-HEATHER	PLEASE ADD ALL REF. FILE NUMBERS. IT IS UNDERSTOOD THEY ARE SHOWN NEXT TO TITLE BLOCK BUT THIS NOTE IS INCOMPLETE. THE FILE NUMBERS SHOULD BE ADDED TO THIS NOTE.	10/08/2017
SDP 17-027 Sht. 1.dwf	DED-HEATHER	ADD PLAT NUMBER WHEN AVAILABLE.	10/08/2017
SDP 17-027 Sht. 1.dwf	DED-HEATHER	PLEASE COMPLETE THE ADDRESS CHART.	10/08/2017
SDP 17-027 Sht. 1.dwf	DED-HEATHER	WITH THE 2ND SUBMISSION THE CONDITIONS OF THE DMW LISTED IN GN 28 WERE NOT ADHERED TO. THE DMW WAS TO BE RESUBMITTED AND REQUIRED DPW APPROVAL. PLEASE PROVIDE A GENERAL NOTE REGARDING THE RESUBMITTED DESIGN MANUAL AND ITS APPROVAL WITH CONDITIONS.	10/08/2017
SDP 17-027 Sht. 12.dwf	DED-HEATHER	PLEASE SHOW AND VERIFY THAT THE FOOTINGS FOR THE STRUCTURAL COLUMNS FOR THE PAVILLION WILL NOT HAVE ANY IMPACT TO THE UNDERGROUND SWM OR STORMDRAIN.	10/08/2017
SDP 17-027 Sht. 32.dwf	DED-HEATHER	PLEASE SHOW THE PLAN AND PROFILE FOR THE ENTIRELY OF SKY RIBBON ROAD TO THE INTERSECTION OF SKY RIBBON AND MANGO TREE.	10/08/2017
SDP 17-027 Sht. 32.dwf	DED-HEATHER	PLEASE PROVIDE ROAD SECTION FOR SKY RIBBON ROAD.	10/08/2017
SDP 17-027 Sht. 36.dwf	DED-HEATHER	PLEASE PROVIDE Q10 AND V10 FOR EACH SEGMENT OF THIS PROFILE.	10/08/2017
SDP 17-027 Sht. 36.dwf	DED-HEATHER	PLEASE SHOW THE WATER CROSSING ON THIS PROFILE BETWEEN M8 AND M7.	10/08/2017
SDP 17-027 Sht. 36A.dwf	DED-HEATHER	PLEASE PROVIDE A LABEL THAT STATES THE MANUFACTURERS NAME AS WELL A LABEL FOR EACH DETAIL. ITS NOT VERY CLEAR WHAT EACH DETAIL IS FOR.	10/08/2017
SDP 17-027 Sht. 36A.dwf	DED-HEATHER	PLEASE COMBINE SHEETS 36 AND 37. ALL OF THESE DETAILS CAN BE COMBINED INTO 1 SHEET.	10/08/2017
SDP 17-027 Sht. 3.dwf	DCCP-GS	DPZ will review glazing on ground floor of buildings on the permit plan set for compliance with CNDG.	10/05/2017
SDP 17-027 Sht. 2.dwf	DCCP-GS	Condition of Approval: The sidewalk area, in front of Building B along Merriweather Drive, does not qualify as amenity space as its primary function is for circulation. Remove the sidewalk area up to the base of the stairs from the amenity space calculation.	10/05/2017
SDP 17-027 Sht. 120.dwf	Traffic - Parris	Please provide details as to type of pole that is going to be installed in the public easement along the public roadways. Is this pole breakaway?	10/05/2017
SDP 17-027 Sht. 16.dwf	Traffic-Ray Mercado	Ramps will be required for the refuge crossing	09/28/2017
SDP 17-027 Sht. 1.dwf	Traffic-Ray Mercado	The File sheet numbers doesn't match the table of contents numbers. Very confusing!	09/28/2017

ATTACHMENT B
DAP RECOMMENDATIONS

Crescent Neighborhood Area 3 – Phase 1
Design Advisory Panel
2016-09-14 Review (16-13)

