

PETITION TO AMEND THE ZONING MAP OF HOWARD COUNTY

DPZ Office Use Only: Case No. ZB-1118m Date Filed: 11/6/18

1. Zoning Request

I (we), the undersigned, hereby petition the Zoning Board of Howard County to amend the Zoning Map of Howard County as follows: To rezone the Subject Properties' zoning district classifications from B-2 (Business: General) and RC-DEO (Rural Conservation - Density Exchange Option) to CEF-M (Community Enhancement Floating - Mixed).

2. Petitioner's Name Erickson Living Properties II, LLC

Address 701 Maiden Choice Lane, Catonsville, Maryland 21228

Phone No. (W) 410-402-2449 (H)

Email Address steven.montgomery@erickson.com

3. Owner's Name Please see attached Narrative.

Address

Phone No. (W) (H)

4. Counsel for Petitioner William E. Erskine, Esq. - Offit Kurman, PA

Counsel's Address 8171 Maple Lawn Boulevard, Suite 200, Fulton, Maryland 20759

Counsel's Phone No. 301-575-0363

Email Address werskine@offitkurman.com

5. Property Identification

Address of Subject Property Rt. 108, 12170 Clarksville Pike, and p/o 5450 Sheppard Lane, Clarksville, MD 21029

Location of Subject Property Clarksville, Howard County, Maryland

Election District 5th Tax Map # 34, 35 and 28 Block # Parcel # 185, 259, and p/o 100

Lot # Total Acreage of Property 62.116 acres +/-

6. Petitioner's Interest in Subject Property Contract Purchaser

(e.g. owner/joint owner/contract purchaser)

7. Reason for the requested amendment to the Zoning Map The Petitioner wishes to establish a Continuing Care Retirement Community (CCRC) on the Subject Properties. Such a use is not currently permitted under the existing zoning.

8. Statement as to the present use or uses of the subject property The B-2 zoned parcel is currently used as a

Freestate gasoline service station. The RC-DEO zoned parcels are currently used for agricultural purposes; they are not

however subject to an agricultural preservation easement.

9. Statement as to whether or not there is an allegation of mistake in the current zoning, and, if so, the nature of the mistake and the facts to support the allegation For purposes of this application only, the Petitioner is not alleging a mistake in the current zoning. The proposed CEF-M zoning district is a floating district and therefore a finding of mistake in the current zoning is not a prerequisite for rezoning the Property.
10. Statement as to whether or not there is an allegation of a substantial change in the character of the neighborhood subsequent to the most recent comprehensive rezoning. If change(s) is alleged, the nature of the change(s) and the facts to support the allegation and a statement as to why the petitioner concludes that the reclassification sought is the proper one For purposes of this application only, the Petitioner is not alleging a substantial change in the character of the neighborhood subsequent to the most recent comprehensive zoning. The proposed CEF-M zoning district is a floating district and therefore a finding of substantial change in the character of the neighborhood subsequent to the most recent comprehensive zoning is not a prerequisite for the rezoning of the Property.
11. Statement as to whether or not the petitioner can use the subject property in its present zoning classification and, if not, the reasons why For purposes of this application only, the Petitioner is not alleging that the Property cannot be used in its present zoning classification.
12. Statement as to whether or not such amendment will be in harmony with the General Plan for Howard County and whether such amendment will adversely affect the surrounding and vicinal properties The proposed zoning map amendment will be in harmony with the General Plan for Howard County (PlanHoward 2030) and will not adversely affect the surrounding and vicinal properties.
(Please see the Narrative for further discussion on this topic.)
13. State whether or not the subject property is currently served by public water, sewerage, and public roads The Subject Property is located within the Planned Service Area (PSA) for both water and sewer service. It is not, currently physically connected to these public utilities.
The Subject Property is served by public roads; specifically, Maryland Rt. 108 - a minor arterial roadway.
14. Any other factors which the petitioner desires the Board to consider including copies of any written reports intended to be introduced at the hearing and a written summary of verbal evidence of any expert which will be proffered at the hearing Please see the attached Narrative for further discussion on these topics.

15. **PETITION AND DRAWINGS (PLEASE TAKE NOTE)**

Original Petition plus **24 copies** (if on a county road), with equal amount of required drawings, folded to approximately 8 ½" x 14" (**27 copies if a state road is involved**). Plats of the subject property, plus other such scale drawings as may be required by the Department of Planning and Zoning must show the following:

- a. Courses and distances of the boundary lines of the subject property and the acreage
- b. North arrow
- c. Existing zoning of subject property and adjoining properties
- d. Location, boundary lines, and area of any proposed reclassification of zoning
- e. Existing structures, uses, natural features and landscaping on the subject and adjacent properties which may be relevant to the petition
- f. Location of subject property in relation, by approximate dimension, to the nearest intersection of two public roads
- g. Ownership of affected roads
- h. Election district in which subject property is located
- i. Tax map/zoning map number on which subject property is shown
- j. Name of local community or neighborhood in which subject property is located or is near
- k. Name and mailing address of property owner
- l. Name and mailing address of the petitioner
- m. Name and mailing address of petitioner's attorney, if any
- n. Any other information as may be necessary for full and proper consideration of the petition

16. If the petition includes site plan documentation, the petition shall include all information as required by Section 100.0.G.2 of the Zoning Regulations.
17. The Petitioner agrees to furnish such additional plats, plans or other data as may be required by the Zoning Board and/or the Department of Planning and Zoning.
18. The Petitioner further agrees to install and maintain Zoning Hearing Poster(s) as required in the Affidavit of Posting provided by the Department of Planning and Zoning. The Poster(s) must be posted for at least 30 days immediately prior to the Zoning Board hearing and remain posted until 15 days after the final hearing.
19. The Petitioner agrees to insert and pay for the newspaper advertising costs as required by the Zoning Board Rules of Procedure. Said advertisement shall be in a format deemed adequate by the Chairperson of the Zoning Board and must be published once in at least two newspapers of general circulation in Howard County at least 30 days prior to the Zoning Board hearing. The Petitioner also agrees to submit certification of the text and publication dates of the approved advertisement prior to the Zoning Board hearing to the Administrative Assistant to the Zoning Board.
20. The Petitioner certifies that no petition for the same or substantially the same proposal as herein contained for the subject property has been denied in whole or in part by the Zoning Board or has been withdrawn after the taking of evidence at a public hearing of the Zoning Board within twenty-four (24) months of the Zoning Board hearing unless so stated herein

21. The undersigned hereby affirms that all of the statements and information contained in, or filed with this petition, are true and correct. The undersigned has read the instructions on this form, filing herewith all of the required accompanying information.

William E. Erskine 11/5/18
 Attorney's Signature Date

Todd Mattheisen 11-2-18
 Petitioner's/Owner's Signature Date
 Todd Mattheisen, CFO, Authorized Signatory

 Petitioner's/Owner's Signature Date

 Petitioner's/Owner's Signature Date

22. **FEES**

The Petitioner agrees to pay all fees as follows:

- a. Filing fee including first hearing..... \$695.00*
- Each additional hearing night..... \$510.00*
- b. Public Notice Poster(s): \$25.00

* The Zoning Board may refund or waive all or part of the filing fee where the petitioner demonstrates to the satisfaction of the Zoning Board that the payment of the fee would work an extraordinary hardship on the petitioner. The Zoning Board may refund part of the filing fee for withdrawn petitions. The Zoning Board shall waive all fees for petitions filed in the performance of governmental duties by an official, board or agency of the Howard County Government.

For DPZ office use only:

Hearing Fee \$ _____
 Poster Fee \$ _____
 Total \$ _____

Receipt No. _____

PLEASE CALL 410-313-2350 FOR AN APPOINTMENT TO SUBMIT YOUR APPLICATION

County Website: www.howardcountymd.gov

Narrative in Support of Petition to Amend the Zoning Map of Howard County

On behalf of the development team of Erickson Living Properties II, LLC (the "Applicant"), the following narrative, exhibits, and Development Concept Plan are submitted for the purpose of proposing a Community Enhancement Floating District – Mixed ("CEF-M District") for certain properties located in Clarksville, Howard County, Maryland (Map 34, Parcel 185; p/o Map 28, Parcel 100; and Map 35, Parcel 259) (collectively, the "Property" or "Site"). The Applicant's Development Concept Plan ("DCP") is attached hereto as **Exhibit "A"** and consists of 46 sheets consecutively labeled DCP-1 through DCP-46. The purpose of this CEF-M proposal is to seek zoning approval for a continuing care retirement community ("CCRC") and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station currently located on Parcel 259. The Petitioner is confident that this Petition meets all of the criteria necessary to authorize the requested zoning map amendments. These specific criteria are addressed and evaluated in detail in the pages, reports and exhibits that follow.

Supplemental Response to Petition Paragraph #3

Owners' Names:

Limestone Valley Farm
5450 Sheppard Lane
Clarksville, MD 21029-1254
p/o Map 28, Parcel 100

Serville LLC
10606 Great Arbor Drive
Potomac, MD 20854
Map 34; Parcel 185

Lenore, LLC
2703 Dragonfly Way
Odenton, MD 21113
Map 34; Parcel 185

Clarksville Freestate LLC
12170 Clarksville Pike
Clarksville, MD 21029
P.O. Box 417
Ellicott City, MD 21041
Map 35, Parcel 259

Supplemental Response to Petition Paragraph #5

Property Identification:

The subject properties are located in Clarksville, Maryland and are designated on the Howard County Tax Map as: Map 34, Parcel 185; p/o Map 28, Parcel 100; and Map 35, Parcel 259.

Supplemental Response to Petition Paragraph #12

The development of the Site in accordance with Applicant's proposed CEF-M District furthers several of the stated land use policies within the General Plan (PlanHoward2030) and it also furthers the goal of satisfying the growing and well documented need for additional continuing care retirement communities within Howard County for people over the age of 62. (See attached **Exhibit "B"** - 2015 report from the Howard County Department of Citizen Services entitled *Planning for the Growth of the Older Adult Population in Howard County*. See also attached **Exhibit "C"** - November 2017 report from Sage Policy Group, Inc. entitled *There is Unmet Demand for Independent Senior Housing in Howard County, MD - An Evidentiary Exploration*.) The presence of a CCRC such as the one proposed by the Applicant will allow the County's aging population the flexibility to age in place within the County.

The Applicant's proposal to create a CEF-M District at this location for the purpose of establishing a CCRC will further a number of important land use policies contained within PlanHoward2030. These policies include but are not limited to:

Chapter 6 (Growth) of the Howard County General Plan:

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

PlanHoward, Chapter 6 (Growth), pg. 66

Furthermore, the Howard County General Plan makes the following pertinent finding:

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

PlanHoward, Chapter 6 (Growth), pg. 66

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

County’s housing stock should support the aging population and will need to continue General Plan 2000 policies to promote diverse senior housing for those that wish or need to downsize to more easily maintained units as they age. The policies should also continue to support seniors who choose to age in place in their own homes or in their own communities... The County also recognizes that as older residents’ ability to live independently diminishes, they often need to move to housing that provides support services. There are both nursing and assisted living options for seniors in the County, offering a continuum of services, from acute care to congregate and group housing to in-home services. In order to accommodate the projected 19% of residents age 65 or older by 2030, the County’s support of continuing care housing and services must be maintained.

PlanHoward, Chapter 9 (Housing), pp. 130-131

Furthermore, the Applicant’s proposed CEF-M District will not adversely affect the surrounding and vicinal properties in any way. The Applicant’s proposed CCRC community will provide an appropriate transition between the commercial and institutional uses along Route 108 in Clarksville and the lower density single family detached development further to the north and west of the Site. The Applicant’s proposed CCRC is required by federal fair housing law to be occupied by residents age 62 or older. The Applicant’s experience, however, has been that the average age of a CCRC resident is closer to 80 years of age. Because of its demographics, the Applicant’s proposed CCRC by its very nature will tend to be a comparatively low intensity use as compared to the other commercial and institutional uses already established along Route 108 in Clarksville.

In designing the Applicant’s proposed CCRC community, careful study and planning was taken to provide either increased building setbacks or lower height buildings in areas along Route 108 and Sheppard Lane in order to minimize the visual impact of these proposed structures when viewed from the roadway and from vicinal properties. Taller buildings have been strategically located further away from Route 108 and Sheppard Lane to take full advantage of the Site’s significant drop in topography between its eastern and western boundaries. The Site’s topography drops off nearly 80 feet from its frontage along Route 108 to the back of the Site along the western boundary of the Property. This significant drop in topography makes it possible for the Applicant to locate taller buildings in these lower elevation areas without having the buildings appear to be out of place when viewed from the public roads and neighboring properties.

The Applicant is confident that its proposal to create a CEF-M District for the purpose of establishing a CCRC community at this location will have no adverse effects on the surrounding and vicinal properties. To the contrary, the Applicant is most confident that the proposed CEF-M District will convey significant benefits to the surrounding community and vicinal properties as a result of the significant traffic mitigation and roadway enhancements proposed. Traffic is a serious concern in Clarksville - especially in the area of Route 108 and Sheppard Lane. In fact, current traffic studies indicate that the existing intersection at Route 108 and Sheppard Lane has failing levels of service both in the morning peak hour (LOS F) as well in the evening peak hour (LOS

F). Upon completion of the proposed road improvements associated with this CEF-M District proposal and after accounting for the additional traffic generated after full buildout of the CCRC community, the traffic congestion at this difficult intersection will be improved significantly to passing levels of service both in the morning peak hour (LOS B) as well as in the evening peak hour (LOS C). (See Traffic Impact Study attached hereto as **Exhibit "D"**.)

Subject to State Highway Administration (SHA) approval, all traffic mitigation and road improvements are proposed to be completed prior to the first resident occupying a residence within the proposed CCRC community.

Supplemental Response to Petition Paragraph #14

The proposed CEF-M District will allow the creation of a CCRC community that will greatly enhance the quality of life of many of the senior citizens of Howard County. As described below, the ability to locate the proposed CCRC community at this location will likewise benefit the citizens and residents of Howard County whether or not they choose a CCRC lifestyle.

Positive Fiscal Impact

This proposed CCRC community will convey significant benefits to the citizens and residents of Howard County year after year as a result of its significant positive fiscal impact. A comprehensive fiscal and economic analysis of the Applicant's proposed CCRC project at full build out indicates that each year the CCRC community will generate approximately \$4.1 million in positive fiscal impacts for Howard County. As is described in detail in the attached fiscal analysis, the positive fiscal impact of this proposed CCRC community is related to several important contributing factors, including: 1) the fact that seniors pay income taxes; 2) CCRC facilities also pay property taxes; 3) CCRC communities do not generate school age children and therefore they do not place any additional burdens on the school system; 4) seniors, when residing in a CCRC community, require far fewer County provided services as compared to senior's residing outside of such communities. (See attached **Exhibit "E"** - June 27, 2018 fiscal impact study by Richard B. Reading Associates entitled *Summary Evaluation Fiscal and Economic Effects Erickson Living at Limestone Valley by Erickson Living in Howard County Maryland.*)

Enhanced Transportation & Paratransit Services

In addition, to the positive fiscal impacts described above, this proposed Erickson Living CCRC community will convey significant benefits to the County as a result of the robust private transportation services that it offers to its residents and employees. The availability of private transportation services to the residents and employees of the proposed Erickson Living CCRC community will result in a corresponding decrease in the demand for publicly provided transportation services as compared to the expected demand that would be created by a similar sized senior housing complex. Furthermore, Erickson Living communities offer many amenities and services on-campus compared to other senior housing providers including but not limited to several restaurants, fitness centers, pool, hair salon (men and women), library, office, bank, theater room, pharmacy and medical care (full-time geriatric doctors available 24/7 with same day appointments, dentist, podiatrist, ophthalmologist etc.) By reducing the demand for publicly

provided paratransit services, this proposed CCRC community on a comparative basis will save Howard County significant expense in the future.

Like all Erickson Living communities, this proposed CCRC community will maintain a fleet of shuttle buses and sedans that will provide private transportation services to its residents and employees, including but not limited to paratransit services. Because of the availability of private paratransit services within the community, it has been the Petitioner's experience that many of our residents and employees will opt to utilize the private Erickson Living paratransit service instead of relying upon the public paratransit services offered by the Regional Transportation Agency of Central Maryland (RTA).

At full build-out, it is anticipated that Erickson Living at Limestone Valley will have a shuttle and paratransit service that will run Monday through Saturday between the hours of 9am and 7pm. Transit service would be offered internally in the Limestone Valley campus as well as to destinations in the larger Howard County community. It is anticipated that likely destinations will include the Route 108 corridor in Clarksville, as well as Downtown Columbia as Howard County's shopping, cultural and medical hub. However, other destinations could be added to the anticipated routes based upon resident interest and demand.

Evaluation of Criteria for Approval of CEF-M District

The remainder of this narrative will describe and evaluate the required criteria for approval of a CEF-M District; it will also describe and evaluate the manner in which the Applicant's proposal satisfies each and every required criterion for approval.

In accordance with Howard County Zoning Regulations (the "Regulations") Section 121.0.I, a CEF District may be established at a particular location if the following criteria are met:

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

On July 27th, 2018, the Howard County Council by unanimous vote approved Council Bill 59-2018 ("CB 59"). This legislation amended PlanHoward 2030 (the General Plan for Howard County) to expand the planned service area for water and sewer service (the "PSA") to include the entirety of the Site – the Freestate property was already in the PSA prior to the passage of CB 59.

CB 59 was signed by the County Executive on August 6th, 2018 and later became law on October 6th, 2018 (see attached **Exhibit "F"**). Accordingly, this petition satisfies the above criterion because the proposed CEF District is located within the planned service area for both water and sewer service.

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

As a development consisting of a proposed mix of residential and commercial uses, the subject Site falls under the criterion applicable to a CEF-M District. This petition satisfies the above criterion because the Site has frontage and direct access onto Route 108 which is designated as a minor arterial roadway in the General Plan (See, PlanHoward 2030 Map 7-3 attached as **Exhibit "G"**). The Site is also proposed to feature a secondary public access road extending from Route 108 along the western boundary of the proposed CEF District.

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

The Site consists of approximately 62.116 acres. Therefore, this petition satisfies the above criterion. (See attached **Exhibit "A"**, sheet 5.)

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

The properties comprising the Site are currently zoned RC-DEO (Map 34, Parcel 185; p/o Map 28, Parcel 100) and B-2 (Map 35, Parcel 259). Therefore, this petition satisfies the above criterion.

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

The several properties comprising the Site are not located within the interior of a neighborhood comprising only single-family dwellings. Therefore, this petition satisfies the above criterion.

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

The proposed CEF-M District consists of an integrated continuing care retirement community ("CCRC") composed of 1,200 independent living units and 240 health care units consisting of assisted living, memory care, and skilled nursing facilities, resident accessory spaces and buildings, and accessory uses necessary for the operation of the community or for the benefit or convenience of the residents and their guests. In addition, the CCRC contains over 5 acres of public amenity space available to the general public at no charge and consisting of pathways, seating areas, an amphitheater, covered pavilion, a play area, pickle ball courts, a dog park, a 48 space parking lot, and community meeting space within the marketing/sales center. (See **Exhibit "A"**, sheet 11 – Illustrative Site Plan.)

The primary purpose of the Applicant's proposed CCRC is to provide housing and continuing care for people over the age of 62. As is shown and depicted on the Plan, the Applicant's proposed CCRC is sited in two development areas upon the eastern and western portions of the Site,

consisting of a series of 1 story to 5 story buildings with underground parking and accessory spaces with private internal roadways and enclosed pedestrian connections throughout.

The Site itself is bordered to the southwest by a mix of B-1 and B-2 zoned commercial properties, undeveloped RC-DEO zoned agricultural land under preservation easements to the west and north, single-family detached dwellings across Sheppard Lane to the northeast, and the existing River Hill Garden and Landscape Design Center (currently undergoing renovations) and the Linden-Linthicum United Methodist Church to the immediate east. Although not adjoining the Site, a section of the Village of River Hill developed as single-family detached dwellings is located to the east and southeast of the River Hill Garden and Landscape Design Center and Linden-Linthicum United Methodist Church properties approximately 400' from the boundary of the Site.

With the endorsement of the Design Advisory Panel (DAP), the Applicant has designed the Site to provide either increased building setbacks or lower height buildings in areas along Route 108 and Sheppard Lane in order to minimize the visual impact of these structures when viewed from the roadway and from vicinal properties. As stated above, taller buildings have been strategically located further away from Route 108 and Sheppard Lane in order to take full advantage of the Site's significant drop in topography between its eastern and western boundaries. The Site's topography drops off nearly 80 feet from its frontage along Route 108 to the back of the Site along the western boundary of the Property. This significant drop in topography makes it possible for the Applicant to locate taller buildings in these lower elevation areas without having the buildings appear to be out of place when viewed from the public roads and neighboring properties.

The architecture of the CCRC buildings is proposed to acknowledge the traditional and diverse nature of the neighborhood aesthetic and will complement the surrounding residential and commercial uses. The location of the CCRC buildings and uses throughout the Site and the compatible architectural designs proposed by the Applicant hereunder allow for an appropriate transition between the surrounding mix of commercial, institutional, residential, and agricultural uses in terms of scale, height, mass, and architectural detail. (See attached Exhibit "A", sheets 13 to 24 for Site Elevations and Architectural Renderings.)

As set forth in greater detail on the Plan, the Applicant's proposed CEF-M District also includes the existing Freestate motor vehicle fueling facility located on Tax Map 35, Parcel 259. The Freestate motor vehicle fueling facility currently consists of eight double-sided fuel pumps and one standalone diesel pump and kerosene dispenser, a lighted canopy overhang, and an accessory convenience store. The inclusion of the motor vehicle fueling facility within the proposed CEF-M District will allow (i) the motor vehicle fueling facility to be redeveloped under architecturally enhanced standards (including, but not limited to, recessed lighting fixtures, environmental controls, and enhanced circulation and pedestrian safety features) with enhanced landscaping and streetscape features which would otherwise not occur absent this proposed CEF-M District and (ii) the relocation of the existing motor vehicle fueling facility to allow for the secondary public access road (see Section 7 below) serving also as a potential connection to the adjoining commercial properties to the west of the Site along with signalized access to such properties. (See attached Exhibit "A", sheet 27 – Conceptual Service Station Landscape Plan.)

7. **The proposed CEF District shall include enhancements as provided in Section 121.0.G. Enhancements shall be proportionate to the scale of the CEF development.**

As set forth above and shown in greater detail on the Plan, the Applicant's proposed CEF District provides a variety of Community Enhancements under Section 121.0.G, all of which are beneficial to the community, the general public, and the County as a whole and far exceed those which would be required to be provided under the current development standards applicable to the several properties constituting the Site were they to be developed independently of each other. (For a detailed description of the proposed CEF-M enhancements see Exhibit "A", sheet 29 through sheet 44.)

