



# LAKEFRONT NEIGHBORHOOD IMPLEMENTATION PLAN

*Prepared for* **The Howard Hughes Corporation**

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

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**DRAFT: v.6.0 FDP Planning Board**

Prepared for:

**The Howard Hughes Corporation**

Prepared by:

**Design  
Collective**

With support from:

**Gutschick, Little & Weber, P.A.**

**Wells + Associates**

**Shulman, Rogers, Gandal, Pordy & Ecker, P.A.**

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## A. BALANCE OF USES WITHIN EACH IMPLEMENTATION PHASE

Under the Downtown Revitalization Phasing Progression in the Downtown Columbia Plan, each phase requires certain minimum/maximum levels of development. Development within each phase will take place in more than one Downtown Columbia Neighborhood. Therefore, the mix and balance of uses identified for each phase in the Downtown Revitalization Phasing Progression will be achieved in areas outside the Lakefront Neighborhood. To note, the effectiveness of the Lakefront Neighborhood Implementation Plan is tied to the effectiveness of the underlying FDP. Please see the FDP plan sheets for additional information on recordation phasing and effect.

Like the rest of Downtown, the development within all blocks of the Lakefront Neighborhood will be market-driven and implemented over time. Accordingly, development within the Lakefront Neighborhood may occur in any sequence on parcels as shown on the Lakefront Neighborhood Block Plan on page 4. Lakefront Neighborhood development may also occur in Phases 1, 2, 3, and/or 4 of the overall Downtown Revitalization Phasing Progression.

The table on the facing page reflects the estimated total development for Phase I of the Lakefront Neighborhood, along with estimated retail/restaurant, office, and residential development amounts. Market conditions, planning metrics, and design factors will determine the final development yields and uses within each block, which may vary from the land uses and amounts shown and estimated in the table on the facing page.

Downtown Revitalization is currently in Phase 1 of the Downtown Revitalization Phasing Progression. Under Phase 1, the following minimum development levels are identified (see Downtown Columbia Plan for subsequent phasing details):

Retail: 300,000 sf/676,446 sf  
Office/Conference: 1,000,000 sf/1,513,991 sf  
Hotel: 100 rooms/640 rooms  
Residential: 656 du/2,296 du

Development of individual use types may not exceed the maximum levels of development allowed in each phase of the Downtown Revitalization Phasing Progression until building permits have been approved for at least the minimum levels of development specified for each use type within the prior phase (see Zoning Regulations for specific provisions).

The chart on the following page identifies maximum development levels within the Lakefront Neighborhood. Market conditions and future site development plans will determine the location, density, and timing of construction for specific uses within the Lakefront. All development must comply with the Downtown Revitalization Phasing Progression to assure an acceptable balance of uses throughout Downtown; further, the total amount of development shown for the entire Lakefront may not be exceeded.

The estimated, total development levels in the Lakefront Neighborhood are shown in the table on the facing page. These levels of development include both existing (to remain) and new development. However, as noted above, the timing and location of future development activity will be market-driven and, therefore, development within each phase of the Downtown Revitalization Phasing Progression may occur both within and outside the Lakefront Neighborhood and must be factored into future phasing calculations.

To date, housing allocations have been granted for the 817 residential units in Warfield Blocks W-1, W-2, and W-5; 2,300 residential units within the Merriweather District (Crescent Neighborhood); and 509 residential units in the Lakefront Core Neighborhood. Additional residential development will be evaluated for available housing allocations when future Final Development Plans (FDP) are submitted.