W
10-4-16

Ref #	Design Advisory Panel Recommendation – Verbatim Motion	Response by Applicant –10/3/16	DPZ Director's Endorsement
1.	<p>"I recommend that you think very seriously about the exterior of the parking garages and that includes the exposure to Broken Land Parkway."</p> <p>Vote: 5-0</p>	<p>The applicant intends to screen the parking garages with an appropriate façade treatment to the extent that they are visible. Initial garage elevations and views will be provided for the county's review with the SDP submission.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>
2.	<p>"I recommend that the graphics and signage be coordinated with Crescent Neighborhood Design Guidelines."</p> <p>Vote: 5-0</p>	<p>The applicant has engaged the graphics design firm of Redmond / Schwartz to further refine the signage in alignment with the guidelines, as well as to coordinate signage design across the Crescent neighborhood areas 1 through 4.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>
3.	<p>"When you do your final master plan, you show something over there (the area across Merriweather Drive) that accomplishes bringing that area into the longer term plan for this development."</p> <p>Vote: 5-0</p>	<p>The area to the north of Merriweather Drive is not part of the subject parcel, and is not included in this submission. The applicant will be providing a hardscape and landscape solution for the opposite of Merriweather Drive and its multi-use path as part of a later, separate submission.</p>	<p><input type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>
4.	<p>"I recommend adding trees and plantings to soften the surface parking lots."</p> <p>Vote: 5-0</p>	<p>The applicant has re-designed the temporary parking fields and has added additional trees as part of that re-design.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>
5.	<p>"Recommend applicant to add more trees on Prism Way."</p> <p>Vote: 5-0</p>	<p>The applicant has re-designed the pedestrian area along Prism Way to address both recommendations above. A small amount of parking has been eliminated and additional landscape is proposed.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>
6.	<p>"Recommends applicant study Prism Way to make it more of a pedestrian access</p>	<p>*See applicant response in box above.</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input checked="" type="checkbox"/> Accept Architect's Response</p>

	<p>and give it some importance and make it feel walkable. Look at eliminating some spaces in parking lot so that you can provide plantings and benches for places to sit.”</p> <p>Vote: 5-0</p>		
7.	<p>“Applicant should go back and study how the retail in particular integrates with the rest of the façade on Merriweather.”</p> <p>Vote: 5-0</p>	<p>*No applicant response provided</p>	<p><input checked="" type="checkbox"/> Accept DAP Recommendation <input type="checkbox"/> Accept Architect’s Response</p>

ATTACHMENT C
CEPPA STATUS

Attachment C
CEPPA Status Summary
SDP-17-027, Downtown Columbia, Crescent Neighborhood, Area 3 - Phase 1

PRIOR TO SUBMISSION OF THE FIRST FINAL DEVELOPMENT PLAN		
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
PRIOR TO APPROVAL OF THE FIRST FINAL DEVELOPMENT PLAN		
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
PRIOR TO APPROVAL OF THE FIRST SITE DEVELOPMENT PLAN		
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
PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT		
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
UPON ISSUANCE OF THE FIRST BUILDING PERMIT		
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
UPON ISSUANCE OF THE BUILDING PERMIT FOR THE 400th RESIDENTIAL UNIT		
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
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 500,000th SF OF DEVELOPMENT		
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.	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
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 1,300,000th SF OF DEVELOPMENT		
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.	Alternative Compliance requested with SDP
15	HHC will complete environmental restoration projects in the Merriweather-Symphony Woods and Crescent areas.	PENDING – <i>Revised timing approved with FDP-DC-Crescent-1A to time completion of sections of environmental restoration with grading of development areas in the Crescent. Neighborhood.</i>
16	HHC will complete Phase I of the Merriweather Post Pavilion redevelopment program.	Complete
PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN FOR THE 1,375th NEW RESIDENTIAL UNIT		
17	HHC shall, if deemed necessary by the Board of Education, reserve an adequate school site or provide an equivalent location within Downtown Columbia.	PENDING
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 2,600,000th SF OF DEVELOPMENT		
18	HHC will construct at its expense, the Wilde Lake to Downtown Columbia pedestrian and bicycle pathway.	PENDING
19	HHC will construct at its expense the Lakefront Terrace (steps to the Lake) amenity space and pedestrian promenade.	PENDING
20	HHC will complete Phase II of Merriweather Post Pavilion redevelopment program.	<i>Complete – Alternative Compliance 11/3/16</i>
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 3,900,000th SF OF DEVELOPMENT		
21	HHC will complete Phase III of Merriweather Post Pavilion redevelopment program.	PENDING – Alternative Compliance 11/3/16
22	At least one Downtown Neighborhood Square shall be completed and deeded to Howard County for public land.	PENDING
PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 5,000,000th SF OF DEVELOPMENT		
23	HHC will provide \$1,000,000 towards the initial funding of a Downtown Circulator Shuttle.	PENDING
24	Transfer of Merriweather Post Pavilion to the Downtown Arts and Culture Commission for zero-dollar consideration.	Complete
PRIOR TO THE APPROVAL OF EACH FINAL DEVELOPMENT PLAN		
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
UPON ISSUANCE OF ANY BUILDING PERMIT FOR A BUILDING CONTAINING DWELLING UNITS		
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.	N/A – REPLACED WITH AFFORDABLE HOUSING REQUIREMENTS IN DRRRA
ADDITIONAL CEPPA CONTRIBUTION		
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 D
DOWNTOWN COLUMBIA DEFINITIONS

Attachment 'D'
Relevant Definitions Relating to Downtown Columbia Revitalization
For SDP-17-027
Site Development Plans for Downtown Columbia Revitalization
(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.