The Site consists of an existing motor vehicle fueling facility and two undeveloped RC-DEO parcels located along Route 108. Under existing zoning, the RC-DEO parcels are capable of being developed at a residential density of one (1) dwelling per 4.25 acres – a total of approximately 14 residential dwelling units. Alternatively, the RC-DEO parcels could potentially be developed at a density of one (1) dwelling unit per 2 net acres using the density exchange option. Using the density exchange option, a total of approximately thirty (30) residential dwelling units could be developed. Under such a limited scheme of development, the road improvements required under either SHA design standards or the Howard County's Adequate Public Facilities Ordinance would be limited to nominal frontage improvements or fee-in-lieu payments and would not result in any immediate relief from traffic congestion to the residents of the area. In addition, the development of these parcels independent of each other would drastically limit the potential to present a unified streetscape presence in full conformity with the Clarksville Pike Streetscape Plan and Design Manual.

Under the Applicant's proposed CEF-M District, all of these underutilized subject properties are aggregated and integrated into a single well-connected design which allows for these several properties to be developed to a more appropriate and socially beneficial use while simultaneously allowing the Applicant to provide Community Enhancements under Section 121.0.G far in excess of those which would be possible without the implementation of the flexible standards of the CEF-M District. Specifically, the Applicant is proposing the following as Community Enhancements:

Streetscape Enhancements

- Streetscape enhancements along the entire frontage of Route 108 in accordance with the Clarksville Pike Streetscape Plan and Design Manual, including, but not limited to, a multi-use pathway with connecting crosswalks, seating areas, and flowering shade trees.
- A multi-use pathway extending from the Site to the northeast along Route 108 and extending to Meadow Vista Way opposite Trotter Road. In addition, a pedestrian crosswalk will be provided at the traffic signal serving River Hill High School and Clarksville Elementary School.
- Sidewalk extensions from the Site to the southwest connecting to existing sidewalks along the frontage of Clarksville Commons near Great Star Drive.

- Sidewalk extensions and sidewalk widening along the east side of Route 108 from the River Hill Garden Center extending southwest to Great Star Drive.

Transportation Enhancements (subject to SHA and Howard County final approval)

In order to satisfy CEF-M District requirements a substantial road improvement package is proposed. These proposed road improvements extend far-beyond what would be required if this project was a traditional by-right development. The proposed road improvements are detailed in the sections that follow.

Howard County's Adequate Public Facilities Ordinance requires road improvements if intersection analysis undertaken using the simplistic Critical Lane Volume (CLV) Methodology results in an unacceptable level of service during the AM or PM peak hour period. CLV only accounts for traffic volumes and lane configurations. It does not directly consider intersection delay, queuing, or other operational deficiencies that can occur on the road system. In addition, the analysis is limited to intersections of roadways that feature the classification of major/minor collector or higher. Local roads are excluded from the adequacy test.

APFO Improvements

When considering the Adequate Public Facilities Ordinance (APFO), the only intersection that would require improvements for this development is MD 108 at Sheppard Lane. To satisfy the criteria, a second lane along Sheppard Lane approaching MD 108 could be constructed. The lane could be as short as a few hundred feet in length. While this improvement would lessen delay for drivers turning right from Sheppard Lane onto MD 108, it would not address the larger operational concerns at the intersection that occur on a daily basis.

At the site access point, SHA would require the installation of auxiliary left and right turn lanes as well as an acceleration lane. The lengths of the lanes would be based on the speed limit of MD 108 and would be relatively short, serving the sole purpose of the development's traffic only. In addition, based on the number of daily trips projected for the site, Howard County would require a second access point. Without the construction of Proposed Public Access Road, the access point could potentially be designed as a right-in/right-out only along Sheppard Lane, again only serving the benefit of the property, not the larger community.

CEF-M District Road Network Enhancements

The proposed CCRC community will generate relatively few peak hour trips during the AM and PM peak periods, relative to the number of residents who will ultimately live there. As a result, the proposed road network improvements will serve as a community enhancement and benefit drivers, passengers, pedestrians and bicyclists within the MD 108 corridor by shortening delay, enhancing safety. Below the specific road network improvements are described in detail.

MD 108 at Sheppard Lane

Sheppard Lane currently intersects MD 108 at a 55 degree angle, which is substandard and has a negative impact on intersection operations. In addition, the Sheppard Lane approach features

just one single lane for traffic accessing MD 108. This geometric configuration results in additional delay for right turning drivers as they cannot proceed to the intersection if they are blocked by queued left turn traffic.

Finally, the existing left turn lane from eastbound MD 108 to Sheppard Lane is only 175 feet long which results in significant queuing that blocks the through lane and adds delay for drivers headed to the east along the roadway. The following improvements are proposed at this location:

- Realign Sheppard Lane to the west at an angle of a minimum of 70 degrees as acceptable to SHA – *this improvement will be coordinated with the redevelopment of the River Hill Garden Center.*
- Widen the Sheppard Lane approach to provide two lanes onto MD 108, including a separate right turn lane and separate left turn lane.
- Provide a continuous left turn lane along eastbound MD 108, approaching Sheppard Lane.
- Widen the westbound MD 108 approach to provide two thru lanes and a separate right lane.
- Reconstruct the traffic signal and provide pedestrian accommodations as required by SHA.
- Provide interconnection of the traffic signal along MD 108 to MD 32.

Not only do the proposed improvements at MD 108 at Sheppard Lane improve the level of service to acceptable levels as required by the APFO, but queuing is significantly reduced on all approaches. The queuing is an operations issue that is present under existing conditions and the reduction will provide significant benefits to all roadway users.

MD 108 at Linden Linthicum Lane/Proposed Public Access Road

The existing intersection of MD 108 and Linden Linthicum Lane features stop control for the minor approach. As a result, significant delays are encountered during the peak period for left turning traffic. Because of the circuitous road system in place on the south side of MD 108, drivers in that area can choose to access MD 108 via the signalized intersection at Great Star Drive which increases traffic volumes on that roadway. Signalization at Linden Linthicum Lane would therefore reduce minor street traffic on Great Star Drive.

The following improvements are proposed to mitigate delays and improve operations at the MD 108 / Linden Linthicum Lane intersection:

- Install traffic signalization once approved by SHA.
- Provide an extension of Linden Linthicum Lane (Proposed Public Access Road) on the north side of MD 108 to provide site access and potential future connections to commercial properties to the west.

- Convert the existing right turn lane along eastbound MD 108 to a shared thru/right lane.
- Convert the westbound MD 108 auxiliary lane to a shared thru/right lane.

The construction of these proposed improvements, including the Proposed Public Access Road on the north side of MD 108, will provide a significant community benefit. The new road will allow property owners on its west side to potentially have signalized access to MD 108. While the elimination of unsignalized access points is not recommended, drivers will have a choice to utilize signalized access to the MD 108 corridor, particularly during peak periods. In addition, the installation of the traffic signal at Linden Linthicum Lane is consistent with elements of the *Clarksville Pike Streetscape Plan* which was adopted by Howard County in 2016. The implementation of the signal will allow for synchronized traffic signals between Sheppard Lane and MD 32, which will significantly enhance operations providing a community benefit.

MD 108 at Site Access

The construction of the five lane section along MD 108 is consistent with the Clarksville Pike Streetscape Plan and will match the section of MD 108 to the west of Linden Linthicum Lane. This construction will provide a significant benefit to roadway users, as queuing for Sheppard Lane will no longer block thru traffic along MD 108.

MD 108 at River Hill High School Entrance

During school arrival and dismissal times, traffic accessing the school property occasionally spills onto MD 108. While this occurrence is limited to a very short time period during school days, it can create an impact to the community as drivers on MD 108 passing by the facility are impacted. To improve the condition, the existing right turn lane is proposed to be lengthened.

Other Public Enhancements

- Public use recreation area (playground).
- Public use outdoor amphitheater adjacent to Route 108.
- Public use covered pavilion.
- Public use of meeting space within the marketing/sales center.
- Public use dog park.
- Public use pickle ball courts.
- Public use 48 space parking lot.

These proposed Community Enhancements provide much needed infrastructure improvements aimed at alleviating existing issues relating to traffic congestion, signalization, and pedestrian safety along this section of the Route 108 corridor. The Community Enhancements set forth above would not be possible but for the implementation of the integrated design proposal set for in the Applicant's proposed CEF-M District and are proportionate to the scale of the development proposed by the Applicant hereunder.

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

The CEF-M District was established to encourage the creative development and redevelopment of commercial and residential properties through flexible zoning so that the proposed development complements and enhances the surrounding uses and creates a more coherent, connected development.

As described and evaluated below, the Applicant's proposed CEF-M District satisfies each of the 6 stated purposes of the CEF District.

Purposes of the CEF Zoning District

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

The Applicant's proposed CEF-M District is intended to provide a truly integrated continuing care retirement community experience within Howard County for people over the age of 62. As stated above, the CCRC proposed by the Applicant would result in 1,200 much needed independent living units and 240 health care units, consisting of assisted living, memory care, and skilled nursing facilities, resident amenity spaces and buildings, and accessory uses necessary for the operation of the community or for the benefit or convenience of the residents and their guests.

In addition, the proposed CCRC contains over 5 acres of public amenity space available for use to the general public at no cost and consisting of multi-use pathways for pedestrians and bicyclists, seating areas, an outdoor amphitheater, a play area, a dog park, pickle ball courts, a covered pavilion, and public use of community meeting space within the marketing/sales center. As stated above, the Site consists of an existing Freestate motor vehicle fueling facility and two undeveloped RC-DEO parcels located along Route 108. Under the Applicant's proposed CEF-M District, all of these underutilized properties are aggregated and integrated into a single connected design which fulfills a stated land use policy goal of the General Plan and allows for these sites to be developed to their highest and best uses while simultaneously allowing the Applicant to provide Community Enhancements under Section 121.0.G which are far in excess of those which would be possible without the implementation of the flexible standards of the CEF District.

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

As set forth above and as shown in greater detail on the Plan, and in addition to those public benefits noted elsewhere herein, the Applicant's proposed CEF-M District will provide those Community Enhancements under Section 121.0.G stated in Section 7 above, all of which are beneficial to the local community and to Howard County as a whole.

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

The Applicant's proposed CEF District will result in an integrated CCRC community providing 1200 much needed independent living units, 240 health care units, consisting of assisted living, memory care, and skilled nursing facilities, resident amenity spaces and buildings, and accessory uses necessary for the operation of the community or for the benefit or convenience of the residents and their guests, all in a well-developed and coordinated campus like setting (See Applicant's Plan attached hereto). The site design proposed by the Applicant hereunder utilizes the entire Site and takes advantage of the existing topography and environmental features to create a vibrant interconnected senior community which would not be possible under the underlying zoning. In addition, the inclusion of the existing motor vehicle fueling facility within the Site, will allow this use to be redeveloped under modern standards (including, but not limited to, recessed lighting fixtures, modern environmental controls, and enhanced circulation and pedestrian safety features) with enhanced landscaping and streetscape features which would otherwise not be possible under the underlying zoning.

The development of the Site under an integrated design by consolidating three underutilized adjacent properties under the Applicant's proposed CEF-M District allows for the creation of amenity spaces and buildings, walkways and bike paths, gardens, and open space areas throughout the project on a scale which would not be possible under the underlying zoning.

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

As shown and depicted on the Plan, the Applicant's proposed CCRC is sited in 2 development areas upon the eastern and western portions of the Site, consisting of a series of 1-5 story buildings and amenity spaces with internal roadways throughout. The separation of the improved areas of the Site into these 2 development areas integrates those stream and wetland features and buffers located through the middle of the Site as well as those specimen trees located throughout while simultaneously limiting the disturbance of those features in the development of the proposed CCRC. All residential buildings are linked together by a series of enclosed and environmentally conditioned pathways and bridges.

Furthermore, by providing underground parking in each of these two development areas for the vast majority of the parking needs, the Applicant's proposed CEF-M District takes an unprecedented approach to reducing impervious surfaces on site resulting from surface parking.

The architecture of the proposed CCRC buildings is proposed to acknowledge the traditional and diverse nature of the neighborhood aesthetic and will complement the surrounding residential and commercial uses.

8.5. Serve as a transitional area by providing a mix of uses compatible with the surrounding community.

As stated above, the Site, itself, is bordered to the southwest by a mix of B-1 and B-2 commercial properties, undeveloped RC-DEO agricultural land under preservation easements to the west and north, single-family detached dwellings across Sheppard Lane to the northeast, and the existing River Hill Garden and Landscape Design Center (currently undergoing renovations) and the Linden-Linthicum United Methodist Church to the immediate east. Although not adjoining the Site, a section of the Village of River Hill developed as single-family detached dwellings is also located to the east of the River Hill Garden and Landscape Design Center and Linden-Linthicum United Methodist Church properties approximately 400' from the boundary of the Site.

With the endorsement of the Design Advisory Panel, the Applicant has carefully provided either increased building setbacks or lower height buildings in areas along Route 108 and Sheppard Lane in order to minimize the visual impact of these structures when viewed from the roadway and from vicinal properties. As previously indicated, taller buildings have been strategically located further away from Route 108 and Sheppard Lane in order to take full advantage of the Site's significant drop in topography between its eastern and western boundaries. The Site's topography drops off nearly 80 feet from its frontage along Route 108 to the back of the Site along the western boundary of the Property. This significant drop in topography makes it possible for the Applicant to locate taller buildings in these lower elevation areas without having the buildings appear to be out of place when viewed from the public roads and neighboring properties.

The proposed use of the Site under this CEF District provides a mix of commercial and residential uses in a campus-like setting which serves as an appropriate transition between the surrounding mix of commercial, institutional, residential, and agricultural uses in terms of scale, height, mass, and architectural detail.

8.6. Encourage aggregation of underutilized properties.

See Section 8.1 above.

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

The proposed Site does not comprise such parcels.

NEIGHBORHOOD BOUNDARY – See Exhibit "A", sheet 3 – Site Context.

The boundary of the neighborhood consists of the nearby commercial, institutional, residential, and agricultural use properties within the nearby vicinity of the Site. Generally, the neighborhood of the proposed CEF-M District includes those areas that are within ½ to 1- ½ miles from the subject property. These neighboring properties are composed of a mix of zoning classifications including: B-1, B-2, NT, R-20, and RC-DEO. The Applicant's proposed CEF-M

District includes properties that are currently within the RC-DEO and B-2 zoning districts. The limits of the neighborhood as set forth above reflect the mix of commercial, institutional, residential, and agricultural development in the surrounding and nearby area northeast and northwest of Route 32 along the Route 108 corridor. The limits of the neighborhood boundary are influenced not only by proximity to the site in terms of distance, but also by the presence of infrastructure promoting community connectivity. The neighborhood boundaries are also heavily influenced by the presence of opportunities to create additional infrastructure that will further enhance the community's connectivity in fulfillment of the recommendations set forth within the Clarksville Pike Streetscape Plan and Design Guidelines. Such community connectivity infrastructure includes but may not be limited to: existing and proposed bike lanes; existing and proposed sidewalks; proposed multi-use pathways, additional public access roads, and additional or expanded travel lanes within existing roadways.

CONCLUSION

Erickson Living's network of communities has been providing an unparalleled lifestyle to seniors for over 30 years. With 19 communities across 11 states, over 24,000 seniors now call our communities home. As one of the nation's most respected leaders in building and managing continuing care retirement communities, we've perfected our approach to helping seniors enjoy their independence and live a longer, happier, and healthier life.

The Applicant believes that this petition satisfies all of the criteria necessary to amend the zoning maps of Howard County in order to create a CEF-M District. We are very excited about the opportunity to bring our decades of experience in this industry to Howard County and look forward to working with community stakeholders and the Zoning Board through this CEF-M development process to make Erickson Living at Limestone Valley a reality.

William E. Erskine
Tel: 301-575-0363
WErskine@offitkurman.com

February 28, 2019

VIA HAND DELIVERY

Howard County Dept. of Planning & Zoning
Attn: Valdis Lazdins, Director
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: Erickson Living at Limestone Valley; ZB Case No.: 1118-M
Supplement to Petition to Amend Zoning Map of Howard County
Erickson Living Properties II, LLC

Dear Director Lazdins:

On behalf of my client Erickson Living Properties II, LLC (the "Applicant"), I am pleased to submit the attached Supplement to the Petition to Amend the Zoning Map of Howard County as originally filed by my client on November 6, 2018.

As explained in greater detail in the attached submittal, this Supplement is intended to clarify the scope of the Applicant's proposed CEF Enhancements and to reflect certain changes to the DCP which are intended to enhance the design and operational efficiency of the proposed continuing care retirement community ("CCRC").

The revisions to the original Petition to Amend the Zoning Map of Howard County as set forth in this Supplement do not involve new locations or more intensive zoning classifications.

Any aspect of the original Petition and DCP that is not expressly modified by this Supplement shall remain as originally submitted on November 6, 2018.

Thank you for your consideration of the Applicant's Petition as revised by this Supplement.

Sincerely,

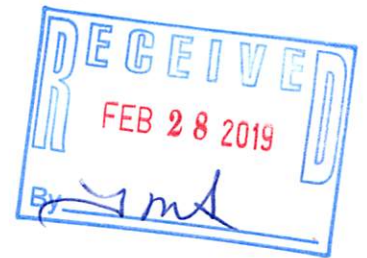

William E. Erskine

WEE/lmk
Enclosures

Supplement to Petition to Amend the Zoning Map of Howard County

On behalf of the development team of Erickson Living Properties II, LLC (the “Applicant”), the following Supplement to the Petition to Amend the Zoning Map of Howard County as originally filed on November 6, 2018 (the “Supplement”) is submitted for the purposes of supplementing and amending certain aspects of the original Petition. Revisions to the Petition narrative are set forth in detail below. Revised sheets of the DCP are attached hereto as **Exhibit “A”** and consist of certain revised sheets dated February 25, 2019 and labeled as follows:

- DCP-9 – Development Standards
- DCP-10 – Site Layout Plan
- DCP-11 – Illustrative Site Plan
- DCP-12 – Environmental Buffer Exhibit
- DCP-13 – Site Sections
- DCP-14 – Architectural Character
- DCP-16 – Conceptual Architectural Elevations
- DCP-19 – Conceptual Architectural Elevations
- DCP-26 – Conceptual Landscape Plan
- DCP-28 – Conceptual Lighting Plan
- DCP-29 – Summary of CEF-M District Enhancements
- DCP-30 – Linear Park Enhancements
- DCP-31 – Multi-Use Pathway Enhancements
- DCP-32 – Multi-Use Pathway Enhancements
- DCP-33 – Multi-Use Pathway Enhancements
- DCP-34 – Multi-Use Pathway Enhancements
- DCP-36 – Multi-Use Pathway Enhancements
- DCP-37 – Multi-Use Pathway Enhancements
- DCP-38 – Multi-Use Pathway Enhancements
- DCP-39 – Multi-Use Pathway Enhancements
- DCP-40 – Multi-Use Pathway Enhancements
- DCP-41 – Multi-Use Pathway Enhancements
- DCP-42 – Multi-Use Pathway Enhancements
- DCP-43 – CEF-M District Enhancements vs Non-CEF Comparison



The above described DCP sheets have been revised for the following purposes:¹

- 1.) To update the Development Standards to reflect the permitted use of structured parking.
- 2.) To update Independent Living Building 3 and the Marketing Center & Sales Building (now referred to as the “Welcome Center”) footprint to provide a more efficient building design and internal circulation for residents and prospective residents.
- 3.) To update limits of the garage below the Care Center and the Independent Buildings #3 and #4 based on refinement of the parking layout through the preliminary design process.

¹ The identified revisions to the DCP are carried through and reflected on all impacted sheets.

4.) To adjust the designation for pathway/sidewalk improvements along east side of MD 108 from Great Star Drive to Linden Linthicum Road to be 5' sidewalk or 8' multi-modal pathway, pending availability of right-of-way or easement per coordination with the County's Corridor Plan and County Staff.

5.) To adjust the designation for multi-modal pathway to read 8' per coordination with County's Corridor Plan and County Staff for the segment from Sheppard Lane to Meadow Vista Way as this area is expected to have light pedestrian activity.

In addition, this Supplement is intended to clarify the scope of the Applicant's proposed CEF Enhancements and to reflect certain changes to the DCP intended to enhance the design and operational efficiency of the proposed continuing care retirement community ("CCRC").

The amendments to the original Petition to Amend the Zoning Map of Howard County as set forth in this Supplement do not involve new locations or more intensive zoning classifications.

Any aspect of the original Petition and DCP that is not expressly modified by this Supplement shall remain as originally submitted.

Enhanced Transportation & Paratransit Services²

In addition, to the positive fiscal impacts described above, this proposed Erickson Living CCRC community will convey significant benefits to the County as a result of the robust private transportation services that it offers to its residents and employees. The availability of private transportation services to the residents and employees of the proposed Erickson Living CCRC community will result in a corresponding decrease in the demand for publicly provided transportation services as compared to the expected demand that would be created by a similar sized senior housing complex. Furthermore, Erickson Living communities offer many amenities and services on-campus compared to other senior housing providers including but not limited to several restaurants, fitness centers, pool, hair salon (men and women), library, office, bank, theater room, pharmacy and medical care (full-time geriatric doctors available 24/7 with same day appointments, dentist, podiatrist, ophthalmologist etc.) By reducing the demand for publicly provided paratransit services, this proposed CCRC community on a comparative basis will save Howard County significant expense in the future.

Like all Erickson Living communities, this proposed CCRC community will maintain a fleet of vehicles that will provide private transportation services to its residents and employees, including but not limited to paratransit services. Because of the availability of private paratransit services within the community, it has been the Petitioner's experience that many of our residents and employees will opt to utilize the private Erickson Living paratransit service instead of relying upon the public paratransit services offered by the Regional Transportation Agency of Central Maryland (RTA).

² This section supersedes the original section under the same heading beginning on page 4 of the Narrative in Support of Petition to Amend the Zoning Maps of Howard County filed on November 6, 2018.

At full build-out, it is anticipated that Erickson Living at Limestone Valley will have a shuttle and paratransit service that will run Monday through Saturday between the hours of 9am and 7pm. Private transit service would be offered internally in the Limestone Valley campus as well as to destinations in the larger Howard County community. As described in greater detail below, it is anticipated that likely destinations will include the MD Route 108 commercial corridor in Clarksville, as well as Downtown Columbia as Howard County's shopping, cultural and medical hub. However, other destinations could be added to the anticipated routes based upon resident interest and demand.

The Applicant anticipates that it will provide private transit services to the residents of the proposed CCRC in Clarksville to a similar extent as private transit services are available to the residents of the Charlestown CCRC. An example of the private transportation services available for the residents of the Charlestown CCRC is set forth below. The term "ancillary" as used below indicates that the shuttle bus makes several stops at various locations along its fixed routes. The term "trip" as used below means a roundtrip (to and from the destination).

Charlestown Private Transit Service

- On-campus (weekday) shuttle service 9am-7pm & after hour will call)
- On-campus (weekend) shuttle service (11am-7pm & after hour will call)
- Giant Food Store and Ancillary Fixed Route (Monday, Wednesday, Friday)- 4 trips per day.
- Weis Market & Ancillary Fixed Route (Tuesday, Thursday, Saturday)- 4 trips per day.
- St. Agnes Hospital & Ancillary Fixed Route (Monday-Friday) 9am-5pm- 4 to 5 trips per day
- 716 & 724 Maiden Choice Lane (local doctor offices) & Ancillary Fixed Route Shuttle (Monday- Friday) 9am-5pm- 4 to 5 trips weekly.