## Lakefront Neighborhood: Anticipated Program Yield Per Area <sup>(1)\*\*</sup>

PARCEL			Uses <sup>1</sup>																		
			Non-Residential (SF)															Residential (DU) <sup>7</sup>			
			Existing				Demolition <sup>6</sup>				Proposed				NET NEW <sup>3</sup>			Existing	Proposed	Net	
Parcel	Area (SF)	Area (Acre)	Retail/Rest	Office	Other	Total	Retail/Rest	Office	Other	Total	Retail/Rest	Office <sup>5</sup>	Other	Total	Retail/Rest	Office <sup>5</sup>	Other	Total	Existing	Proposed	Net
A	67,629	1.55	0	0	0	0	0	0	0	0	115,000	200,000	0	315,000	115,000	200,000	0	315,000	0	0	0
B	78,366	1.80	0	0	0	0	0	0	0	0	35,000	0	0	35,000	35,000	0	0	35,000	0	400	400
C-2 <sup>2</sup>	10,813	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	150,334	3.45	0	155,912 <sup>4</sup>	0	155,912 <sup>4</sup>	0	155,912	0	155,912	0	0	0	0	0	-155,912	0	-155,912	0	125	125
E	55,229	1.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
F-2 <sup>2</sup>	49,444	1.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G <sup>2</sup>	48,886	1.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H <sup>2</sup>	82,148	1.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I <sup>2</sup>	13,466	0.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Lakefront Total This FDP</b>	<b>556,316</b>	<b>12.77</b>	<b>0</b>	<b>155,912</b>	<b>0</b>	<b>155,912</b>	<b>0</b>	<b>155,912</b>	<b>0</b>	<b>155,912</b>	<b>150,000</b>	<b>200,000</b>	<b>0</b>	<b>350,000</b>	<b>150,000</b>	<b>44,088</b>	<b>0</b>	<b>194,088</b>	<b>0</b>	<b>775</b>	<b>775</b>

(1) THE NON-RESIDENTIAL AND RESIDENTIAL GROSS FLOOR AREA, THE NUMBER OF RESIDENTIAL UNITS AND/OR THE LAND USE APPROVED FOR AN INDIVIDUAL PARCEL MAY BE REALLOCATED AMONG OTHER PARCELS WITHIN THE FDP AREA AND/OR EXCEEDED ON A SUBSEQUENT SITE DEVELOPMENT PLAN WITHOUT AMENDING THIS FDP, PROVIDED THE TOTAL NON-RESIDENTIAL AND RESIDENTIAL GROSS FLOOR AREA AND THE TOTAL NUMBER OF RESIDENTIAL UNITS APPROVED FOR ALL PARCELS WITHIN THE FDP AREA IS NOT EXCEEDED. THE USES SHOWN ARE ONLY FOR THE LIMIT OF THIS SUBMISSION.

(2) PARCELS G, H, & I ARE ANTICIPATED TO PROVIDE DOWNTOWN COMMUNITY COMMONS (PRIMARY AND SECONDARY AMENITY SPACES), AND POSSIBLE FUTURE OR EXISTING ROAD IMPROVEMENTS. PARCEL C-2 IS AN EXISTING IMPROVED ROAD PARCEL AND PARCEL F-2 IS IMPROVED WITH AN EXISTING PARKING STRUCTURE.

(3) NET NEW AREA TO BE USED TO CALCULATE DOWNTOWN REVITALIZATION SQUARE FOOTAGE FOR PHASING AND CEPPA'S

(4) EXISTING OFFICE AREA INCLUDES 40,000 SF FOR THE FORMER RIDGELY BUILDING PER WP-18-033.








(5) INCLUDES GENERAL OFFICE AND MEDICAL OFFICE

(6) A DEMOLITION DEVELOPMENT CREDIT IS AVAILABLE PURSUANT TO SECTION 125.0.A.9.E.(2)

(7) 650 NON AGE-RESTRICTED RESIDENTIAL UNITS AND 125 AGE-RESTRICTED RESIDENTIAL UNITS ARE ANTICIPATED. RESIDENTIAL UNITS MAY INCLUDE APARTMENTS AND/OR CONDOMINIUM UNITS. THE SHIFT OF APPROVED BUT UNUSED SCHOOL CAPACITY FROM ANOTHER DOWNTOWN NEIGHBORHOOD WILL REQUIRE AN AMENDMENT TO THE FINAL DEVELOPMENT PLAN IN WHICH THE CAPACITY WAS APPROVED.