As indicated, the private transit data set forth above reflects the private transit utilization at the Charlestown CCRC campus. The Charlestown campus is considerably larger however than the proposed Clarksville CCRC campus, the former having a total of 1784 units (inclusive of both independent living and health care units). The transportation department at the Charlestown CCRC campus operates 7 shuttle buses dedicated to serve the private transit needs of its residents. These shuttle buses provide private transit service along several fixed routes as well as to special destinations upon request.

Based upon the Applicant's experience at the Charlestown campus and at other CCRC campuses around the nation, the Applicant anticipates providing private transit services at the proposed Clarksville CCRC by operating approximately 4 to 5 shuttle buses that will provide both fixed route and special destination private transit services.

While the precise number of shuttle buses needed to service the private transit needs of the proposed Clarksville CCRC is not able to be determined at this point, the Applicant's experience at the Charlestown CCRC campus does provide some guidance. Based on this experience, the Applicant anticipates that it will require approximately one (1) shuttle bus for every 300 independent living units. As such, it is anticipated that the proposed Clarksville CCRC will operate 4 to 5 shuttle buses at full buildout of the community. Of course, the actual number

of shuttle buses will be dependent on resident demand and therefore the number of shuttle buses could be less than or considerably more than 4 or 5. In addition, the Applicant has observed that the demand for transit services can fluctuate over time as a CCRC community matures.

As stated above, the Applicant intends to provide private transit services to the residents of the proposed Clarksville CCRC. The exact routes and frequency of this service will, of course, depend upon resident demand and preferences. At this early stage, however, the Applicant anticipates providing private transit service along the MD Route 108 commercial corridor through Clarksville. In addition, the shuttle bus service would make ancillary stops upon request along the way stopping at various businesses, medical offices and places of worship.

In addition to providing private transit services along the MD 108 commercial corridor, the Applicant also anticipates having additional private transit service to Downtown Columbia where its residents can enjoy the many shops, restaurants and services located in and around The Mall in Columbia as well as the Columbia Lakefront. This private transit service would also provide transportation services to the Mall in Columbia Transit Center; and to The Inner Arbor Trust – Merriweather Park at Symphony Woods and Toby’s Dinner Theater where the Applicant’s residents can enjoy the many artistic, cultural and recreational opportunities offered there. Finally, the Downtown Columbia private transit service could afford the Applicant the opportunity to provide its residents with private transit services to the medical offices in and around the Howard County General Hospital.

* * *

7. The proposed CEF District shall include enhancements as provided in Section 121.0.G. Enhancements shall be proportionate to the scale of the CEF development.³

As set forth above and shown in greater detail on the Plan, the Applicant’s proposed CEF District provides a variety of Community Enhancements under Section 121.0.G, all of which are beneficial to the community, the general public, and the County as a whole and far exceed those which would be required to be provided under the current development standards applicable to the several properties constituting the Site were they to be developed independently of each other. For a detailed description of the proposed CEF-M enhancements see DCP sheets 29 through 43, dated February 25, 2019, attached as Exhibit A.

The Site consists of an existing motor vehicle fueling facility and two undeveloped RC-DEO parcels located along Route 108. Under existing zoning, the RC-DEO parcels are capable of being developed at a residential density of one (1) dwelling per 4.25 acres – a total of approximately 14 residential dwelling units. Alternatively, the RC-DEO parcels could potentially be developed at a density of one (1) dwelling unit per 2 net acres using the density exchange option. Using the density exchange option, a total of approximately thirty (30) residential dwelling units could be developed. Under such a limited scheme of development, the road improvements required under either SHA design standards or the Howard County’s

³ This section supersedes the original section under same heading beginning on page 8 of the Narrative in Support of Petition to Amend the Zoning Maps of Howard County filed on November 6, 2018.

Adequate Public Facilities Ordinance would be limited to nominal frontage improvements or fee-in-lieu payments and would not result in any immediate relief from traffic congestion to the residents of the area. In addition, the development of these parcels independent of each other would drastically limit the potential to present a unified streetscape presence in full conformity with the Clarksville Pike Streetscape Plan and Design Manual.

Under the Applicant's proposed CEF-M District, all of these underutilized subject properties are aggregated and integrated into a single well-connected design which allows for these several properties to be developed to a more appropriate and socially beneficial use while simultaneously allowing the Applicant to provide Community Enhancements under Section 121.0.G far in excess of those which would be possible without the implementation of the flexible standards of the CEF-M District. Specifically, the Applicant is proposing the following as Community Enhancements:

Streetscape Enhancements

- Streetscape enhancements along the entire site frontage of Route 108 in accordance with the Clarksville Pike Streetscape Plan and Design Manual, including, but not limited to, a multi-use pathway with connecting crosswalks, seating areas, and flowering shade trees.
- A multi-use pathway extending from the Site to the northeast along Route 108 and extending to Meadow Vista Way opposite Trotter Road. In addition, a pedestrian crosswalk will be provided at the traffic signal serving River Hill High School and Clarksville Elementary School.
- A multi-use pathway extension from the Site to the southwest connecting to existing multi-use pathways along the frontage of Clarksville Commons near Great Star Drive.
- A multi-use pathway extension along the east side of Route 108 from the River Hill Garden Center extending to Linden Linthicum Lane.
- A sidewalk extension from Linden Linthicum Lane southwest to a point of connection with an existing sidewalk extending to Great Star Drive. Alternatively, the Applicant is willing to provide a multi-use pathway along this section of the MD Route 108 corridor subject to the availability of adequate right-of-way and/or easements.

Transportation Enhancements (subject to SHA and Howard County final approval)

In order to satisfy CEF-M District requirements a substantial road improvement package is proposed. These proposed road improvements extend far-beyond what would be required if this project was a traditional by-right development. The proposed road improvements are detailed in the sections that follow.

Howard County's Adequate Public Facilities Ordinance requires road improvements if intersection analysis undertaken using the simplistic Critical Lane Volume (CLV) Methodology results in an unacceptable level of service during the AM or PM peak hour period. CLV only accounts for traffic volumes and lane configurations. It does not directly consider intersection delay, queuing, or other operational deficiencies that can occur on the road system. In addition,

the analysis is limited to intersections of roadways that feature the classification of major/minor collector or higher. Local roads are excluded from the adequacy test.

APFO Improvements

When considering the Adequate Public Facilities Ordinance (APFO), the only intersection that would require improvements for this development is MD 108 at Sheppard Lane. To satisfy the criteria, a second lane along Sheppard Lane approaching MD 108 could be constructed. The lane could be as short as a few hundred feet in length. While this improvement would lessen delay for drivers turning right from Sheppard Lane onto MD 108, it would not address the larger operational concerns at the intersection that occur on a daily basis.

At the site access point, SHA would require the installation of auxiliary left and right turn lanes as well as an acceleration lane. The lengths of the lanes would be based on the speed limit of MD 108 and would be relatively short, serving the sole purpose of the development's traffic only. In addition, based on the number of daily trips projected for the site, Howard County would require a second access point. Without the construction of Proposed Public Access Road, the access point could potentially be designed as a right-in/right-out only along Sheppard Lane, again only serving the benefit of the property, not the larger community.

CEF-M District Road Network Enhancements

The proposed CCRC community will generate relatively few peak hour trips during the AM and PM peak periods, relative to the number of residents who will ultimately live there. As a result, the proposed road network improvements will serve as a community enhancement and benefit drivers, passengers, pedestrians and bicyclists within the MD 108 corridor by shortening delay, enhancing safety. Below the specific road network improvements are described in detail.

MD 108 at Sheppard Lane

Sheppard Lane currently intersects MD 108 at a 55 degree angle, which is substandard and has a negative impact on intersection operations. In addition, the Sheppard Lane approach features just one single lane for traffic accessing MD 108. This geometric configuration results in additional delay for right turning drivers as they cannot proceed to the intersection if they are blocked by queued left turn traffic.

Finally, the existing left turn lane from eastbound MD 108 to Sheppard Lane is only 175 feet long which results in significant queuing that blocks the through lane and adds delay for drivers headed to the east along the roadway. The following improvements are proposed at this location:

- Realign Sheppard Lane to the west at an angle of a minimum of 70 degrees as acceptable to SHA – *this improvement will be coordinated with the redevelopment of the River Hill Garden Center.*

- Widen the Sheppard Lane approach to provide two lanes onto MD 108, including a separate right turn lane and separate left turn lane.
- Provide a continuous left turn lane along eastbound MD 108, approaching Sheppard Lane.
- Widen the westbound MD 108 approach to provide two thru lanes and a separate right lane.
- Reconstruct the traffic signal and provide pedestrian accommodations as required by SHA.
- Provide interconnection of the traffic signal along MD 108 to MD 32.

Not only do the proposed improvements at MD 108 at Sheppard Lane improve the level of service to acceptable levels as required by the APFO, but queuing is significantly reduced on all approaches. The queuing is an operations issue that is present under existing conditions and the reduction will provide significant benefits to all roadway users.

In the event that the above described MD 108 and Sheppard Lane Road improvements are completed by other developers and/or by Howard County prior to the commencement of the construction of the CCRC contemplated under the Petition, the Applicant commits that it will reimburse Howard County the full cost of the above described MD 108 and Sheppard Lane improvements incurred by Howard County pursuant to any major facilities agreement and/or capital project.

MD 108 at Linden Linthicum Lane/Proposed Public Access Road

The existing intersection of MD 108 and Linden Linthicum Lane features stop control for the minor approach. As a result, significant delays are encountered during the peak period for left turning traffic. Because of the circuitous road system in place on the south side of MD 108, drivers in that area can choose to access MD 108 via the signalized intersection at Great Star Drive which increases traffic volumes on that roadway. Signalization at Linden Linthicum Lane would therefore reduce minor street traffic on Great Star Drive.

The following improvements are proposed to mitigate delays and improve operations at the MD 108 / Linden Linthicum Lane intersection:

- Install traffic signalization once approved by SHA.
- Provide an extension of Linden Linthicum Lane (Proposed Public Access Road) on the north side of MD 108 to provide site access and potential future connections to commercial properties to the west.
- Convert the existing right turn lane along eastbound MD 108 to a shared thru/right lane.

- Convert the westbound MD 108 auxiliary lane to a shared thru/right lane.

The construction of these proposed improvements, including the Proposed Public Access Road on the north side of MD 108, will provide a significant community benefit. The new road will allow property owners on its west side to potentially have signalized access to MD 108. While the elimination of unsignalized access points is not recommended, drivers will have a choice to utilize signalized access to the MD 108 corridor, particularly during peak periods. In addition, the installation of the traffic signal at Linden Linthicum Lane is consistent with elements of the *Clarksville Pike Streetscape Plan* which was adopted by Howard County in 2016. The implementation of the signal will allow for synchronized traffic signals between Sheppard Lane and MD 32, which will significantly enhance operations providing a community benefit.

MD 108 at Site Access

The construction of the five (5) lane section along MD 108 is consistent with the Clarksville Pike Streetscape Plan and will match the section of MD 108 to the west of Linden Linthicum Lane. This construction will provide a significant benefit to roadway users, as queuing for Sheppard Lane will no longer block thru traffic along MD 108.

MD 108 at River Hill High School Entrance

During school arrival and dismissal times, traffic accessing the school property occasionally spills onto MD 108. While this occurrence is limited to a very short time period during school days, it can create an impact to the community as drivers on MD 108 passing by the facility are impacted. To improve the condition, the existing right turn lane is proposed to be lengthened.

Other Public Enhancements

- Public use recreation area (playground).
- Public use outdoor amphitheater adjacent to Route 108.
- Public use covered pavilion.
- Public use of meeting space within the marketing/sales center.
- Public use dog park.
- Public use pickle ball courts.
- Public use 48 space parking lot.

These proposed Community Enhancements provide much needed infrastructure improvements aimed at alleviating existing issues relating to traffic congestion, signalization, and pedestrian safety along this section of the Route 108 corridor. The Community Enhancements set forth above would not be possible but for the implementation of the integrated design proposal set for in the Applicant's proposed CEF-M District and are proportionate to the scale of the development proposed by the Applicant hereunder.

Commitment to Fund Proposed Off-Site CEF Enhancements⁴

In the event the required approvals necessary to construct the proposed off-site CEF Enhancements are not available prior to the occupancy of the first CCRC residential dwelling, the Applicant commits that it will escrow with Howard County the estimated cost of constructing such off-site CEF Enhancements.

Statement Regarding the Provision of Moderate Income Housing⁵

Howard County Zoning Regulation Section 121.0.E provides:

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

Accordingly, the Applicant commits itself to providing the requisite number (10%) of Moderate Income Housing Units. Notwithstanding the foregoing, the Applicant has met with the Department of Housing and Community Development (DHCD) and has been informed that in the department's experience the full benefit of the MIHU program is not easily realized when 100% of the dwelling units required under the MIHU program for a CCRC project are provided on-site. As such, the DHCD has requested that the Applicant consider the possibility of satisfying some or perhaps all of its MIHU obligations for this project through an Alternative Compliance mechanism.

Given that the specific details of the MIHU Alternative Compliance proposal are not presently available, the Applicant is not able to evaluate and commit itself to any specific Alternative Compliance proposal. The Applicant is however committed to working in good-faith with the DHCD to finding creative ways in which the proposed CCRC project might satisfy its MIHU obligations through an Alternative Compliance request and in a manner that will permit the community benefits of the MIHU program to be more fully realized.

Changed Location of the Marketing/Sales Center⁶

To enhance the operational efficiency of the proposed CCRC facility, the DCP has been modified such that the marketing/Sales center (now referred to as the "Welcome Center") is no longer proposed to be located within a stand-alone building. Rather, the marketing/sales center

⁴ This section is new and is added to make it clear that the Applicant will fully fund any proposed off-site CEF Enhancements that cannot be constructed by the Applicant in advance of the occupancy of the first CCRC residential dwelling.

⁵ This section is new and is added to document the Applicant's commitment to work with the DHCD in good-faith to ensure that the community benefits of the MIHU program are more fully realized for this proposed CCRC development.

⁶ This section is new and is added to reflect the relocation of the marketing/sales center from a stand-alone building to a location internal to one of the proposed residential buildings. The stand-alone building has been deleted from the plan.

has now been relocated to a location internal to one of the proposed residential buildings. Accordingly, this residential building has been modified to accommodate the incorporation of the marketing/sale center. The stand-alone building previously intended to serve as the marketing/sales center has been deleted from the plan. See attached **Exhibit A**.

DEVELOPMENT STANDARDS

PROPOSED DEVELOPMENT STANDARDS

A. DEFINITIONS

1. CONTINUING CARE RETIREMENT COMMUNITY (CCRC)

CONTINUING CARE RETIREMENT COMMUNITY (CCRC) SHALL MEAN A LARGE SCALE FACILITY (OR INTEGRATED GROUP OF FACILITIES) WHICH HAS A PRIMARY PURPOSE OF PROVIDING HOUSING AND CONTINUING CARE FOR PEOPLE OVER THE AGE OF 62, AND WHICH CONSISTS OF CCRC INDEPENDENT LIVING UNITS, CCRC ASSISTED LIVING AND MEMORY CARE UNITS, CCRC SKILLED CARE NURSING UNITS, AND CCRC ACCESSORY USES, ALL AS DEFINED HEREIN. FOR PURPOSES OF THIS CEF DISTRICT, "CONTINUING CARE" MEANS THE PROVISION OF LODGING, AMENITY AND NURSING, MEDICAL, OR OTHER HEALTH-RELATED SERVICES AT THE SAME OR ANOTHER LOCATION TO AN INDIVIDUAL PURSUANT TO AN AGREEMENT EFFECTIVE FOR THE LIFE OF THE INDIVIDUAL OR FOR A PERIOD GREATER THAN ONE YEAR INCLUDING MUTUALLY TERMINABLE CONTRACTS AND IN CONSIDERATION OF THE PAYMENT OF AN ENTRANCE FEE WITH OR WITHOUT PERIODIC CHARGES TO AN INDIVIDUAL WHO IS AT LEAST 62 YEARS OF AGE.

2. CCRC INDEPENDENT LIVING UNIT

CCRC INDEPENDENT LIVING UNIT SHALL MEAN A DWELLING UNIT WITHIN A CCRC CONTAINING LIVING AREA(S), BEDROOM AREA(S), A KITCHEN AREA, AND BATHROOM(S), WHICH HOUSE ONE OR MORE PEOPLE OVER THE AGE OF 62 IN A MANNER IN WHICH THEY MAY LIVE INDEPENDENTLY WITH PROVISIONS FOR A VARIETY OF RESTAURANT STYLE MEAL SERVICES THROUGH A DECLINING BALANCE PROGRAM.

3. CCRC ASSISTED LIVING AND MEMORY CARE UNIT

CCRC ASSISTED LIVING FACILITY AND MEMORY CARE UNIT IS A UNIT LOCATED WITHIN A CCRC BUILDING THAT PROVIDES A RESIDENTIAL LIVING ENVIRONMENT, ASSISTED BY CONGREGATE MEALS, HOUSEKEEPING, AND PERSONAL SERVICES FOR PERSONS AGE 62 OR OLDER, WHO HAVE TEMPORARY OR PERIODIC DIFFICULTIES WITH ONE OR MORE ESSENTIAL ACTIVITIES OF DAILY LIVING, SUCH AS FEEDING, BATHING, DRESSING, OR MOBILITY. A CCRC ASSISTED LIVING AND MEMORY CARE UNIT SHALL INCLUDE THE RESIDENTIAL UNITS, AS WELL AS ACCESSORY DINING ROOM(S), BATHING AREA(S), COMMON AREA(S), OFFICES, AND OTHER SPACES NECESSARY TO PROVIDE THE ABOVE SERVICES LOCATED WITH THE CCRC.

4. CCRC SKILLED CARE NURSING UNIT

CCRC SKILLED CARE NURSING UNIT IS A UNIT LOCATED WITHIN A CCRC WHICH PROVIDES BOARD, SHELTER, AND 24-HOUR SKILLED NURSING AND MEDICAL CARE TO CHRONIC OR CONVALESCENT PATIENTS. A CCRC SKILLED CARE NURSING UNIT SHALL INCLUDE NURSING BEDS AND/OR INDIVIDUAL ROOMS, AS WELL AS ACCESSORY DINING ROOMS, BATHING AREAS, COMMON AREAS, OFFICES, CLINICS, THERAPY AREAS, MEDICAL FACILITIES, AND OTHER SPACE NECESSARY TO PROVIDE THE ABOVE SERVICES LOCATED WITH THE CCRC

5. CCRC ACCESSORY USES

THE CCRC MAY BE DEVELOPED THROUGH CLUSTERS OF MID-RISE BUILDINGS THAT SURROUND A CCRC STAND-ALONE BUILDING OR INTEGRATED WITH CCRC INDEPENDENT LIVING UNITS AND FORM A NEIGHBORHOOD.

CCRC ACCESSORY USES WITHIN A CCRC SHALL MEAN ANY USE NECESSARY FOR THE OPERATION OF THE FACILITY OR FOR THE BENEFIT OR CONVENIENCE OF THE RESIDENTS AND THEIR GUESTS INCLUDING, BUT NOT LIMITED TO: KITCHEN AND DINING FACILITIES, RESTAURANTS, PLACES OF WORSHIP, INDOOR AND OUTDOOR RECREATIONAL BUILDINGS AND USES, RETAIL AND BANKING FACILITIES, BEAUTY SALONS AND BARBER SHOPS, GIFT SHOPS, CLASS ROOMS, SECURITY FACILITIES, GATE HOUSES, ENCLOSED PEDESTRIAN CONNECTING LINKS AND BRIDGES, SECURITY FENCING (CHAINLINK, ORNAMENTAL PICKET, MASONRY PIERS), CONFERENCE ROOMS, SOCIAL ROOMS, COMMON AREAS, GUEST ROOMS, MEDICAL OFFICES, MEDICAL CLINIC, DIALYSIS CENTER, LABORATORY SERVICES, DENTAL OFFICES, PHYSICAL THERAPY AND REHABILITATION CENTER, WELLNESS CENTER, AMBULATORY SURGERY, DIAGNOSTIC IMAGING SERVICES, POSTAL CENTER, PHARMACY, MAINTENANCE FACILITIES, CRAFT AND MUSIC ROOMS, VARIOUS CRAFT, HEALTH, EXERCISE AND VOCATIONAL ACTIVITIES, CLASSROOMS, SWIMMING POOLS, LIBRARY AND TELEVISION ROOM, AS WELL AS FACILITIES RELATED TO THE OPERATION OF THE FACILITY SUCH AS BUT NOT LIMITED TO ADMINISTRATIVE

OFFICES, FOOD AND RECORD STORAGE AREAS, PROPERTY MAINTENANCE FACILITIES, RADIO AND SATELLITE DISH ANTENNAE, NON-AGE RESTRICTED DAY CARE CENTER FOR RELATIVES OF EMPLOYEES, SECURITY OPERATIONS, OFF-STREET PARKING AND OFF-STREET PARKING STRUCTURES, AND HEATING AND COOLING EQUIPMENT STRUCTURES, PROVIDED THAT THE CCRC ACCESSORY USE IS FOR THE PRIMARY BENEFIT OF THE CCRC.

B. USES PERMITTED AS A MATTER OF RIGHT

1. CCRC CONSISTING OF CCRC INDEPENDENT LIVING UNITS, CCRC ASSISTED LIVING AND MEMORY CARE UNITS, CCRC SKILLED CARE NURSING UNITS, AND/OR RELATED FACILITIES AND ACCESSORY USES THERETO.
2. PRIVATE RECREATIONAL FACILITIES, SUCH AS SWIMMING POOLS, TENNIS COURTS RESERVED FOR USE OF ON-SITE RESIDENTS AND THEIR GUESTS.
3. CONSERVATION AREAS, INCLUDING WILDLIFE AND FOREST PRESERVES, ENVIRONMENTAL AREAS, REFORESTATION AREAS, AND SIMILAR USES.
4. MOTOR VEHICLE FUELING FACILITY WITH ACCESSORY CONVENIENCE STORE (SUBJECT TO SECTION H BELOW).
5. PUBLIC AMENITY SPACE INCLUDING BUT NOT LIMITED TO MULTI-USE PATHWAYS, PLAYGROUNDS, DOG PARKS, AMPHITHEATERS, PAVILIONS.
6. MARKETING/SALES CENTER
7. SANITARY PUMP STATION

C. ACCESSORY USES

1. ANY USE NORMALLY AND CUSTOMARILY INCIDENTAL TO ANY PERMITTED USE AS A MATTER OF RIGHT, INCLUDING, BUT NOT LIMITED TO CCRC ACCESSORY USES.

D. BULK REGULATIONS (CCRC USES)

1. THE FOLLOWING MAXIMUM LIMITATIONS SHALL APPLY:
 - (a) HEIGHT.....NOT TO EXCEED FIVE (5) STORIES, EXCLUSIVE OF UNDERGROUND PARKING PROVIDED LESS THAN 50% OF THE PARKING DECK IS ABOVE GRADE.
 - (b) DENSITY25 INDEPENDENT LIVING UNITS PER GROSS ACRE
2. MINIMUM SETBACK REQUIREMENTS (SUBJECT TO SECTION 128.0.A.1 OF THE HOWARD COUNTY ZONING REGULATIONS AND NOTE 3 BELOW):
 - (a) FROM EXTERIOR, ARTERIAL OR COLLECTOR STREET RIGHT OF WAY.
 - a. RESIDENTIAL BUILDING.....30 FEET
 - b. OTHER STRUCTURES AND USES (EXCLUDING SIGNAGE)10 FEET
 - (b) FROM ANY OTHER PUBLIC STREET RIGHT OF WAY OR PRIVATE STREET
 - a. RESIDENTIAL BUILDING20 FEET
 - b. OTHER STRUCTURES AND USES.....10 FEET
 - (c) FROM THE VICINAL PROPERTIES
 - (1) FROM RC AND RR
 - a. RESIDENTIAL BUILDING30 FEET
 - b. OTHER STRUCTURES AND USES.....10 FEET
3. SIDEWALKS, PATHWAYS, PARKS, SIGNAGE, LIGHTING, RETAINING WALLS AND PUMP STATION ARE EXEMPT FROM THE MINIMUM SETBACK REQUIREMENTS.

E. MODERATE INCOME HOUSING UNITS

AT LEAST 10 PERCENT OF CCRC INDEPENDENT LIVING UNITS WILL BE MODERATE INCOME HOUSING UNITS IN ACCORDANCE WITH HOWARD COUNTY ZONING REGULATIONS AND MIHU CODES.

F. PARKING

PARKING WILL BE PROVIDED IN A COMBINATION OF UNDERGROUND PARKING, STRUCTURED PARKING, AND SURFACE PARKING AT A MINIMUM RATE OF 1.3 SPACES PER INDEPENDENT LIVING UNIT, INCLUSIVE OF ALL STAFF, RESIDENT AND VISITOR PARKING AND INCLUSIVE OF ALL ASSISTED LIVING/MEMORY CARE UNITS AND SKILLED NURSING UNITS WITHIN THE CCRC. SUCH PARKING REQUIREMENTS SHALL BE EXCLUSIVE OF AND IN ADDITION TO THE PARKING REQUIREMENTS SET FORTH IN SECTION G BELOW WITH RESPECT TO THE OPERATION OF THE MOTOR VEHICLE FUELING FACILITY AND ACCESSORY CONVENIENCE STORE.

G. ADDITIONAL REQUIREMENTS FOR MOTOR VEHICLE FUELING FACILITY.

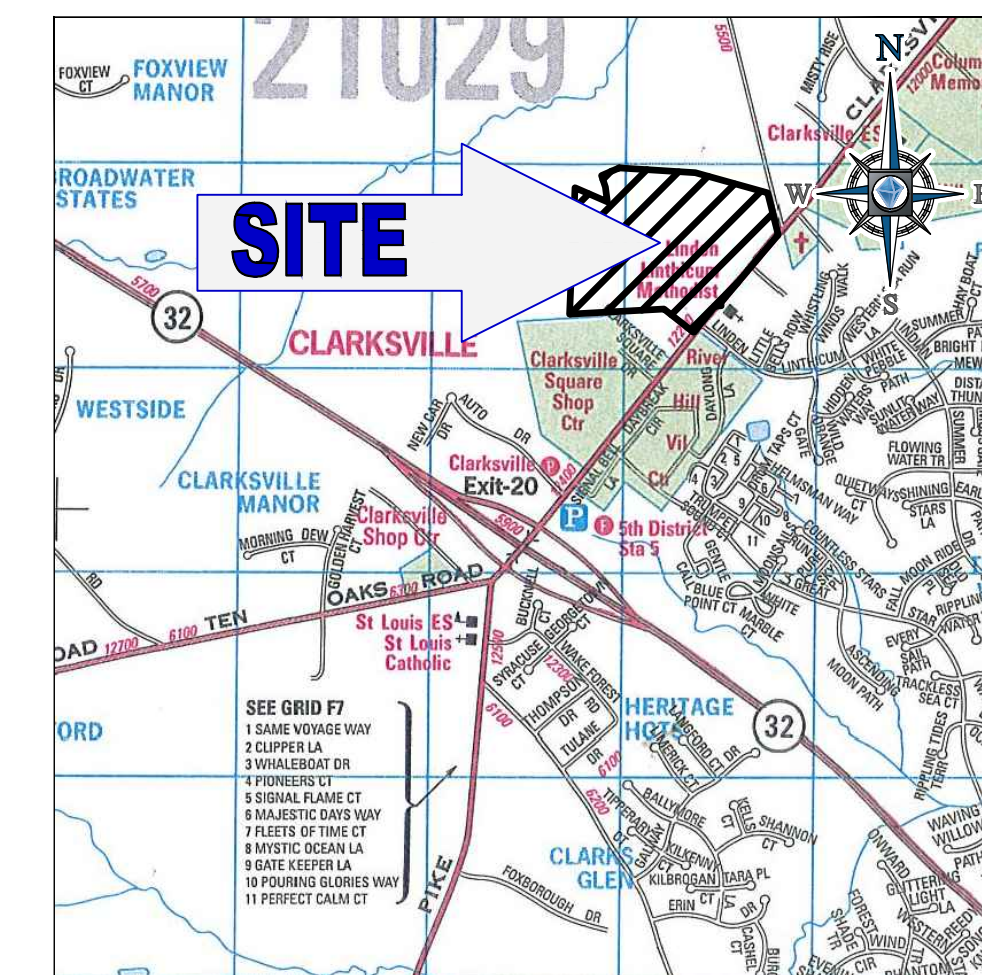
A MOTOR VEHICLE FUELING FACILITY SHALL BE PERMITTED SUBJECT TO THE FOLLOWING:

1. AREA OCCUPIED BY THE MOTOR VEHICLE FUELING FACILITY USE SHALL BE LIMITED TO 68,000 SQUARE FEET.
2. MAXIMUM HEIGHT
 - a. CONVENIENCE STORE..... 30 FEET
 - b. CANOPY.....30 FEET
3. MINIMUM SETBACK REQUIREMENTS:
 - (a) FROM ANY OTHER PUBLIC STREET RIGHT OF WAY OR PRIVATE STREET
 - (i) STRUCTURES..... 20 FEET
 - (ii) PARKING AND OTHER USES (EXCLUDING SIGNAGE)..... 10 FEET
4. SIDEWALKS, PATHWAYS, OUTDOOR SEATING AREAS, SIGNAGE, LIGHTING, SCREEN WALLS, AND RETAINING WALLS ARE EXEMPT FROM THE MINIMUM SETBACK REQUIREMENTS.
5. PARKING REQUIREMENTS

REQUIRED PARKING: 26 SPACES (3 SPACES FOR MOTOR VEHICLE FUELING FACILITY (NO SERVICE BAYS) AND 23 SPACES FOR CONVENIENCE STORE)

PROPOSED PARKING: 49 SPACES
6. HOURS OF OPERATION
 - (a) MOTOR VEHICLE FUELING FACILITIES/CONVENIENCE STORE TWENTY-FOUR HOURS PER DAY, SEVEN DAYS A WEEK.
7. EMPLOYEES (MOTOR VEHICLE FUELING FACILITIES/CONVENIENCE STORE):
 - (a) MAXIMUM TOTAL ON-SITE5.
8. SITE LIGHTING SHALL COMPLY WITH SECTION 134 OF THE HOWARD COUNTY ZONING REGULATIONS. SITE LIGHTING SHALL CONSIST OF BUILDING MOUNTED LIGHTING AND RECESSED OVERHEAD LIGHTING UNDER THE CANOPY. ANY POLE MOUNTED LIGHTING WILL COMPLY WITH APPLICABLE COUNTY REGULATIONS.
9. OUTSIDE OPERATIONS SHALL BE LIMITED TO THE DISPENSING OF MOTOR VEHICLE FUEL, OIL, WATER, PRESSURIZED AIR, THE CHANGING OF TIRES AND MINOR SERVICING, VENDING MACHINES, AND SALES OF PROPANE. STORAGE OF ALL AUTOMOTIVE SUPPLIES SHALL BE WITHIN THE MAIN STRUCTURE.
10. THE GROSS FLOOR AREA OF THE ACCESSORY CONVENIENCE STORE SHALL NOT EXCEED 4,500 SQUARE FEET.

SITE LAYOUT PLAN



LOCATION MAP
 COPYRIGHT ADC THE MAP PEOPLE
 PERMIT USE NO. 20602153-5
 SCALE: 1"=2000'

LEGEND

	SB	STREAM BUFFER
	100 YR FLOODPLAIN	
	STREAM	
	TREELINE	

SITE DATA:

APPLICANT:	ERICKSON LIVING PROPERTIES II, LLC 701 MAIDEN CHOICE LANE BALTIMORE, MD 21228
OWNERS:	LIMESTONE VALLEY FARM 5450 SHEPPARD LANE CLARKSVILLE, MD 21029 TM 28, GRID 24, PARCEL 100, ELEC. DIST.: 05 SERVILLE, LLC 10606 GRANT ARBOR DRIVE POTOMAC, MD 20854 TM 34, PARCEL 185 ELEC. DIST.: 05 LENORE, LLC 2703 DRAGON FLY WAY ODENTON, MD 21113 TM 34, PARCEL 185 ELEC. DIST.: 05 CLARKSVILLE FREESTATE, LLC P.O. BOX 417 ELLCOTT CITY, MD 21041 TM 35, GRID 1, PARCEL 259
AREA:	62.116 AC.
WATER & SEWER:	PUBLIC
WATERSHED:	MIDDLE PATUXENT RIVER
EXISTING USES:	AGRICULTURE AND GASOLINE SERVICE STATION
CURRENT ZONING:	RC-DEO AND B-2
PROPOSED ZONING:	CEF-M
PROPOSED USES:	CONTINUING CARE RETIREMENT COMMUNITY GASOLINE SERVICE STATION
PREVIOUS FILE NUMBERS:	NONE
SITE LOCATION:	5450 SHEPPARD LANE CLARKSVILLE MD 21029
INDEPENDENT LIVING UNITS	1,200
CARE CENTER UNITS	240 +/-
CCRC ACCESSORY SPACE (SEE NOTE 1)	108,000 SF +/-
TOTAL PARKING	1,560 SPACES
GARAGE (SEE NOTE 2)	1,209 SPACES
SURFACE	351 SPACES
NOTES:	<ol style="list-style-type: none"> CCRC ACCESSORY SPACE CONSISTS OF BUILDING AREAS ALLOCATED FOR RESIDENT AMENITIES, RESIDENT SERVICES, FOOD SERVICE, CAMPUS ADMINISTRATION, AND CAMPUS SERVICES. CCRC ACCESSORY SPACES ARE TYPICALLY LOCATED WITHIN CLUBHOUSE BUILDINGS AS WELL AS ON THE GROUND/FIRST FLOOR OF INDEPENDENT LIVING BUILDINGS. PARKING IS PROVIDED IN GARAGES BELOW BUILDINGS

- NOTES:**
- BUILDING FOOTPRINTS SHOWN ON THE PLAN DO NOT INCLUDE PERMITTED EXTENSIONS SUCH AS BALCONIES, PATIOS, PORCHES, OR OTHER ARCHITECTURAL FEATURES THAT WILL BE PERMITTED AND IDENTIFIED ON THE SITE DEVELOPMENT PLAN. THESE FEATURES WILL BE SUBJECT TO THE SUPPLEMENTARY BULK REGULATIONS IDENTIFIED IN SECTION 128.0.A.1 OF THE HOWARD COUNTY ZONING REGULATIONS.
 - THE EXACT NUMBER AND LOCATION OF PARKING SPACES IS SUBJECT TO FINAL ENGINEERING DESIGN AND WILL BE IDENTIFIED ON THE SITE DEVELOPMENT PLAN. THE TOTAL NUMBER OF PARKING WILL MEET THE REQUIREMENT IDENTIFIED IN THE CEF-M DEVELOPMENT STANDARDS.
 - OUTDOOR AMENITIES INCLUSIVE OF WALKING PATHS, RECREATIONAL FACILITIES AND COURTS, WILL BE PROVIDED THROUGHOUT THE CCRC.

NOTE
 CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT



ERICKSON LIVING AT LIMESTONE VALLEY
 HOWARD COUNTY, MARYLAND
 FEBRUARY 25, 2019



DCP-10

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ILLUSTRATIVE SITE PLAN

Note: conceptual plan subject to final engineering and architectural refinement. Refer to detailed Development Concept Plan, Conceptual Landscape Plan, Conceptual Streetscape Plan, and Proposed Traffic Improvements for proposed site improvements (roadways, pedestrian walkways, landscaping).

The proposed site for the CCRC development is situated at the northern end of the Clarksville commercial corridor. The site's low intensity use and design will become a transitional site and buffer to the two County schools and adjacent lower density single family developments to the north and the agricultural areas to the west.

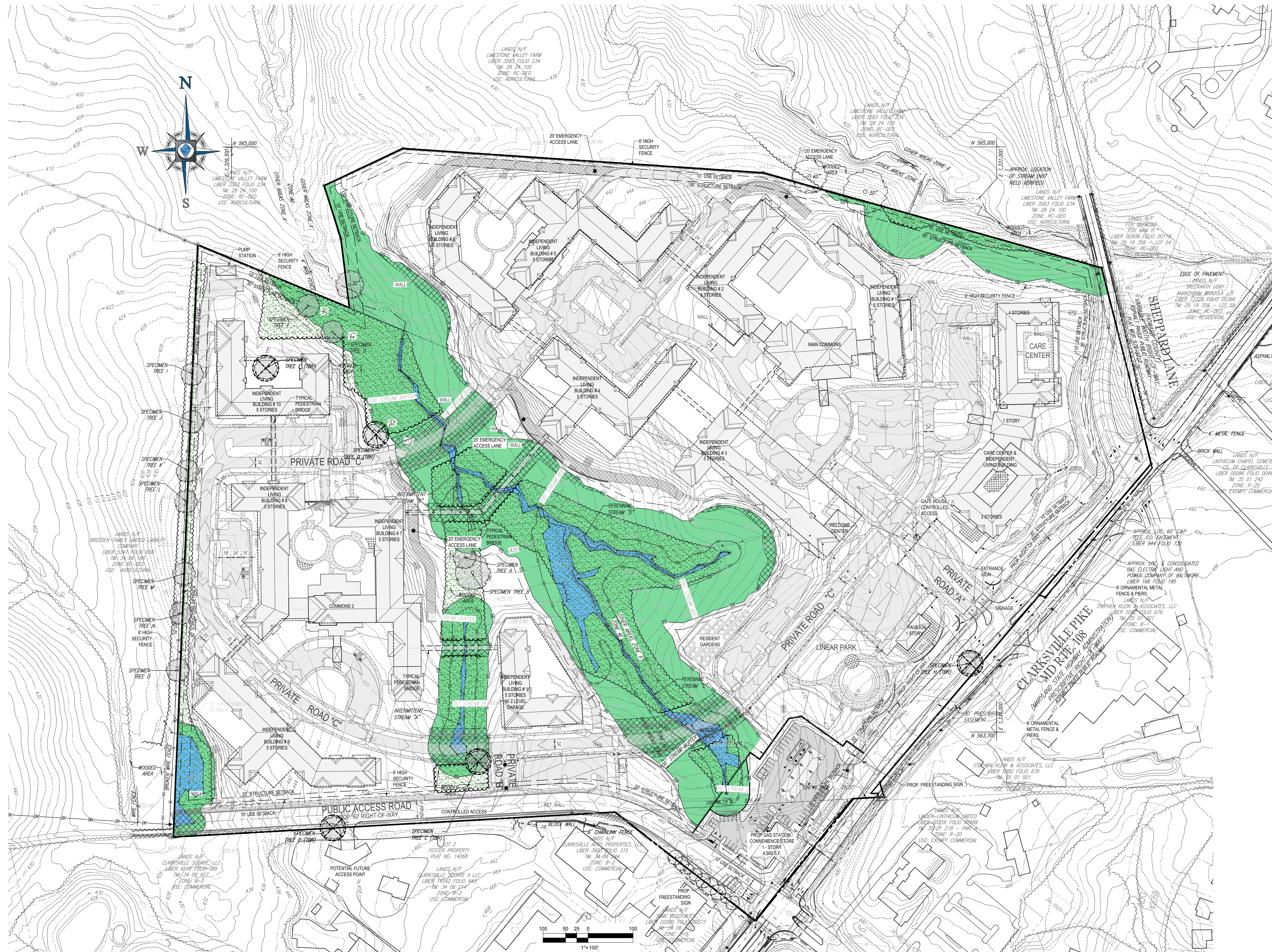
The planning and layout of the proposed community begins with respecting the existing environmental and landscape features of the site. Residential buildings are placed on either side of an existing stream and mature stand of trees bisecting the site. Groupings of buildings within the neighborhoods form smaller scale interior residential courtyards. The buildings and interior courtyards step down with the existing grades as the site slopes approximately 80 feet down from Clarksville Pike. The grading also allows for the easy development and access to below grade and below building parking.

A primary entrance to the site is located off of Clarksville Pike and includes a gatehouse that orients and directs visitors to the appropriate building within the community. Also provided, from a new public access road to the south, is a secondary entrance for residents, employees and service deliveries. The proposed development incorporates an integrated network of roads, sidewalks, walking paths as well as enclosed links and pedestrian bridges connecting all independent living buildings within the community. The enclosed building connection allow seniors the ability to walk internally to reach amenity spaces, services, friends, and medical care even during the worst of weather.

Coincident with the development of the CCRC and the construction of the new public access road along the property's southern boundary, the existing Freestate gas station will be redeveloped.



ENVIRONMENTAL BUFFER EXHIBIT



NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT

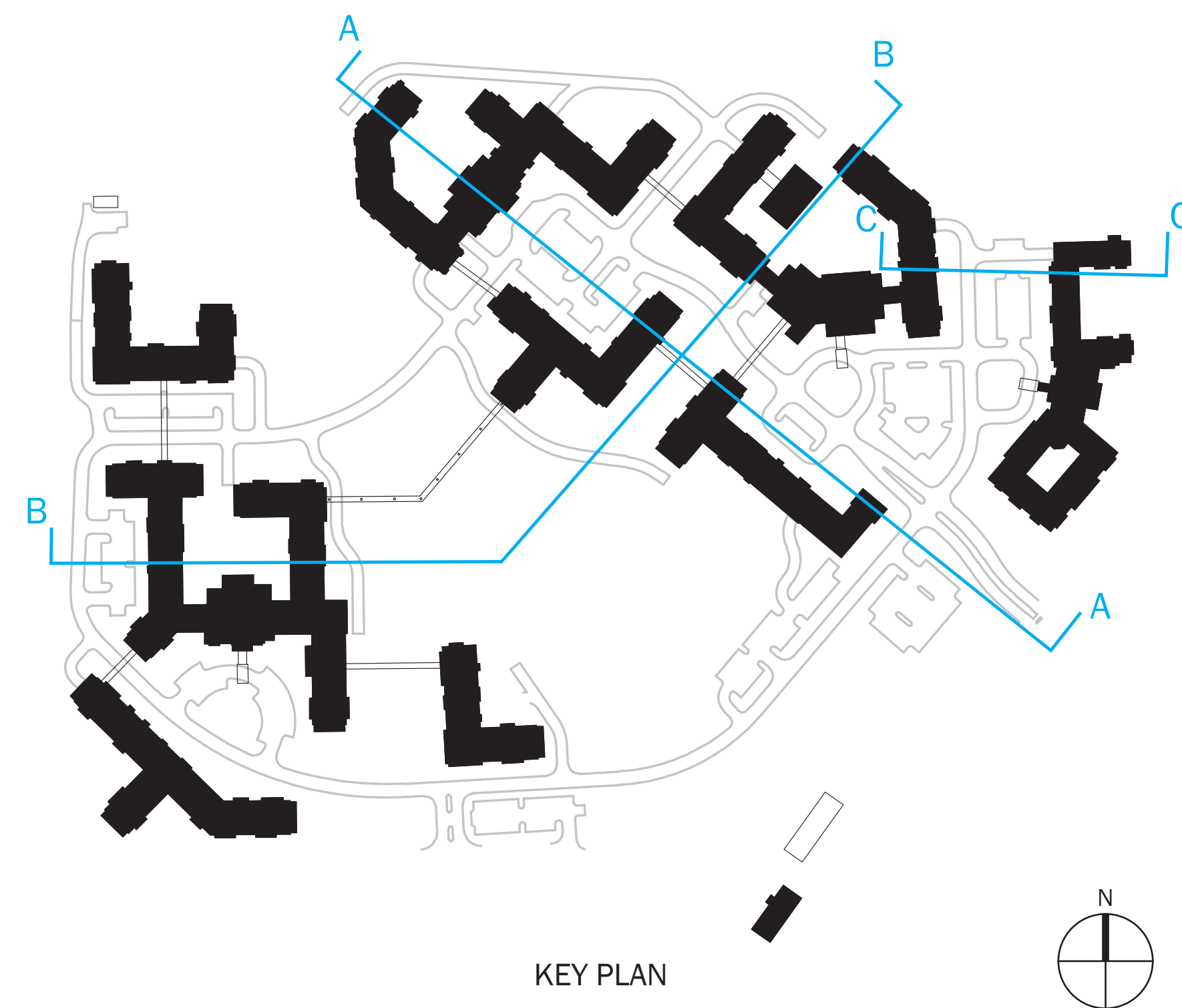
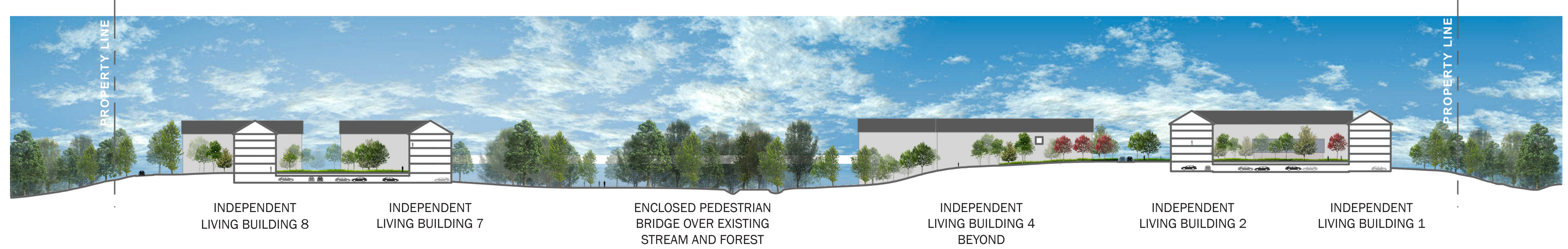
- LEGEND**
- SB WB STREAM BUFFER
 - 25' NON-TIDAL WETLANDS BUFFER
 - 100 YR FLOODPLAIN
 - STREAM
 - TREE LINE
 - STREAM BUFFER
 - WETLANDS
 - POSSIBLE ENVIRONMENTAL BUFFER ENCROACHMENTS
 - FOREST AREA TO REMAIN
 - SPECIMEN TREE

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SITE SECTION A



SITE SECTION B



ENCLOSED PEDESTRIAN BRIDGE PRECEDENT

SITE SECTION C



ARCHITECTURAL CHARACTER

The design of the various buildings within the site is heavily influenced by the richness of the local vernacular found throughout the community, especially as it pertains to the architectural features of its older structures. The scale and height of the proposed buildings vary from one story to five story; the lower height buildings front Clarksville Pike and Sheppard Road while the taller residential buildings are reserved for the internal portions of the community as the site slopes down significantly (approx. 80 feet) from the Clarksville Pike main entrance.