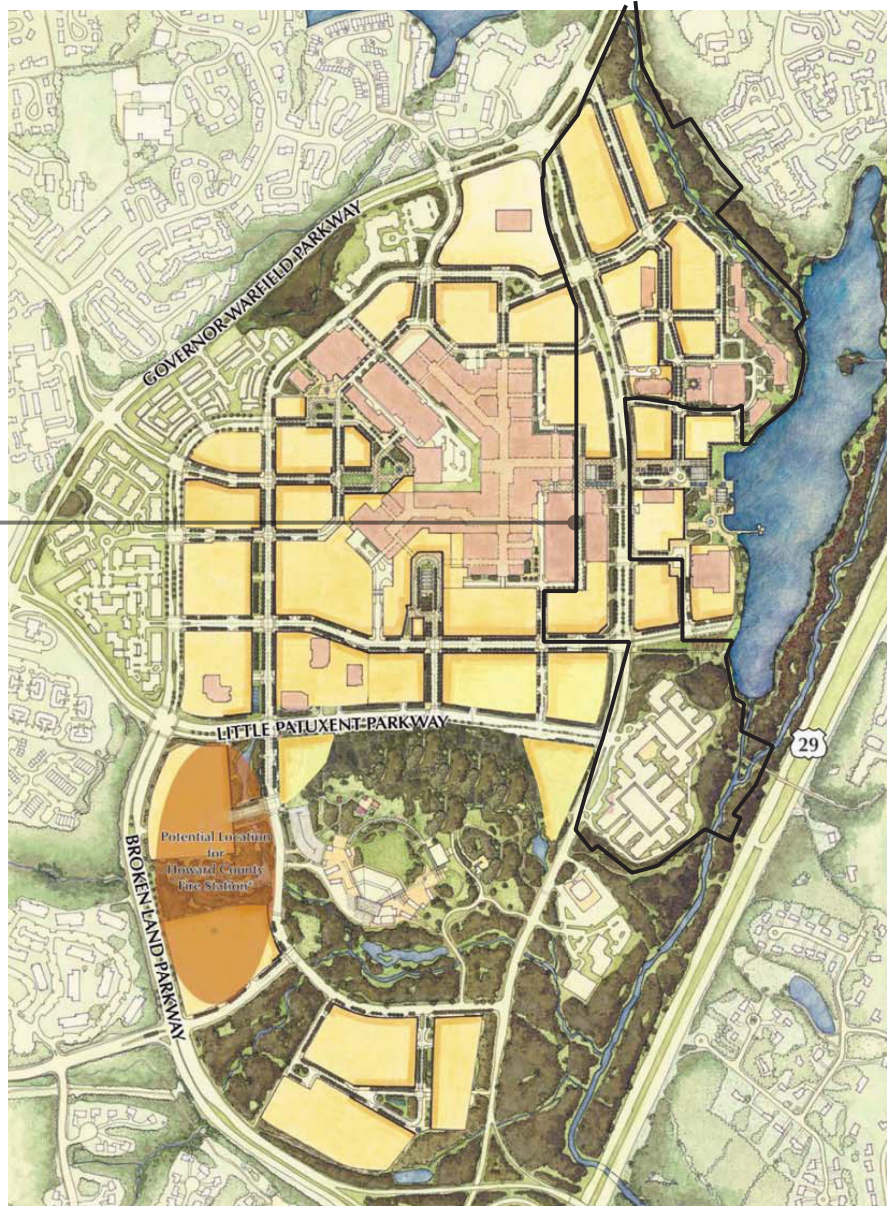


### Lakefront Neighborhood Block Plan

- |   |                    |   |                        |
|---|--------------------|---|------------------------|
|  | LAKEFRONT BLOCKS   |  | NEIGHBORHOOD BOUNDARY  |
|  | EXISTING BUILDINGS |  | EXISTING TRAIL/PATHWAY |
|  | NATURAL AREAS      |  | PROPOSED TRAIL/PATHWAY |
|  | AMENITY SPACES     |   |                        |



See corresponding boundary on facing page



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

The *Downtown Columbia Plan - Street and Block Plan*, shown above, illustrates a block configuration and street network. While keeping with the vision for Downtown, further refinements to Lakefront Neighborhood have evolved the street and block configuration as follows and as can be seen on the facing page:

The street and block network has been adjusted slightly to include the extension of Wincopin straight north, building off the recently approved Lakefront Core Wincopin Connection extension to the south. This extension will provide greater connectivity, access, and visibility to the lake and promote viable shops and restaurants facing the lake, as well as north along Wincopin near Sterrett Place, by linking directly to the Lakefront Plaza and Whole Foods. Additionally, the street connecting from the extension of Wincopin west to Little Patuxent Parkway (shown in the *Downtown Columbia Plan* near the Exxon gas station, a block south of Sterrett) has been shifted south, to build off the access provided to the new development at Little Patuxent Square and to avoid disruption of the Exxon entrance off Little Patuxent Parkway. To the east, this street becomes a mews, providing pedestrian passage through the block.

## B. PHASING OF DOWNTOWN MIXED-USE DEVELOPMENT

### Status of Approved and Constructed Downtown Revitalization

<i>Use Type</i>	<i>SDP Approved</i>	<i>Building Permits Approved <sup>1</sup></i>
<i>Residential (du)</i>	1,622	1,199
<i>Retail/Restaurant (sf)</i>	243,854	183,304
<i>Hotel (Rooms)</i>	0	0
<i>Office (sf)</i>	660,966	660,966

<sup>1</sup> Approximate Square footage based on approved SDPs. Constructed square footage may vary.

As shown above, the Howard County Planning Board has approved Site Development Plans (SDP) for Downtown Revitalization comprising 1,622 total net new dwelling units, 243,854 sf of net new retail/restaurant uses, and 660,966 sf of net new office. Based on the approved Site Development Plans, construction to date includes: The Metropolitan Downtown Columbia apartments and associated retail space and the expansion of The Mall in Columbia (380 dus and approximately 51,000 sf of retail/restaurant); Ten.M and m.flats (437 du and approximately 30,000 sf of retail/restaurant); One Merriweather and Two Merriweather office buildings (approximately 322,036 sf of office and 24,772 sf of retail/restaurant uses); and construction of approximately 338,930 square feet of office, 382 residential units, and 56,619 square feet of retail/restaurant uses are underway in Crescent Area 3. As noted on each FDP and SDP, the County maintains a Downtown database with the final numbers in this regard.

The cumulative amount of development for which building permits have been approved (including the above amounts) is factored into the Downtown Revitalization Phasing Progression to guide development within the Lakefront Neighborhood and other areas in Downtown. For example, under Phase I of the Downtown Revitalization Phasing Progression, building permits for not more than 1,097 total additional net new dwelling units (2,296 du – 1,199 du) may be approved until building permits for a total of at least 1,000,000 sf of net new office space, 300,000 sf of net new retail, and 100 net new hotel rooms have been approved in Downtown.<sup>1</sup> Because the Downtown Revitalization Phasing Progression factors in net new development throughout Downtown Columbia, the rate of development in the Lakefront Neighborhood will be influenced by development outside Lakefront Neighborhood.

The above figures do not reflect SDP approval or building permit issuance for the New Cultural Center (SDP-17-043).

<sup>1</sup> See February 3, 2017 Development Rights and Responsibilities Agreement (Book 17457, page 265) for affordable housing and dwelling unit calculation details.

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## C. PHASING OF DOWNTOWN COMMUNITY COMMONS SPACES

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

- Warfield Promenade no minimum area requirement
- Wincopin Green (Plaza) 4,100 sf (0.09 acres)
- Lakefront Terrace 43,500 sf (1.00 acres)
- Lakefront Connection area requirement to be based on a linear distance percentage of 68,600 sf

A minimum of 5% Net New Downtown Community Commons shall be provided, per Section 125.A.9.g.4 of the Howard County Zoning Ordinance. The 5% Community Commons may be a combination of both Primary and Secondary Amenity Spaces. Final locations and configuration will be determined at the Site Development (SDP) phase.

Downtown Community Commons provided in excess of the 5% requirement (including both Primary and Secondary Amenity Space) can be credited towards the Downtown Community Commons obligation on a subsequent FDP per Section 125.0.A.9.g4(g).