A study of local residential precedent reveals a fairly consistent vocabulary of forms, building elements, color and materials which have been incorporated in the proposed building designs. The simple gable roof with a moderate pitch on a rectilinear building is the predominate massing. Typically a step down in the massing, or a perpendicular form, often associated with a change in material, was an indication that the original building was at one time enlarged. The same variation in size of the gable forms and material change is proposed for the residential buildings.

Also prevalent is the additive elements utilized; from porches, roof dormers, cupolas, chimneys, modest entry porticoes, shutters, etc. The fenestration type, spacing, proportion and pattern, including the use of divided lite windows is also fairly consistent. Purely decorative elements are rare. Finally, the materials found are typically either stone (often quarried from the site), brick or clapboard siding.

The proposed buildings incorporate all of the above local forms, elements and materials, arranged and composed unique to each building to reflect that building's plan, but more importantly, to provide material variety and compositional richness within a collection of residential buildings. The enclosed rendered building elevations are meant to provide an indication of the proposed architectural character. The final configuration of building elements (i.e. porches) and fenestration will, of course, be dependent upon a market study and final unit mix.

While the residential buildings embrace the above design strategy, the Care Center and the Commons buildings are somewhat different in design approach. The Main Commons is a more "public or civic" building within the community, and we are proposing a building of almost entirely of brick and stone with larger "commercial" windows. While the Care Center building shares many of the attributes of the independent living residential buildings, we, because of the scale and size of the building facing Clarksville Pike and Sheppard Lane, have proposed further breaking down the scale with the insertion of a flat roof connecting mass.



stone masonry, modern wood addition to historic stone buildings



hipped roof porches, masonry and siding



LIMESTONE VALLEY FARM STONE TENANT HOUSE, CLARKSVILLE – stone masonry, gable roof, divided-lite windows



THE VILLAS AT RIVER HILL, CLARKSVILLE – brick masonry and siding composition, roof dormers, metal roofs



stone masonry, clerestory windows



IVY HILL, MARRIOTTSVILLE – masonry, gable roof, divided-lite windows



RICHLAND, CLARKSVILLE – white lap siding, gable roofs, divided-lite windows



MONTROSE, CLARKSVILLE – stone masonry, red metal roof, roof dormers, hipped roof porch



simple gable roof forms with large glass openings



WALNUT GROVE, CLARKSVILLE – stone masonry, gable roof, roof dormers



masonry and siding, window surrounds, gable roof



masonry and siding composition, red metal roofs, roof dormers, cupola

CONCEPTUAL ARCHITECTURAL ELEVATIONS



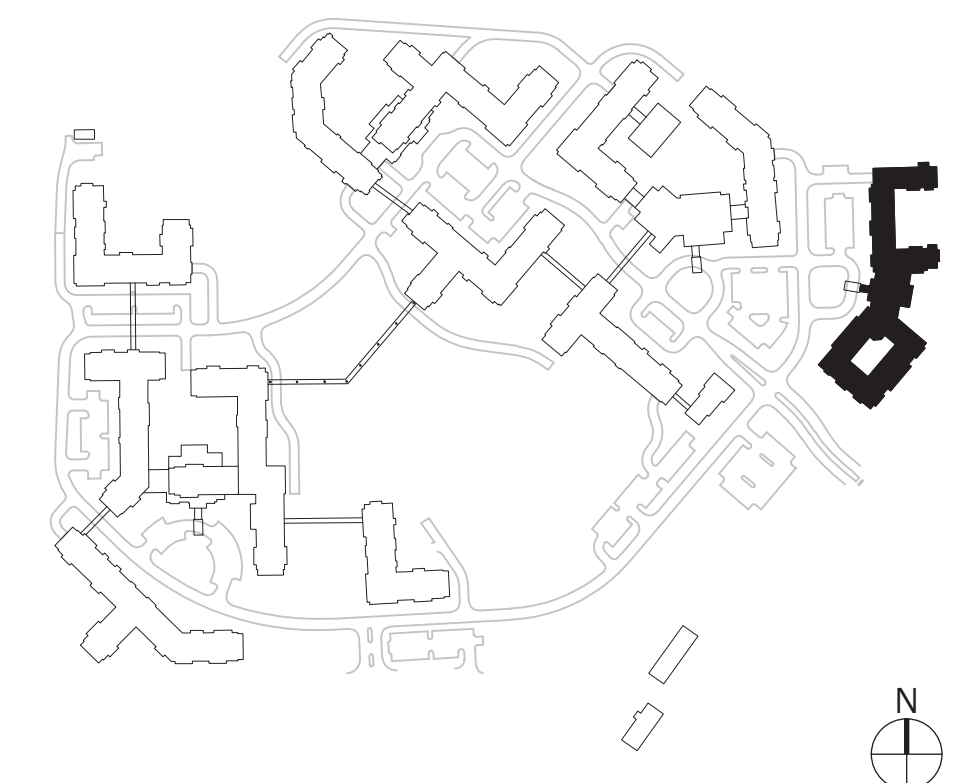
SOUTH

EAST



NORTH

WEST



CARE CENTER & INDEPENDENT LIVING BUILDING

CONCEPTUAL ARCHITECTURAL ELEVATIONS



SOUTHEAST



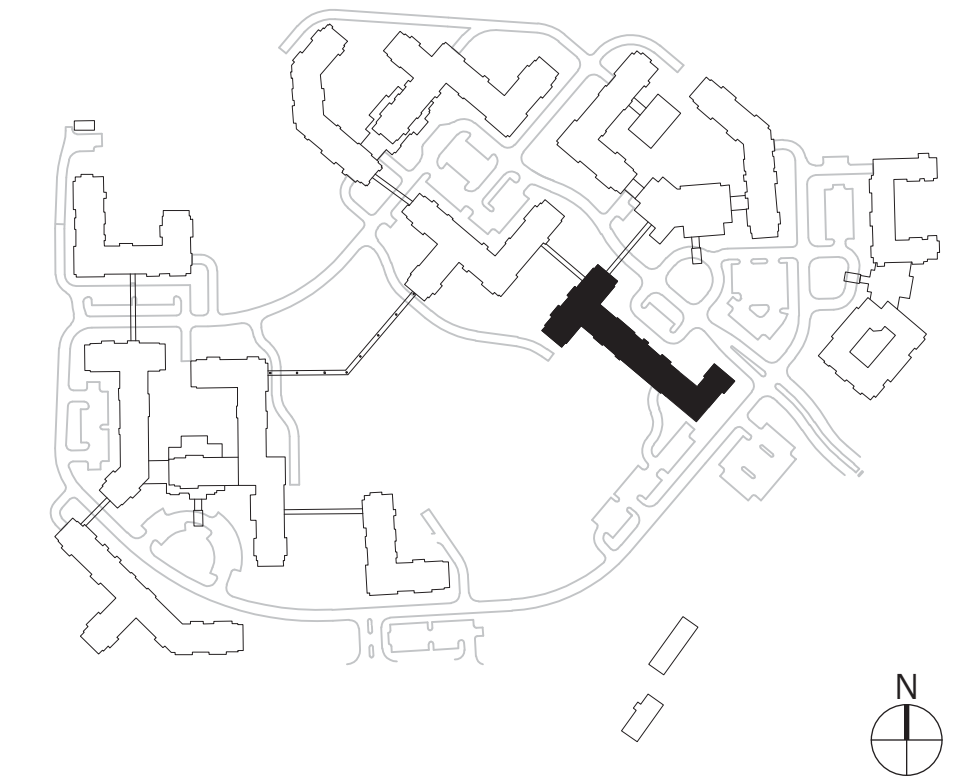
NORTHEAST



NORTHWEST



SOUTHWEST



INDEPENDENT LIVING BUILDING 3/WELCOME CENTER



NORTHEAST



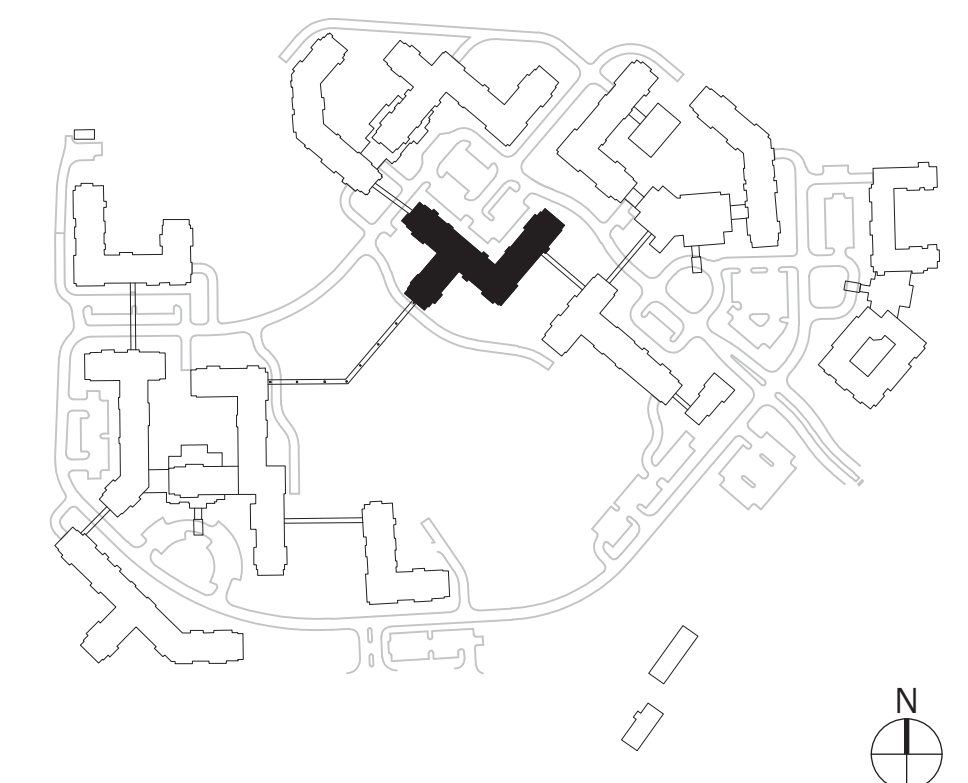
NORTHWEST



SOUTHWEST



SOUTHEAST



INDEPENDENT LIVING BUILDING 4

CONCEPTUAL LANDSCAPE PLAN

PERIMETER LANDSCAPE TYPE PLANT SUBSTITUTION CHART

2 SMALL DECIDUOUS TREES	1 SHADE TREE
2 EVERGREEN TREES	1 SHADE TREE
10 SHRUBS	1 SHADE TREE

SCHEDULE B - PARKING LOT INTERNAL LANDSCAPING

NUMBER OF PARKING SPACES	390 (INCLUDING ADA SPACES)
NUMBER OF TREES REQUIRED: (1 / 10 SPACES)	NUMBER OF TREES REQUIRED: 39
NUMBER OF PLANTS PROVIDED: SHADE TREES	NUMBER OF PLANTS PROVIDED: 39
NUMBER OF LANDSCAPE ISLANDS REQUIRED: (1 / 10 SPACES)	39 REQUIRED 64 PROVIDED

SCHEDULE C - RESIDENTIAL DEVELOPMENT INTERNAL LANDSCAPING

NUMBER OF DWELLING UNITS:	1065 APARTMENT UNITS
NUMBER OF TREES REQUIRED: (1 PER DWELLING UNIT - SFA) (0 PER DWELLING UNIT - SFD) (1 PER 3 UNITS - APARTMENTS)	NUMBER OF TREES REQUIRED: 355
NUMBER OF PLANTS PROVIDED: SHADE TREES OTHER TREES (2:1 SUBSTITUTION)	NUMBER OF PLANTS PROVIDED: 271 SHADE TREES 83 ORNAMENTAL TREES 85 EVERGREEN TREES

1. 83 ORNAMENTAL TREES SUBSTITUTED FOR 41.5 SHADE TREES
2. 85 EVERGREEN TREES SUBSTITUTED FOR 42.5 SHADE TREES

SYMBOL LEGEND

	SHADE TREES
	ORNAMENTAL TREES
	EVERGREEN TREES
	STREET TREES
	ORNAMENTAL STREET TREES
	FOREST RETENTION (FOREST TO REMAIN)
	REFORESTATION
	FENCE
	100' STREAM BUFFER
	100 YR. FLOODPLAIN
	STREAM
	TREELINE
	EXISTING SPECIMEN TREE (TO REMAIN)

NOTE: CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT.

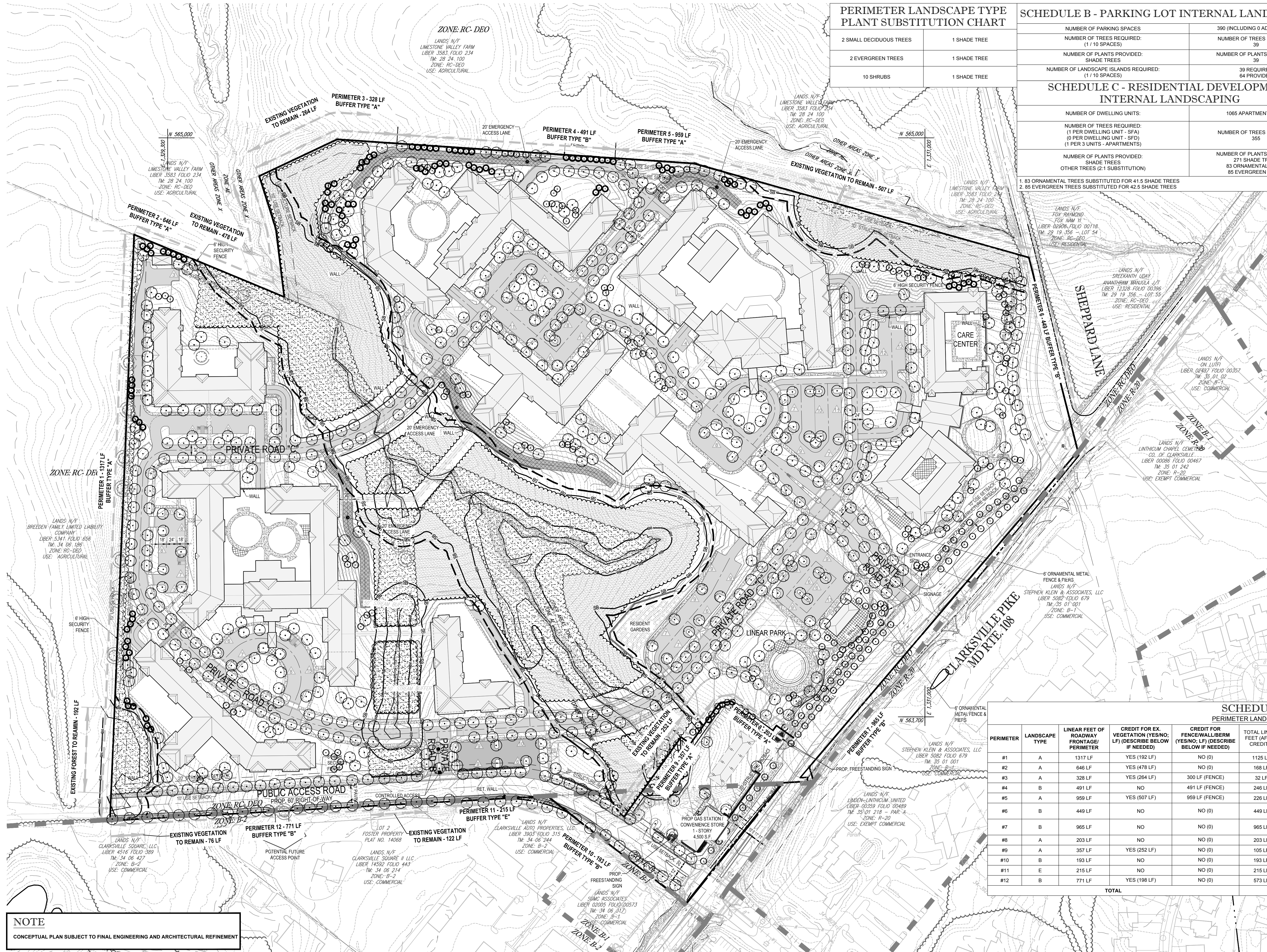
STREET TREE REQUIREMENTS

STREET	LINEAR FEET	SPACING	TREES REQUIRED	TREES PROVIDED
SHEPPARD LANE	449 LF	40 L.F. (x2)	23 TREES	23 TREES
CLARKSVILLE PIKE - MD RTE. 108	1223 LF - 94 LF (ENTRANCE) - 67 LF (ENTRANCE) = 1062 LF	30 L.F. *	36 TREES	36 ORNAMENTAL TREES
PRIVATE ROAD "A"	1037 LF - 228 LF (ENTRANCE) = 809 LF	40 L.F. (x2)	41 TREES	41 TREES
PRIVATE ROAD "B"	114 LF	40 L.F. (x2)	6 TREES	6 TREES
PRIVATE ROAD "C"	3364 LF - 422 LF (TOTAL ENTRANCES) = 2942 LF	40 L.F. (x2)	148 TREES	148 TREES
PUBLIC ACCESS ROADWAY	1162 LF - 72 LF (ENTRANCE) = 1090 LF	40 L.F. (x2)	55 TREES	55 TREES

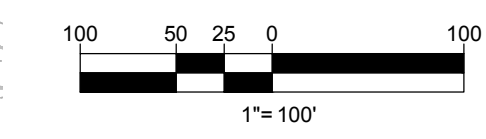
*NOTE: ORNAMENTAL TREES WILL BE PROVIDED ALONG CLARKSVILLE PIKE - MD RTE 108 DUE TO OVERHEAD POWER LINES.

SCHEDULE 'A' PERIMETER LANDSCAPE EDGE

PERIMETER	LANDSCAPE TYPE	LINEAR FEET OF ROADWAY FRONTAGE/ PERIMETER	CREDIT FOR EX. VEGETATION (YES/NO; LF) (DESCRIBE BELOW IF NEEDED)	CREDIT FOR FENCE/WALL/BERM (YES/NO; LF) (DESCRIBE BELOW IF NEEDED)	TOTAL LINEAR FEET (AFTER CREDITS)	NUMBER OF PLANTS REQUIRED			NUMBER OF PLANTS PROVIDED				
						SHADE TREES	EVERGREEN TREES	SHRUBS	SHADE TREES	EVERGREEN TREES	SHRUBS	ORNAMENTAL TREES	
#1	A	1317 LF	YES (192 LF)	NO (0)	1125 LF	19	0	0	17	4	0	0	0
#2	A	646 LF	YES (478 LF)	NO (0)	168 LF	3	0	0	3	0	0	0	0
#3	A	328 LF	YES (284 LF)	300 LF (FENCE)	32 LF	1	0	0	1	0	0	0	0
#4	B	491 LF	NO	491 LF (FENCE)	246 LF	5	7	0	5	7	0	0	0
#5	A	959 LF	YES (507 LF)	959 LF (FENCE)	226 LF	5	6	0	5	6	0	0	0
#6	B	449 LF	NO	NO (0)	449 LF	9	12	0	10	0	0	10	0
#7	B	965 LF	NO	NO (0)	965 LF	20	25	0	15	0	0	35	0
#8	A	203 LF	NO	NO (0)	203 LF	4	0	0	3	0	0	0	2
#9	A	357 LF	YES (252 LF)	NO (0)	105 LF	2	0	0	2	0	0	0	0
#10	B	193 LF	NO	NO (0)	193 LF	4	5	0	5	0	0	30	0
#11	E	215 LF	NO	NO (0)	215 LF	6	0	0	2	0	0	40	0
#12	B	771 LF	YES (198 LF)	NO (0)	573 LF	12	15	0	19	0	30	3	0
TOTAL						92	70	0	87	17	100	50	0



NOTE
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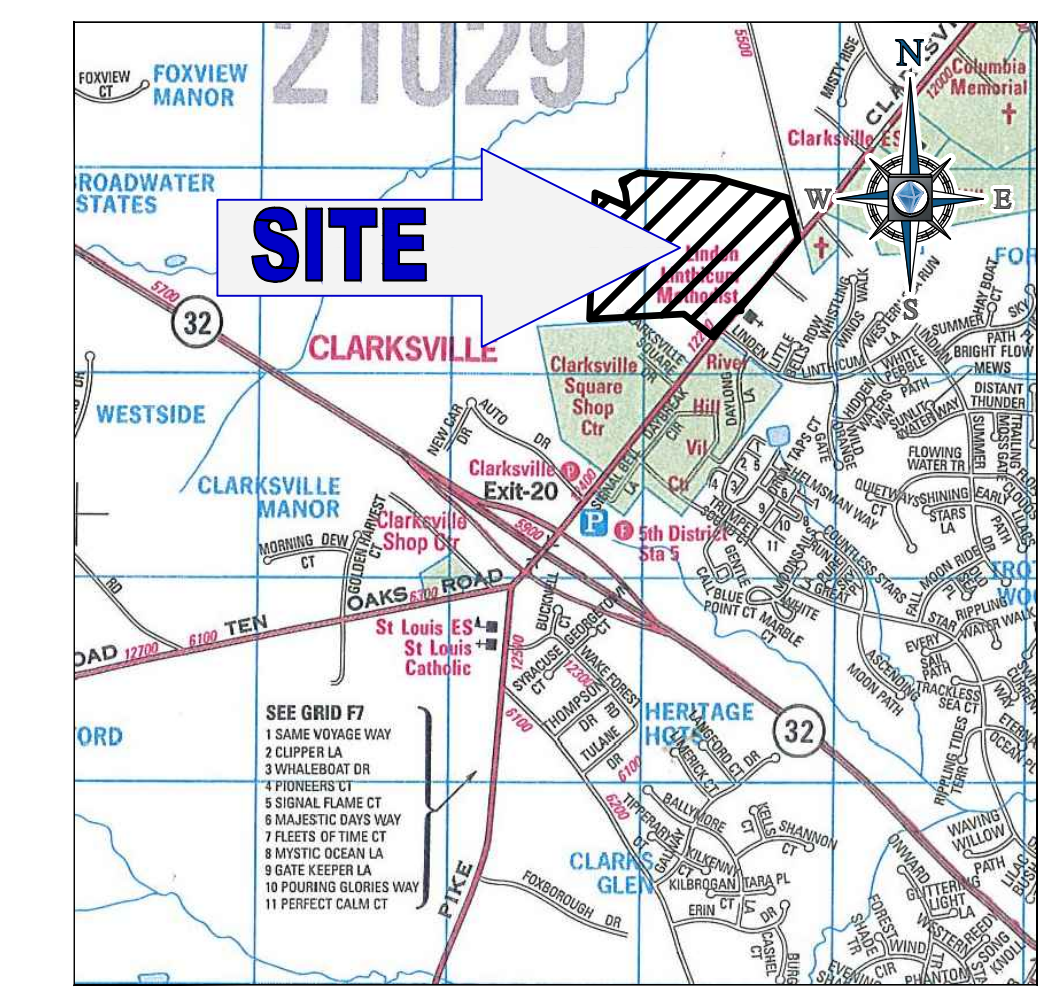
ERICKSON LIVING AT LIMESTONE VALLEY
HOWARD COUNTY, MARYLAND
FEBRUARY 25, 2019



DCP- 26

H:\171015\DRAWINGS\EXTERNAL FILES\LANDSCAPE DESIGN - LAND - MD171015.DWG PRINTED BY: JCAPELL 2/27/19 @ 10:45 AM LAST SAVED BY: JCAPELL

CONCEPTUAL LIGHTING PLAN



LOCATION MAP
 COPYRIGHT ADC THE MAP PEOPLE
 PERMIT USE NO. 20602153-5
 SCALE: 1"=2000'

LEGEND

- 16" HIGH SINGLE HEADED LED FIXTURE
- 16" HIGH DOUBLE HEADED LED FIXTURE

KAD LED Area Luminaire

Specifications:

- EPA: 1.2 FT
- Length: 17.0 FT
- Width: 1.0 FT
- Height: 1.0 FT
- Weight: 38.0 LB

Capable Luminaire

This item is an A+ Capable Luminaire, which has been designed and tested to provide consistent color appearance and system level interoperability.

- All configurations of the luminaire meet the Authority's specific requirements for chromatic consistency.
- The luminaire is a Certified fixture and meets the specification for luminaires to photometric interoperability.

To learn more about A+, visit www.aapluminaire.com

- See ordering tree for details.
- All Certified Solutions for RCM require the order of the RCM with the luminaire. Sold separately. Link to Item: www.aapluminaire.com

Ordering Information

EXAMPLE: KAD LED 40C 1000 4K R5 MV01T SP004 DDB02

Model	Length	Width	Height	Weight	Color	Beam Spread	Mounting	Notes
KAD LED 40C 1000 4K R5 MV01T SP004 DDB02	17.0 FT	1.0 FT	1.0 FT	38.0 LB	4000K	30°	Recessed	See spec sheet for details.

Ordering Information

Stock configurations are offered for shorter lead times:

Model	Length	Width	Height	Weight	Color	Beam Spread	Mounting
KAD LED 40C 1000 4K R5 MV01T SP004 DDB02	17.0 FT	1.0 FT	1.0 FT	38.0 LB	4000K	30°	Recessed

Accessories:

Model	Length	Width	Height	Weight	Color	Beam Spread	Mounting
KAD LED 40C 1000 4K R5 MV01T SP004 DDB02	17.0 FT	1.0 FT	1.0 FT	38.0 LB	4000K	30°	Recessed

Ordering Information

Notes:

- See spec sheet for details.
- See ordering tree for details.
- All Certified Solutions for RCM require the order of the RCM with the luminaire. Sold separately. Link to Item: www.aapluminaire.com
- See spec sheet for details.
- See ordering tree for details.
- All Certified Solutions for RCM require the order of the RCM with the luminaire. Sold separately. Link to Item: www.aapluminaire.com
- See spec sheet for details.
- See ordering tree for details.
- All Certified Solutions for RCM require the order of the RCM with the luminaire. Sold separately. Link to Item: www.aapluminaire.com
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- All Certified Solutions for RCM require the order of the RCM with the luminaire. Sold separately. Link to Item: www.aapluminaire.com

NOTE
 CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT



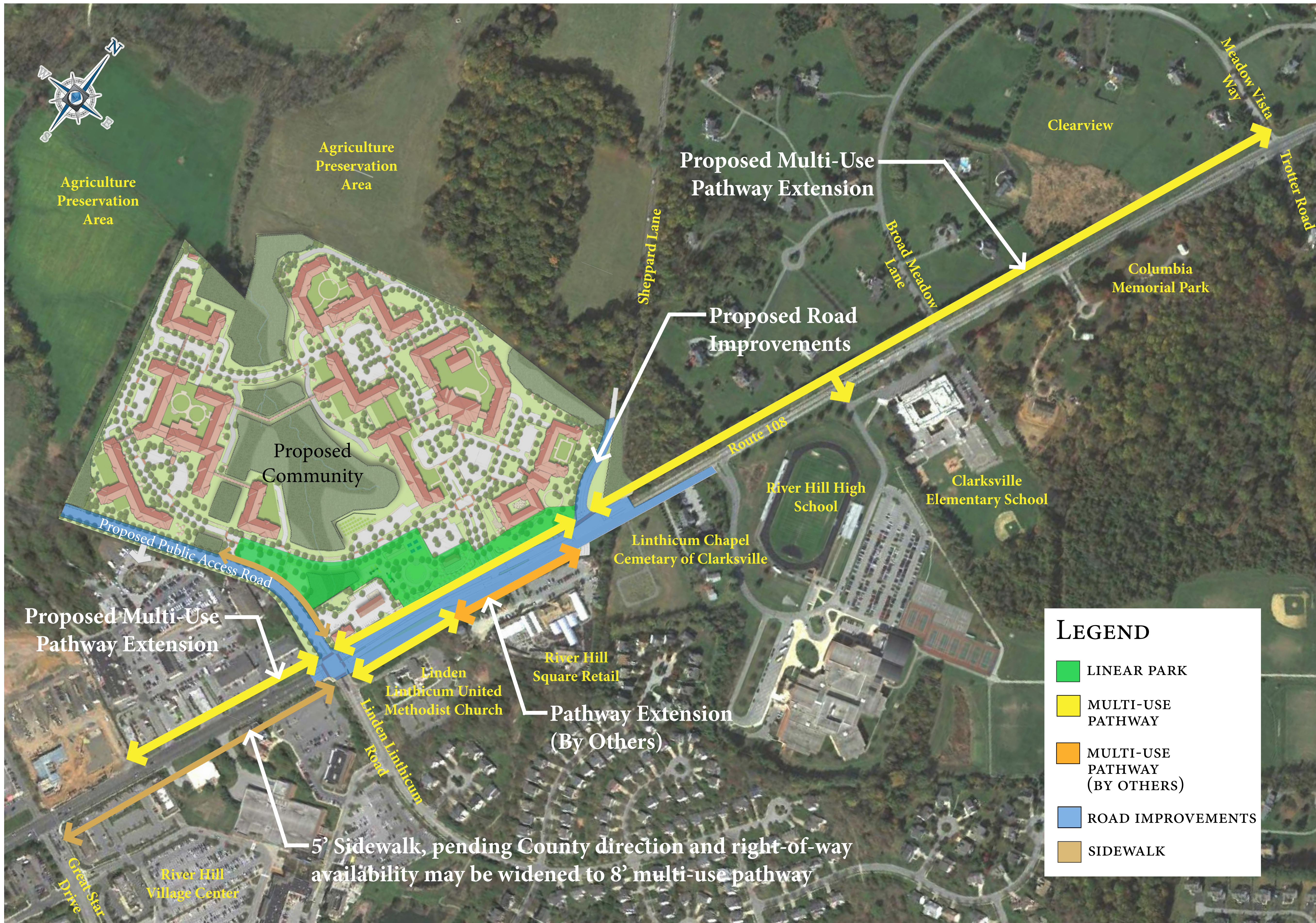
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 HOWARD COUNTY, MARYLAND
 FEBRUARY 25, 2019



DCP-28

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SUMMARY OF CEF-M DISTRICT ENHANCEMENTS



LEGEND

- LINEAR PARK
- MULTI-USE PATHWAY
- MULTI-USE PATHWAY (BY OTHERS)
- ROAD IMPROVEMENTS
- SIDEWALK

NOTE
 CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT

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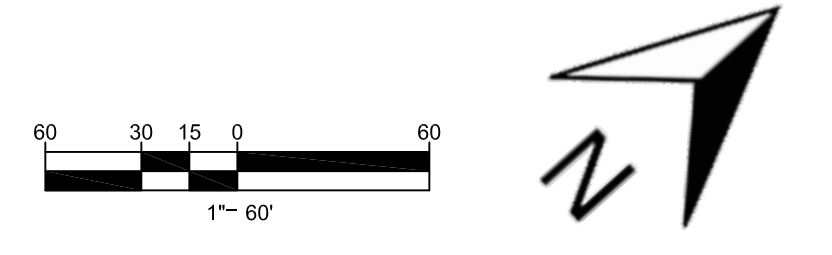
LINEAR PARK ENHANCEMENTS



DOG PARK
 PEDESTRIAN CROSSWALK
 PLAY GROUND

SIGNAGE
 (10') WIDE MULTI-USE PATHWAY
 (1) STORY PAVILION WITH TERRACE
 ORNAMENTAL STREET TREES
 PICKLE BALL COURT
 AMPHITHEATER
 OUTDOOR RECREATION AREA

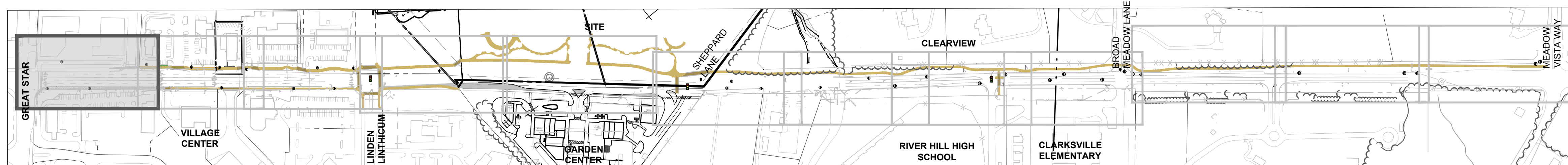
SEATING AREA
 FENCE AND GATE
 LAWN
 MULTI-USE PATHWAY



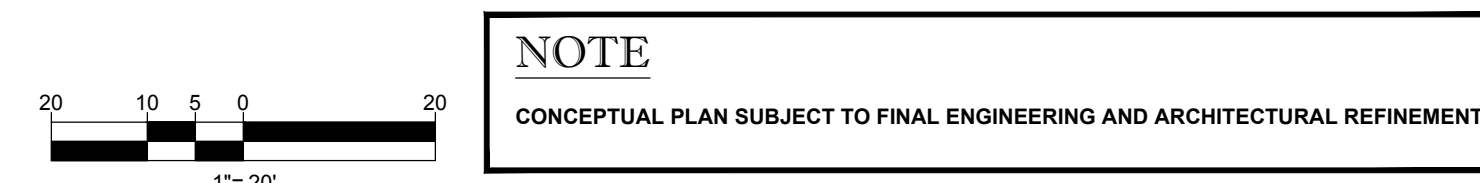
NOTES
 1. OUTDOOR RECREATION AREA TO BE SUBJECT TO COMMUNITY INPUT.
 2. CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT.



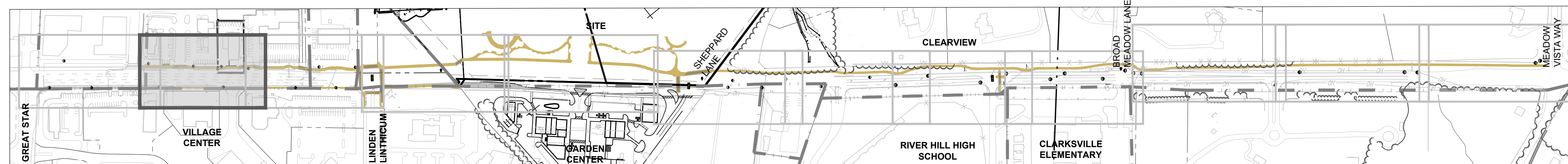
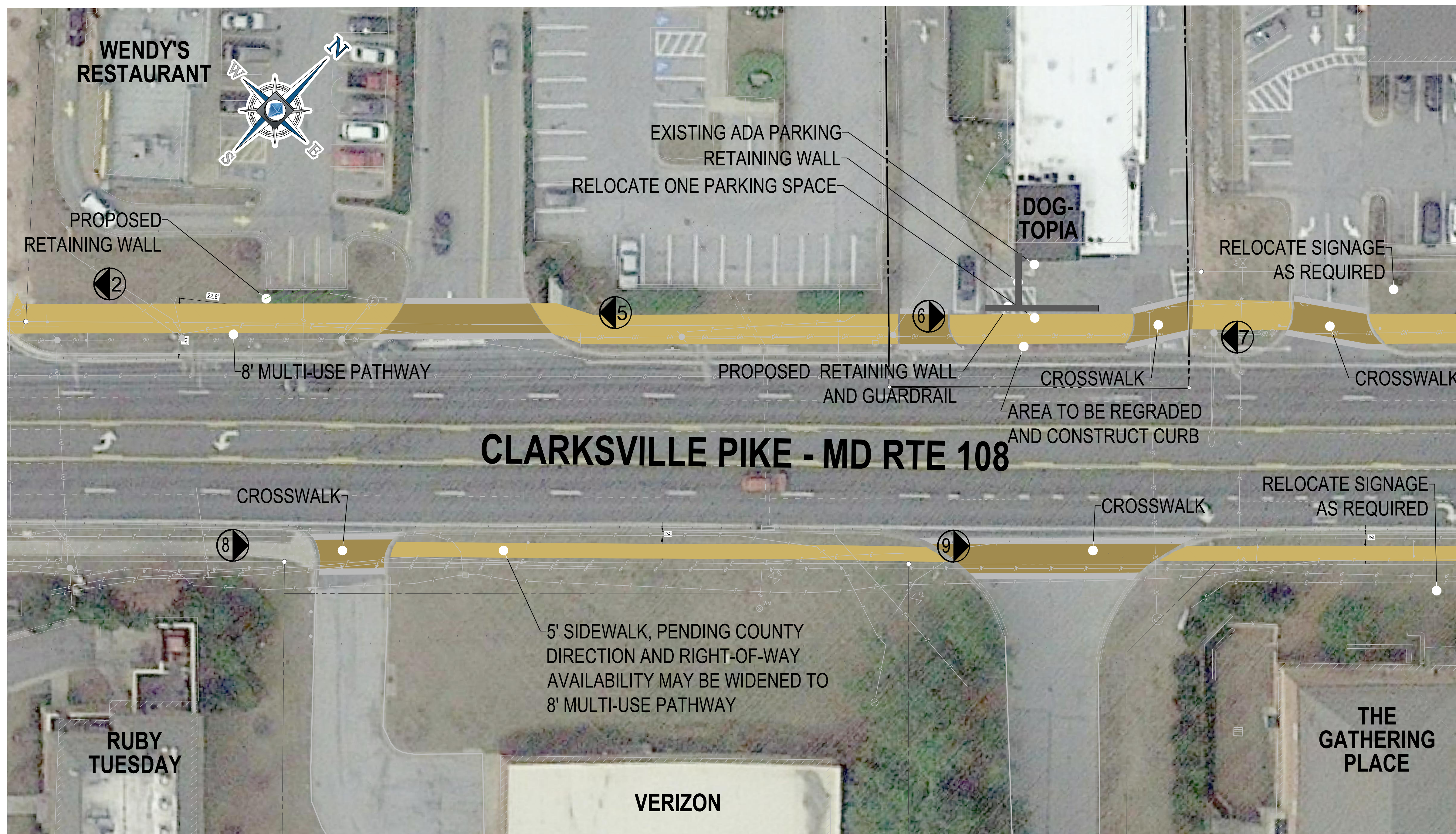
MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 1



SEGMENT 1 KEY MAP

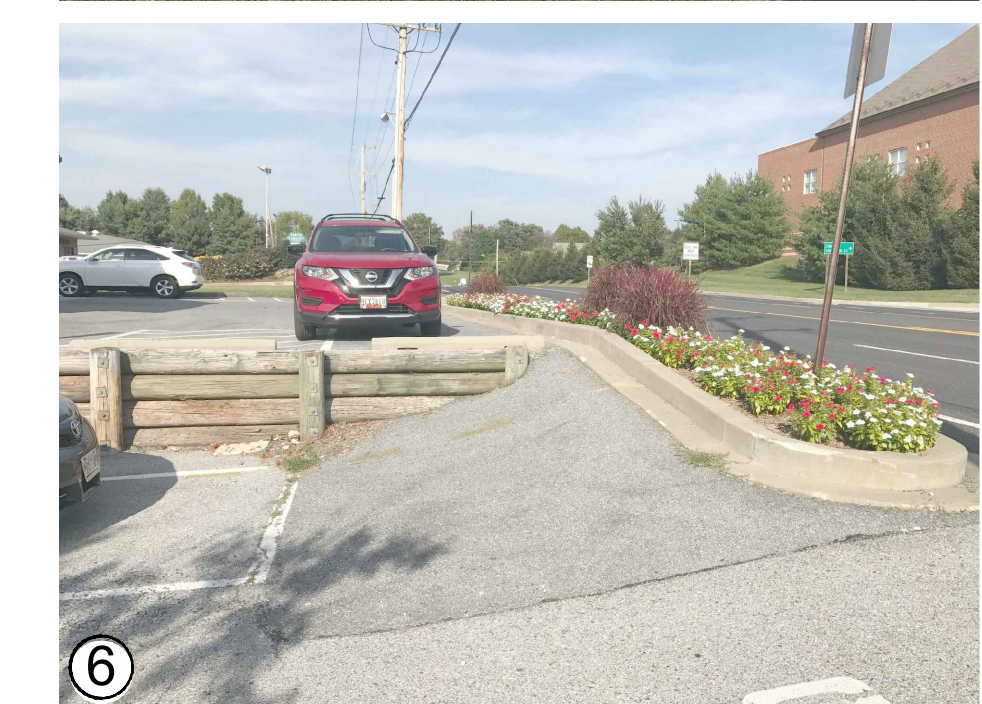


MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 2



KEY MAP

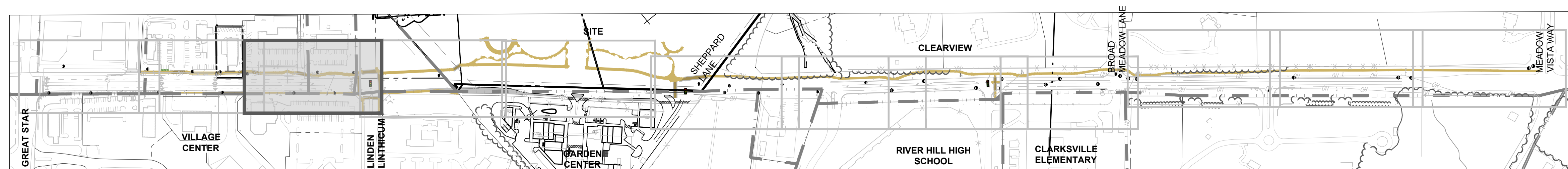
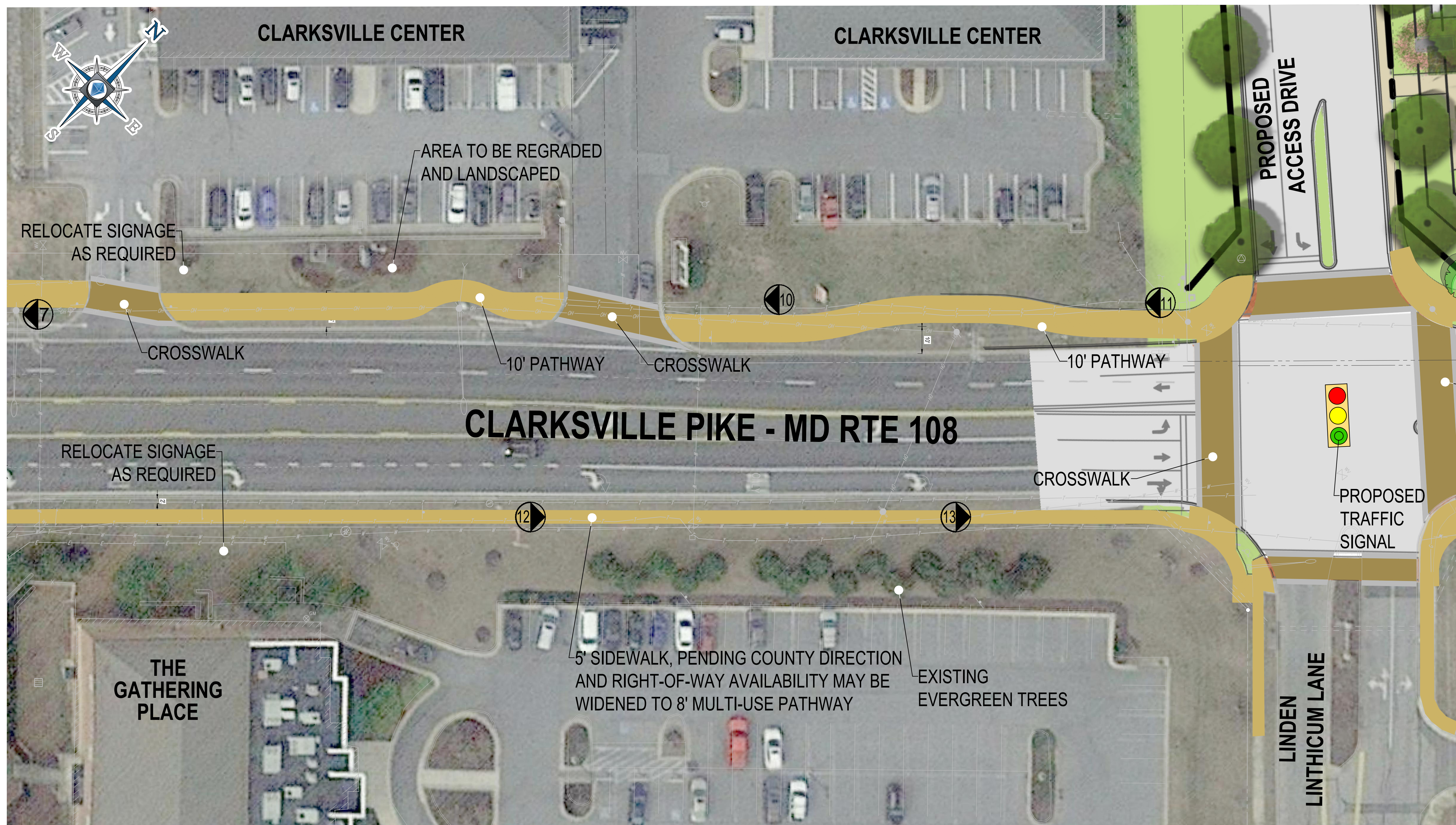
SEGMENT 2



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HOWARD COUNTY, MARYLAND
FEBRUARY 25, 2019