As noted in previous sections, development within all blocks of the Lakefront Neighborhood will be market-driven. It is anticipated that in addition to the Warfield Promenade, Wincopin Green (Plaza), Lakefront Terrace, and Lakefront Connection, the Lakefront Neighborhood will also contain Secondary Amenity Space(s) as Downtown Community Commons that will be designed in conjunction with the buildings within each development parcel and identified on Site Development Plan (SDP) submissions.\* In accordance with the adopted policy for Downtown Community Commons (Section 125.0.A.9.g of the Howard County Zoning Regulations) areas such as indoor spaces, rooftop spaces, or similar spaces that are accessible to the public without charge may be considered on a case-by-case basis during DPZ review.

Each Downtown Community Commons will be constructed prior to occupancy of more than 50% of all proposed buildings having a façade adjacent to the space unless alternative phasing is approved as part of a Final Development Plan (FDP).

Within the Lakefront Neighborhood, a 25,000 sf Downtown Neighborhood Square will be incorporated as required by Section 125.A.9.g.4(c) of the Howard County Zoning Ordinance. The current proposed location is east of the Warfield Promenade. The final location, configuration, size, design, and character of all Secondary Amenity Spaces, including the Neighborhood Square, may be shown on the applicable Site Development Plan(s) and may vary from what is shown hereon.

\* In terms of Amenity Space sequencing, subject to Section 125.0.A.9.g.(4).(f), it is anticipated (but may change based on market forces) that the Warfield Promenade, Neighborhood Square, and Wincopin Green (Plaza) will be completed first, in conjunction with the adjacent building development, due to parcel ownership control, existing site conditions, and location along Sterrett Place. The portion of Lakefront Connection within the Lakefront Neighborhood is not controlled by The Howard Hughes Corporation (HHC)/HRD and, therefore, timing is unknown. As noted in the Neighborhood Design Guidelines, the area envisioned in the DCP for the Lakefront Terrace contains steep slopes and stream buffers and may need to evolve as environmental constraints are investigated further and discussions with the County and Maryland Department of the Environment (MDE) occur as well as discussions with the County regarding the Third Interchange occur. The final location of the Lakefront Terrace and/or a determination of its constructability will be determined at the time of SDP review or in connection with a request for alternative CEPPA compliance.