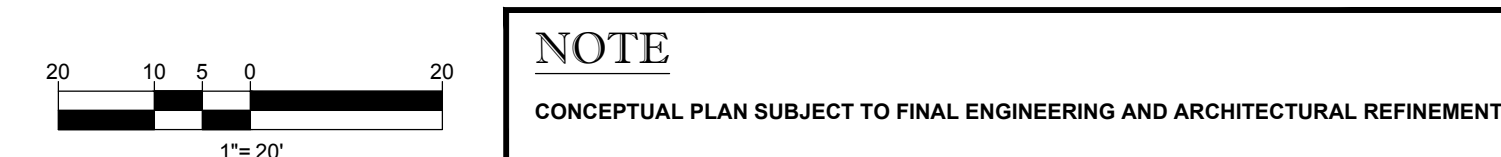


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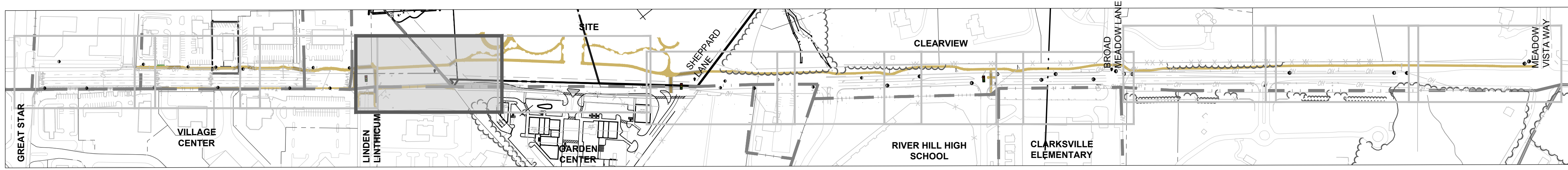
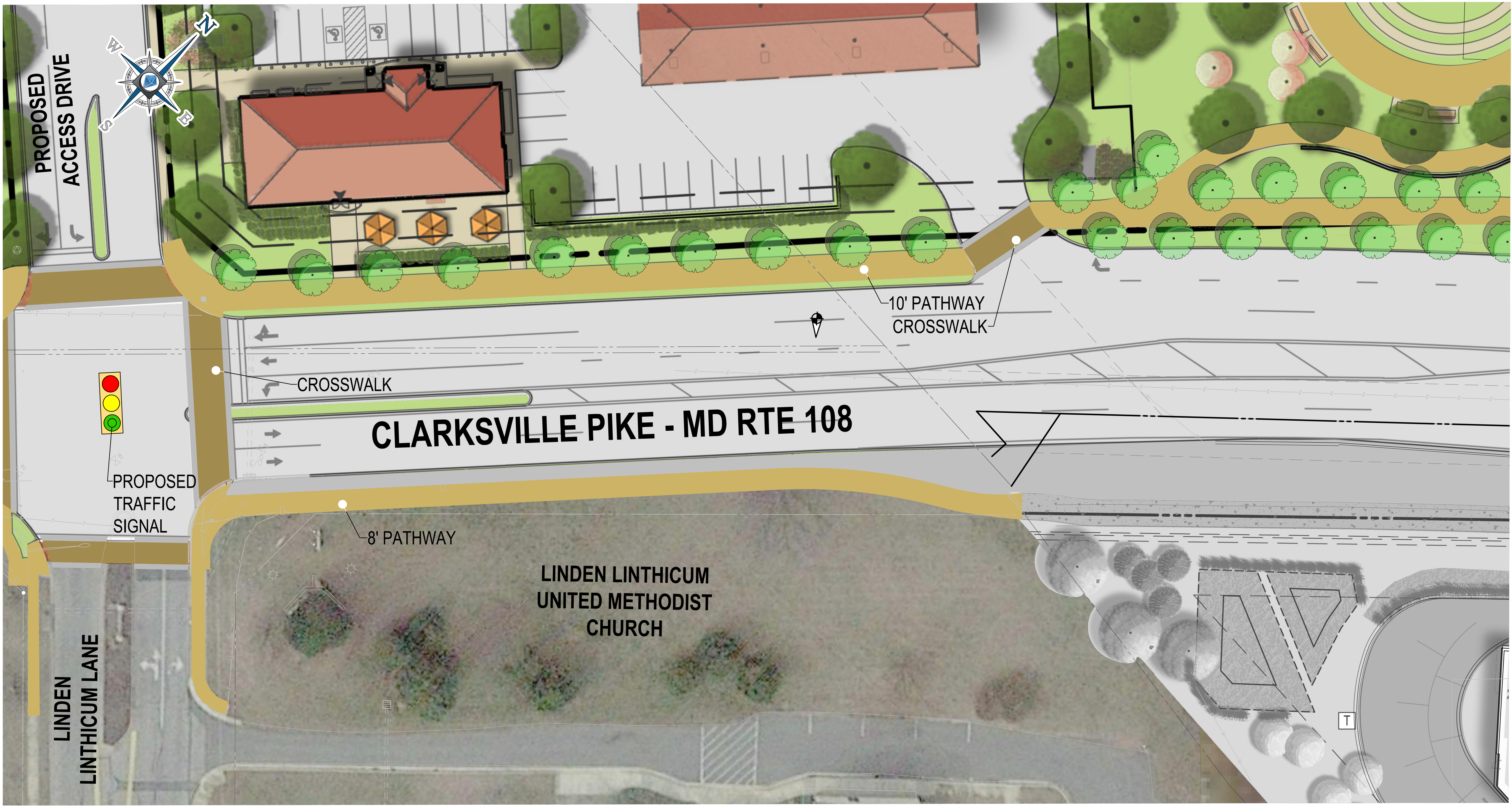
SEGMENT 3



MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 3



MULTI-USE PATHWAY ENHANCEMENTS
SEGMENT 4



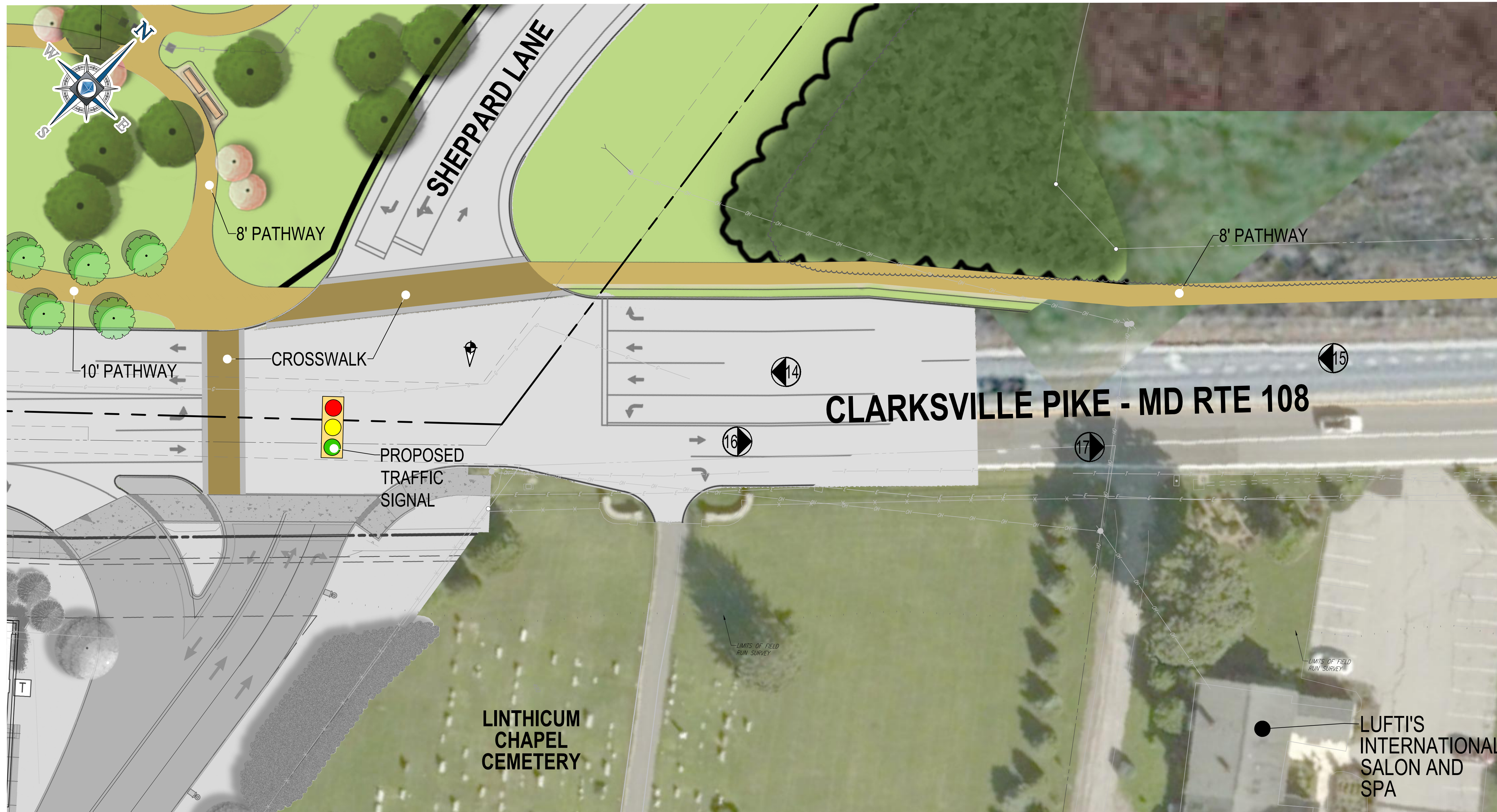
KEY MAP

SEGMENT 4

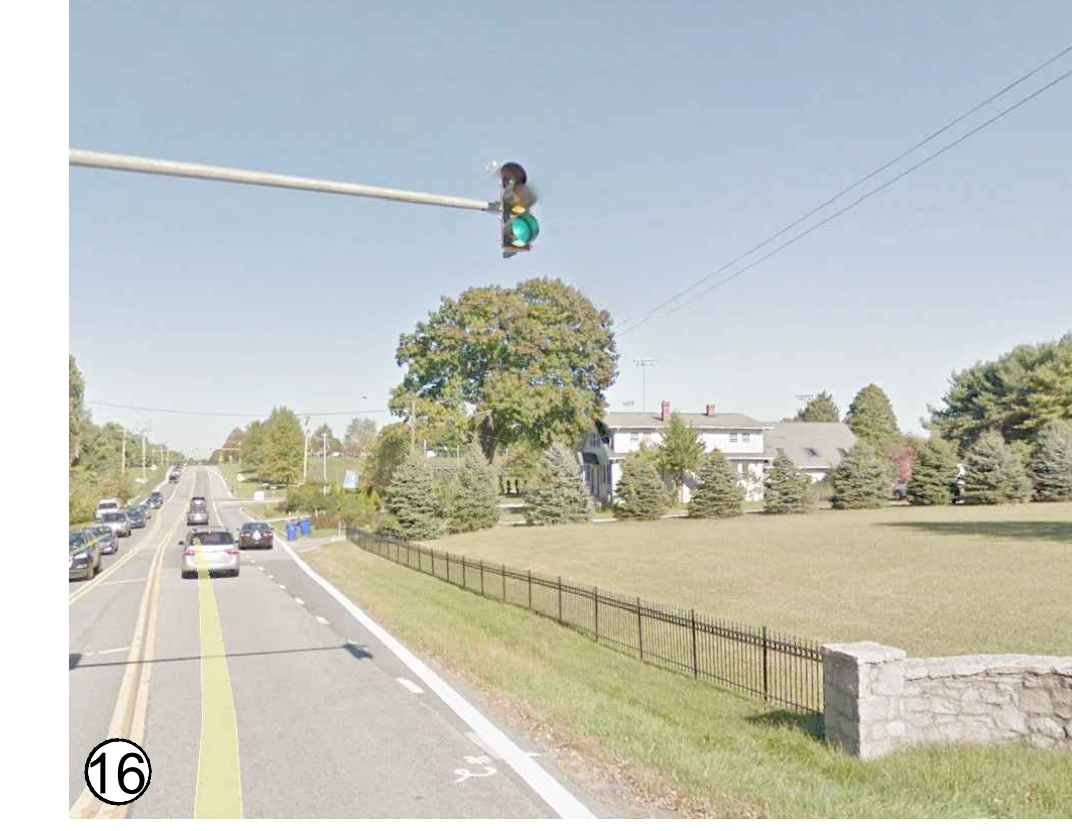
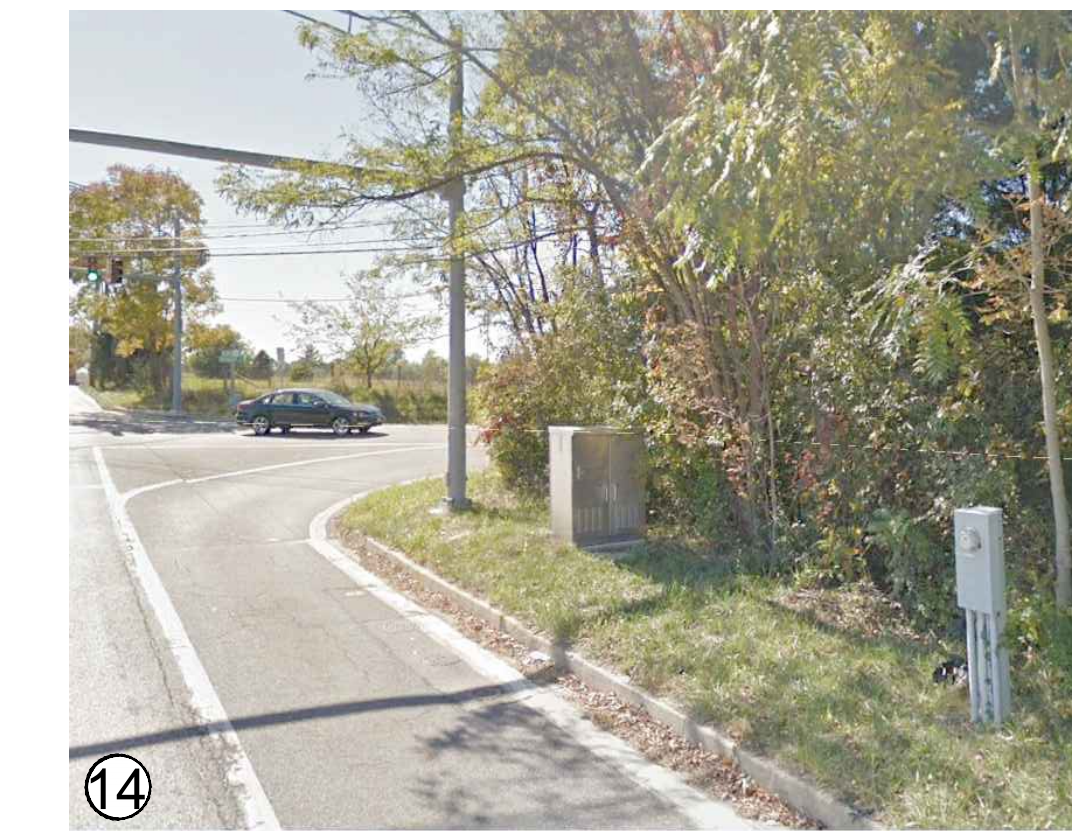
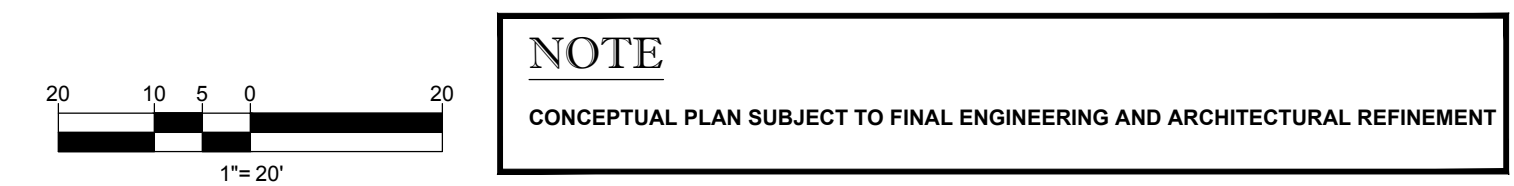


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MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 6

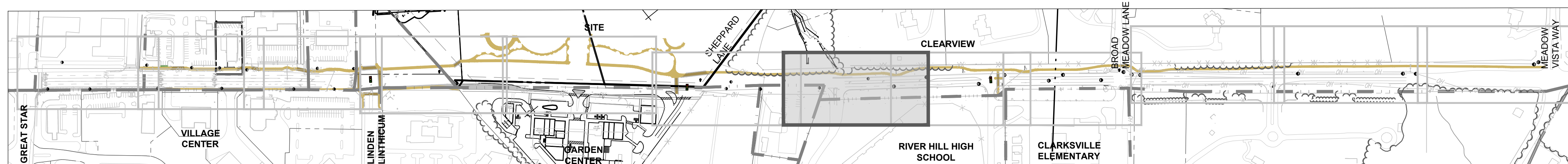
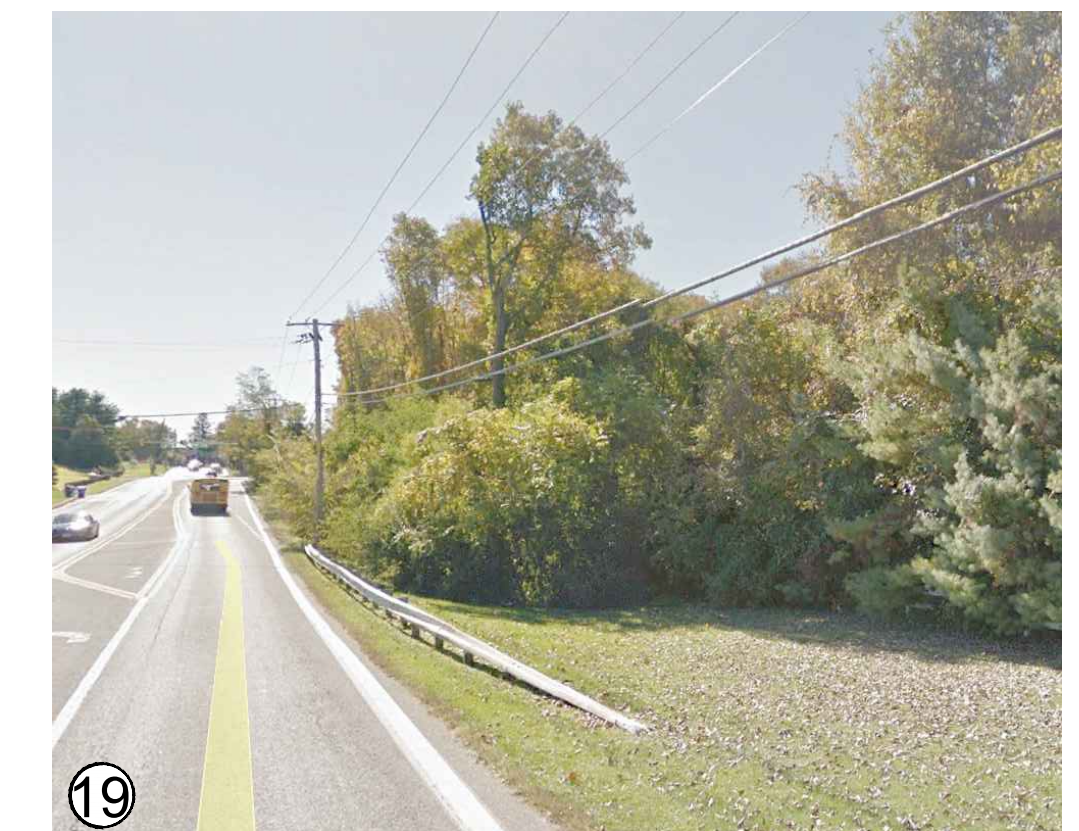
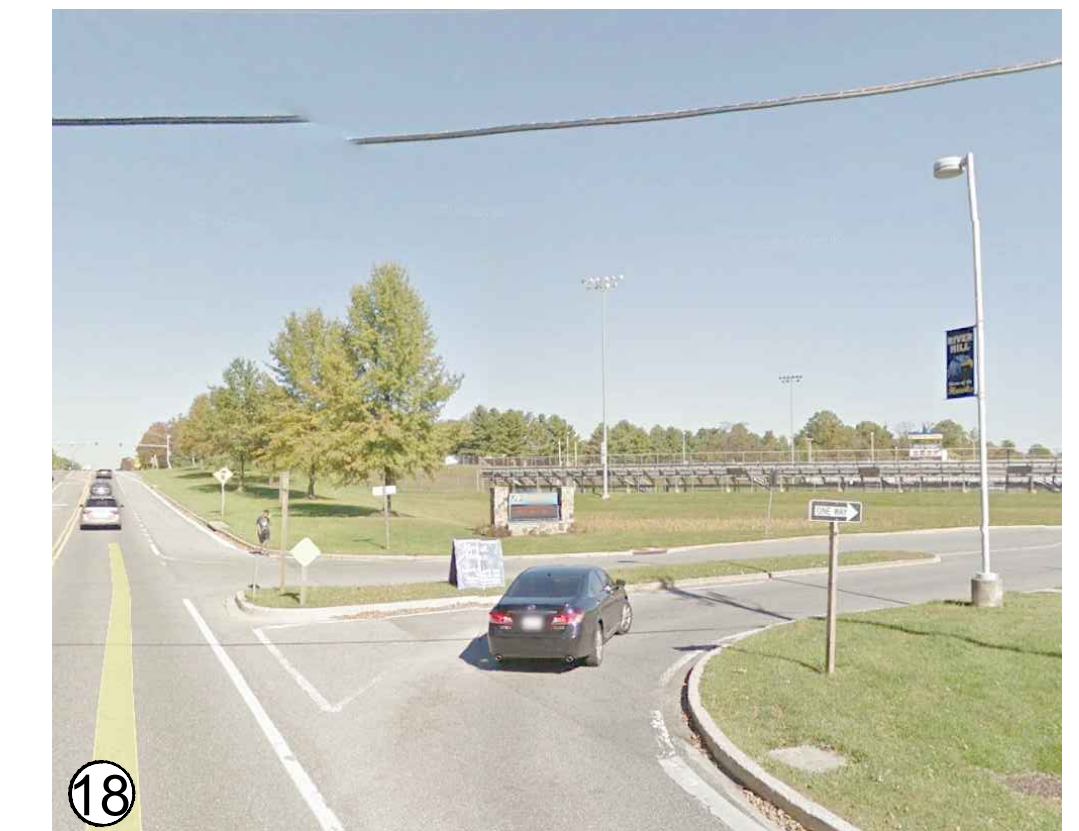


KEY MAP



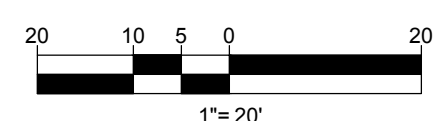
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MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 7



SEGMENT 7

KEY MAP



NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT



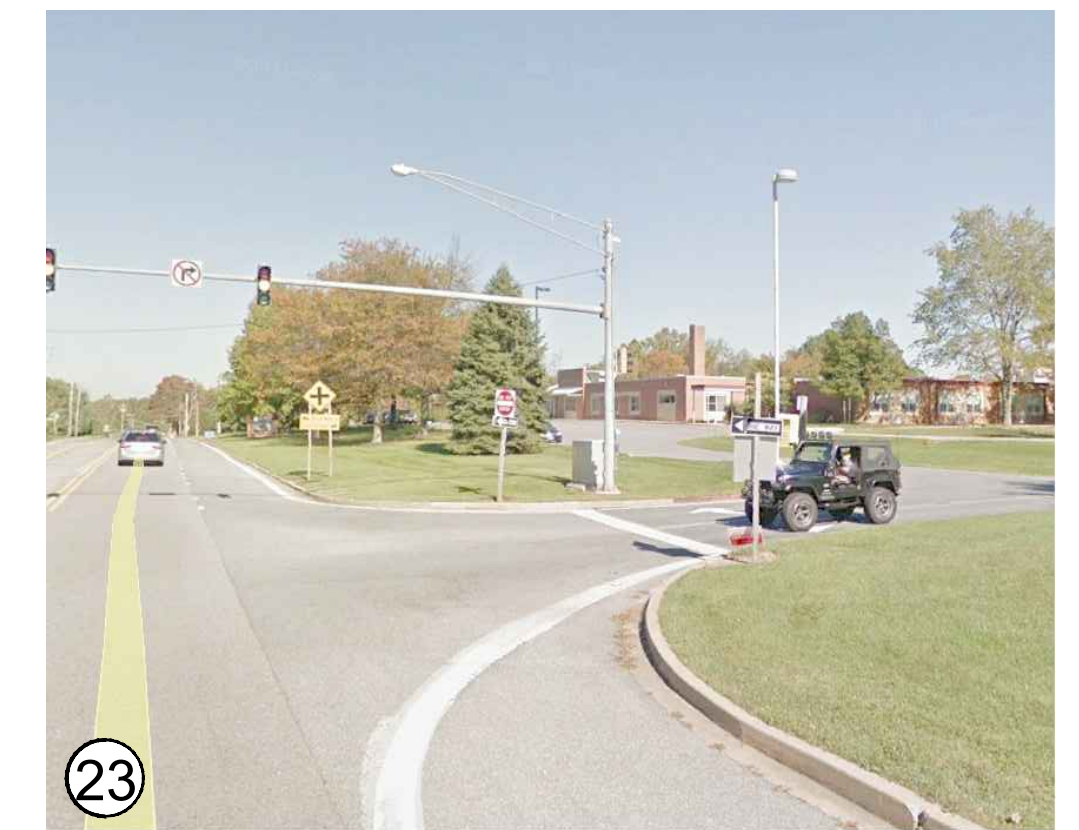
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HOWARD COUNTY, MARYLAND
FEBRUARY 25, 2019



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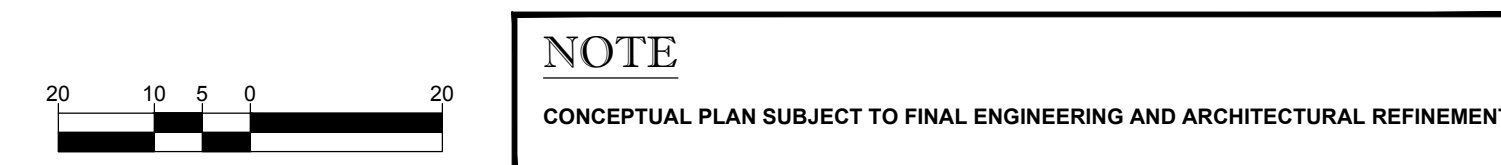
MULTI-USE PATHWAY ENHANCEMENTS

SEGMENT 8



KEY MAP

SEGMENT 8

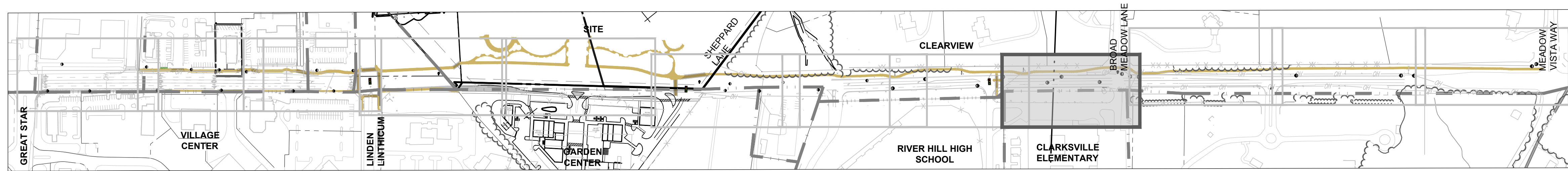


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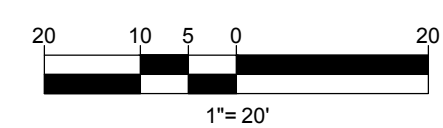


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MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 9



KEY MAP

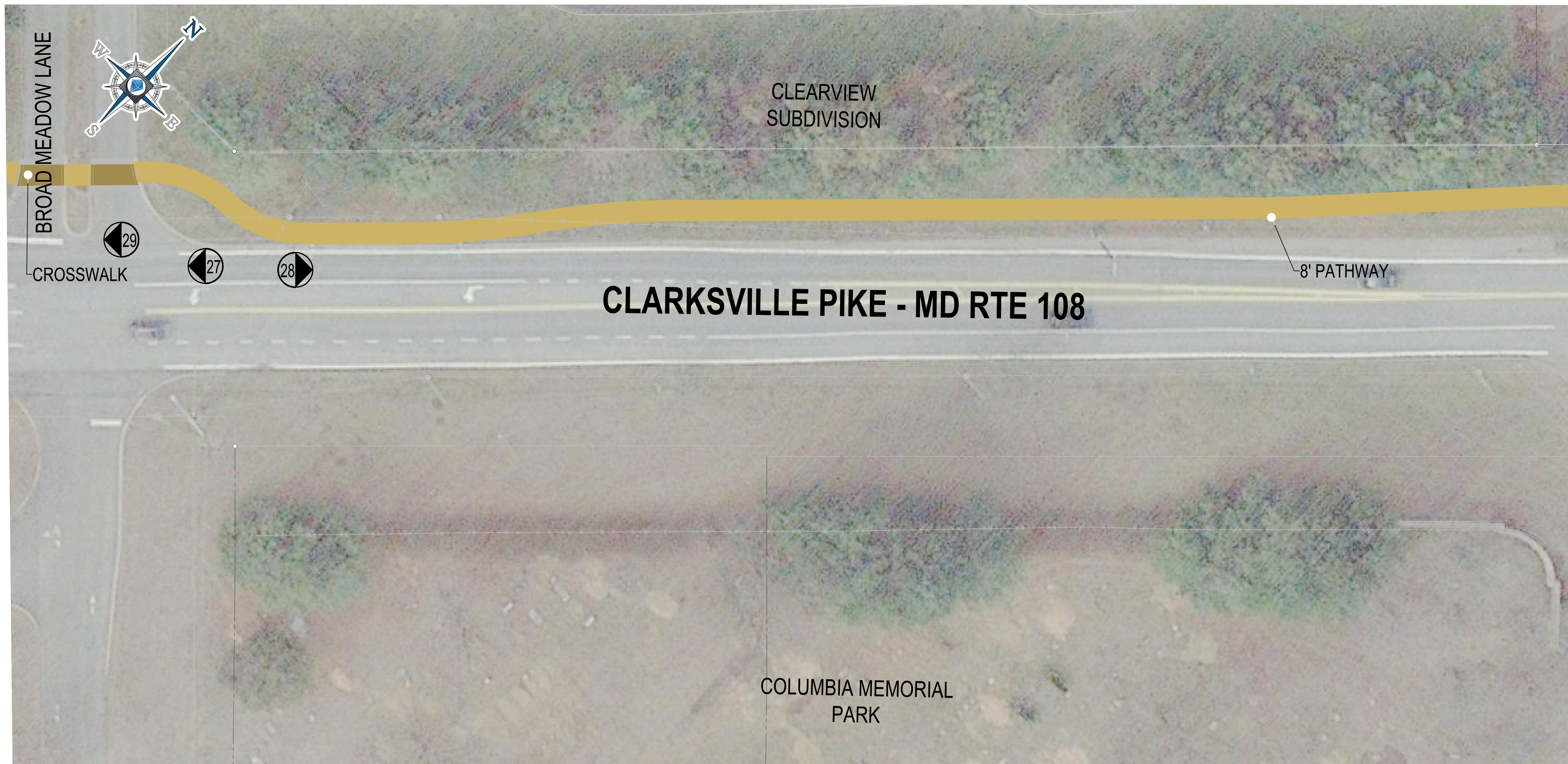


NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT



MULTI-USE PATHWAY ENHANCEMENTS

SEGMENT 10



KEY MAP

NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REFINEMENT

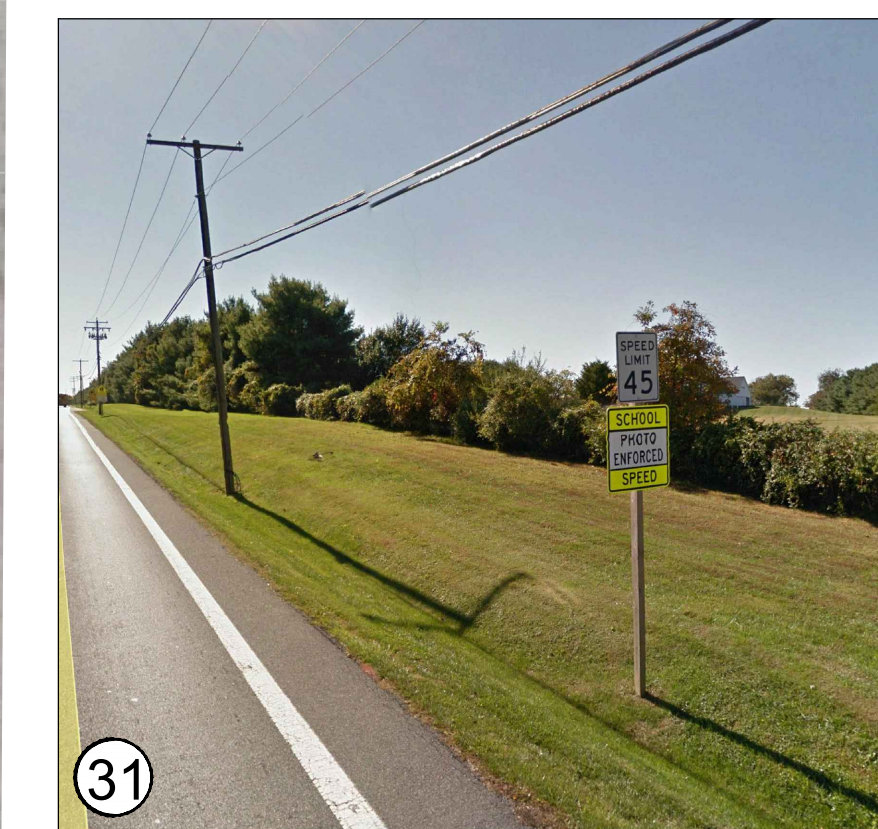
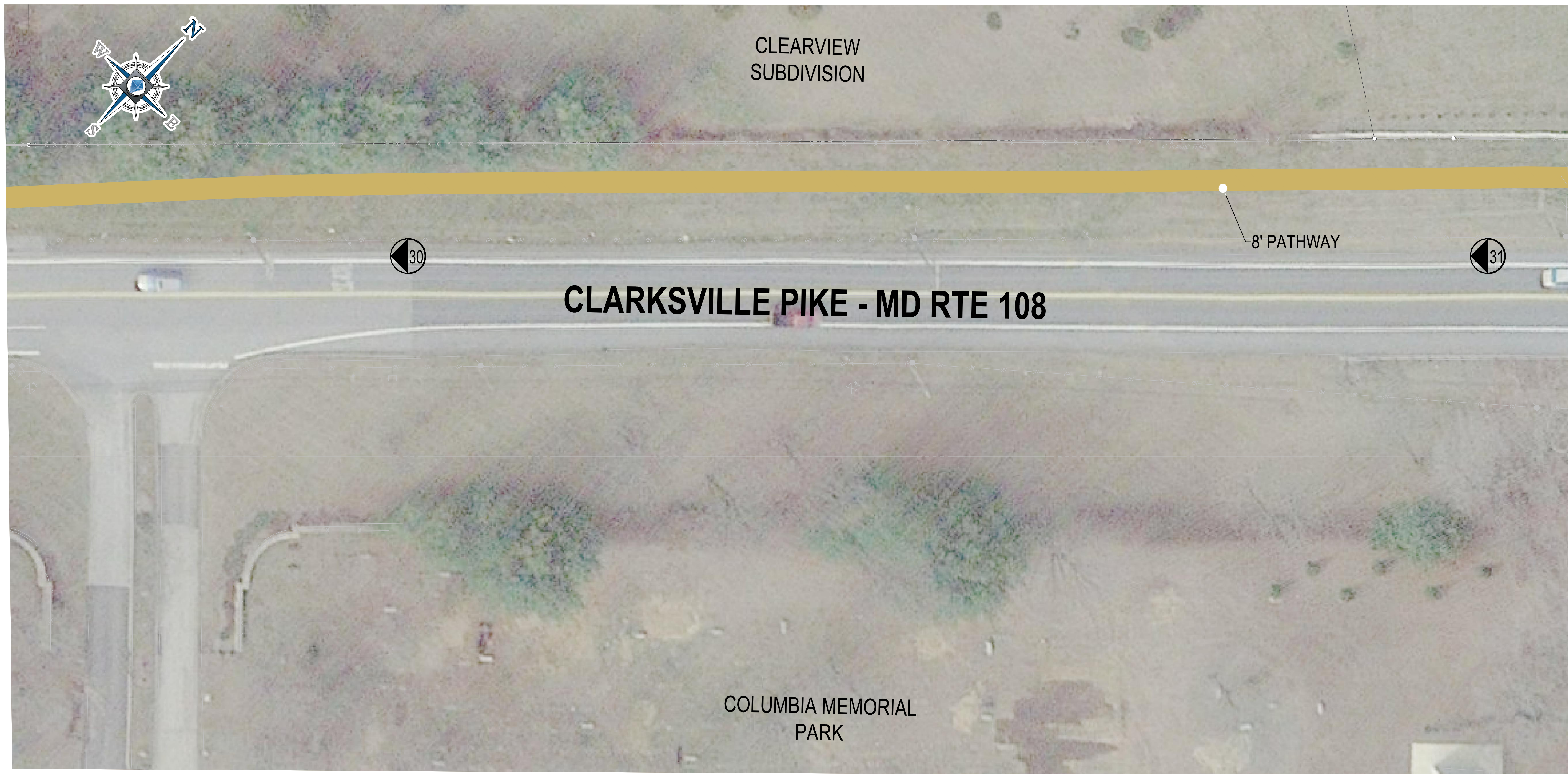


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HOWARD COUNTY, MARYLAND
FEBRUARY 25, 2019

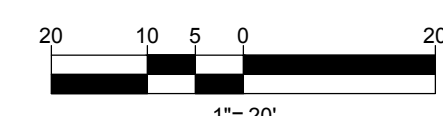


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MULTI-USE PATHWAY ENHANCEMENTS SEGMENT 11



KEY MAP



NOTE
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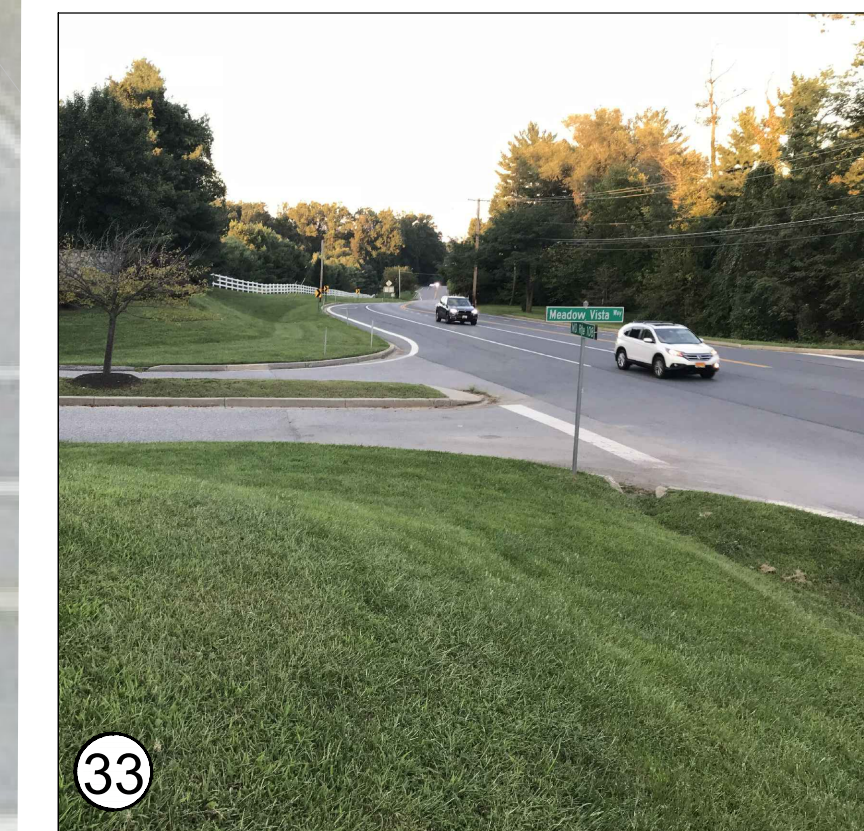
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HOWARD COUNTY, MARYLAND
FEBRUARY 25, 2019



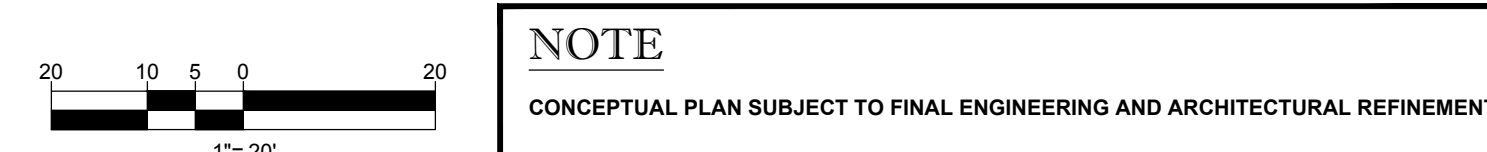
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MULTI-USE PATHWAY ENHANCEMENTS

SEGMENT 12



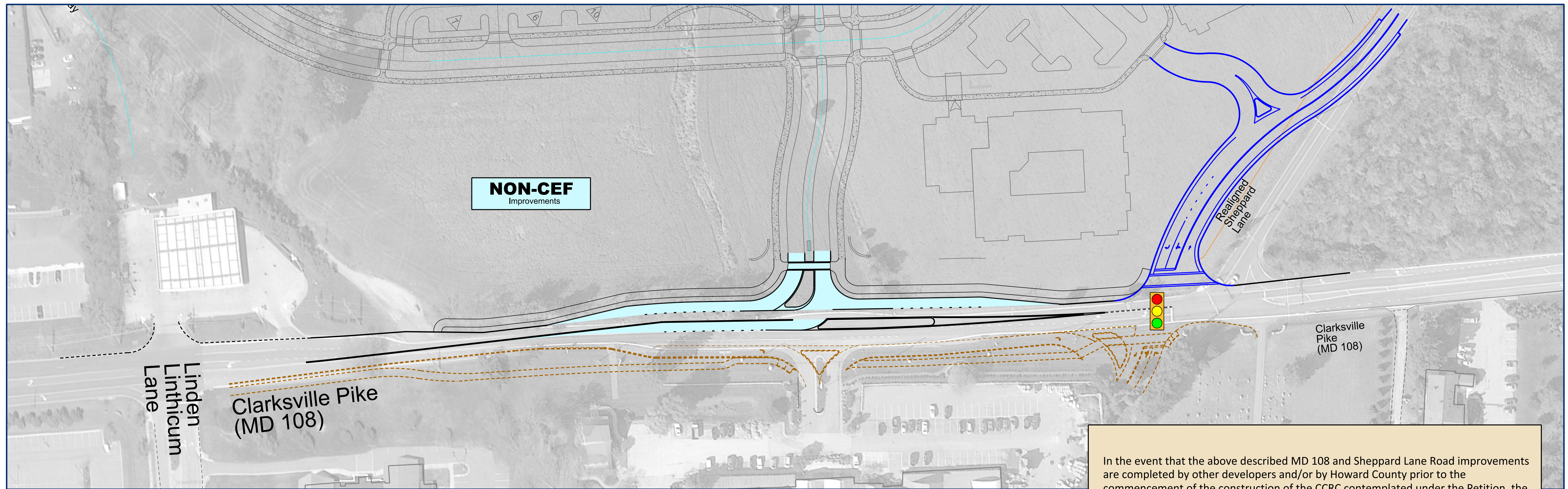
KEY MAP



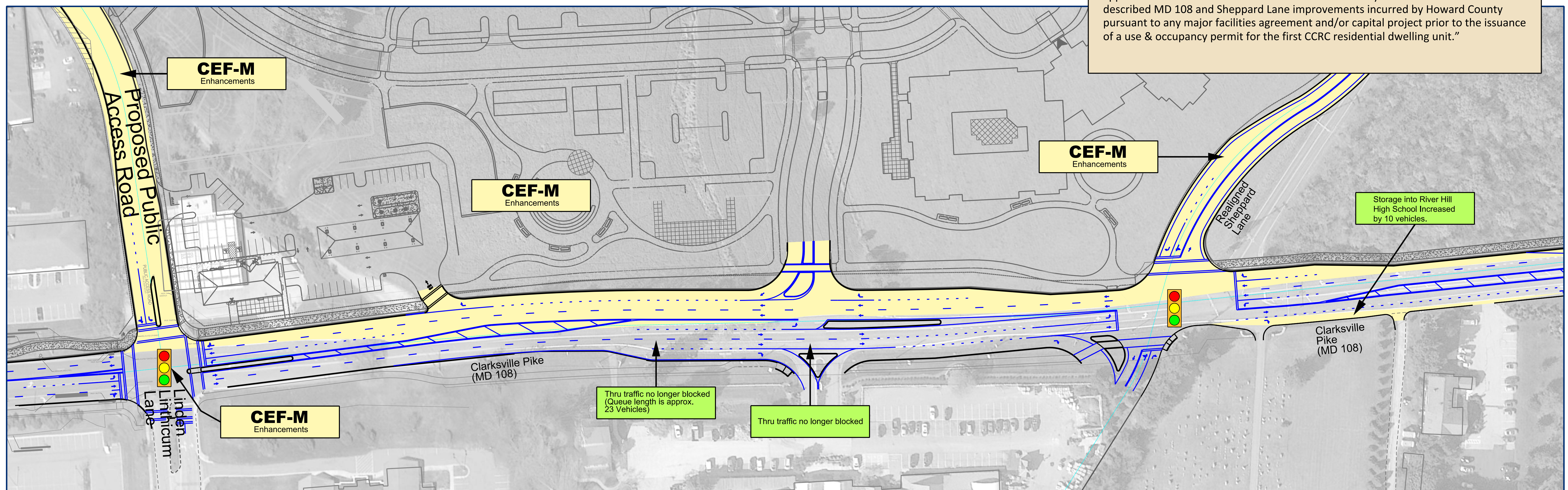
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In the event that the above described MD 108 and Sheppard Lane Road improvements are completed by other developers and/or by Howard County prior to the commencement of the construction of the CCRC contemplated under the Petition, the applicant commits that it will reimburse Howard County the full cost of the above described MD 108 and Sheppard Lane improvements incurred by Howard County pursuant to any major facilities agreement and/or capital project prior to the issuance of a use & occupancy permit for the first CCRC residential dwelling unit."



CEF-M District Enhancements / Non-CEF Road Improvement Comparison