### Lakefront Neighborhood Amenties Space Plan

**PRIMARY AMENITY SPACES:**

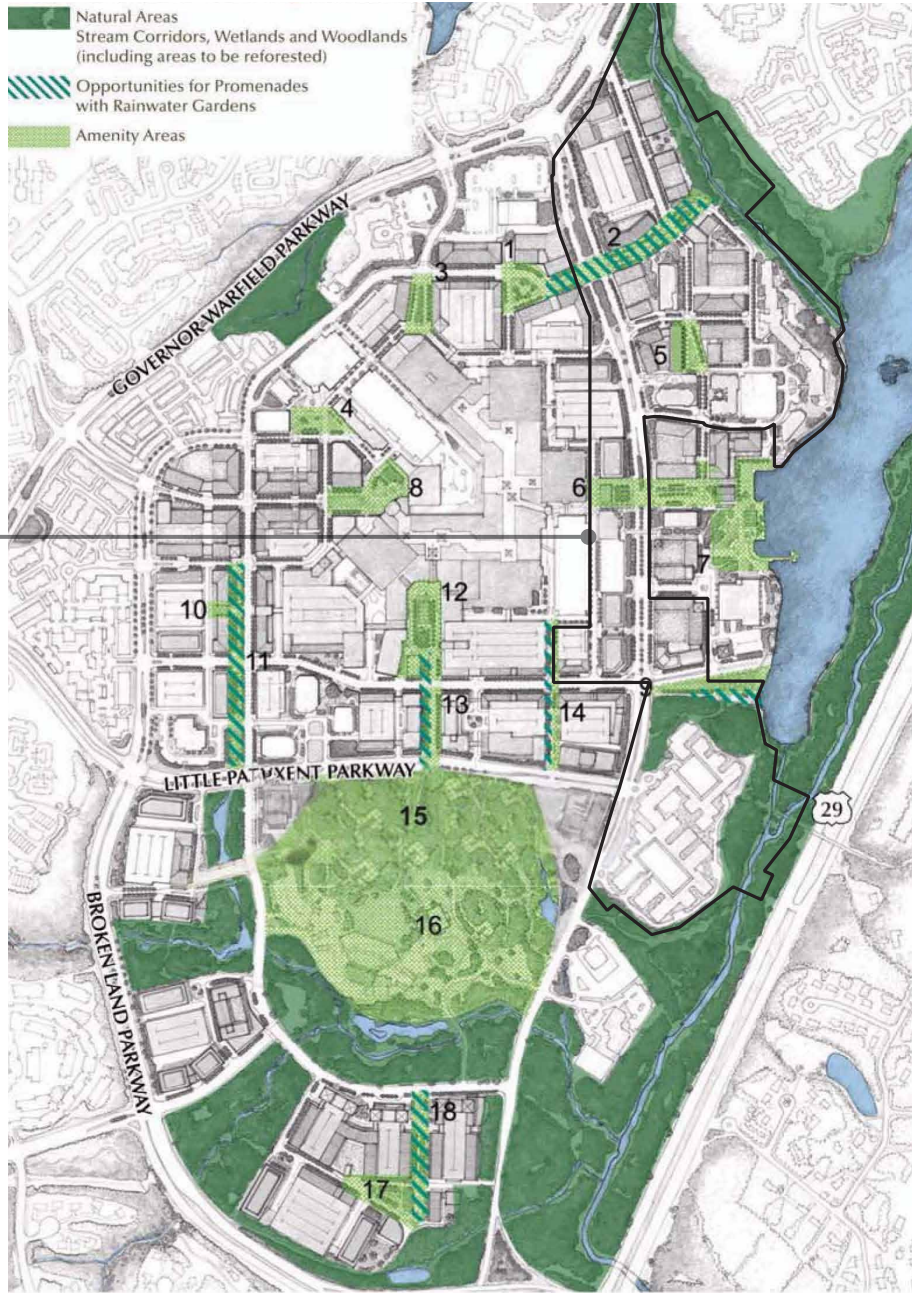
- (A)** WARFIELD PROMENADE
- (B)** WINCOPIN GREEN
- (C)** LAKEFRONT CONNECTION
- (D)** LAKEFRONT TERRACE
- NATURAL AREAS
- EXISTING TRAIL/PATHWAY
- PROPOSED TRAIL/PATHWAY

REQUIRED 5% MINIMUM NET NEW DOWNTOWN COMMUNITY COMMONS*	113,714 sf
Less Proposed Primary Amenity Spaces	(84,902) sf
Required Secondary Amenity Spaces (min.)	** 28,812 sf

\* Downtown Community Commons provided in excess of the 5% requirement can be credited towards the Downtown Community Commons obligation on a subsequent FDP per Section 125.0.A.9.g4(g).

\*\* Secondary Amenity Spaces will include the Neighborhood Square and any other spaces that meet the criteria of the Downtown Community Commons Policy (see Appendix A.4). The secondary amenity spaces shown hereon are for illustrative purposes only; the final location, configuration, size, design and character of these spaces will be shown on the applicable Site Development Plan(s) and will vary from what is shown hereon.





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

\* Final square footage, location, and design of each new Amenity Space will be determined at the SDP phase

	Net new SF		Net new SF		Net new SF
1. Warfield Green.....	15,500 sf	7. Lakefront Plaza.....	(existing)	13. Symphony Promenade.....	11,300 sf
2. Warfield Promenade.....	(TBD)	8. Warfield Plaza.....	11,300 sf	14. East Promenade.....	(TBD)
3. Warfield Mews.....	7,600 sf	9. Lakefront Terrace.....	43,500 sf	15. Symphony Woods Park.....	(TBD)
4. Warfield Square.....	12,900 sf	10. Warfield Playground.....	6,000 sf	16. Merriweather Park.....	(existing)
5. Wincopin Green.....	4,100 sf	11. West Promenade.....	63,800 sf	17. South Crescent Park.....	25,300 sf
6. Lakefront Connection.....	68,600 sf	12. Market Square.....	30,700 sf	18. South Crescent Promenade.....	11,000 sf

The *Downtown Columbia Plan, General Plan Amendment*, shown above, indicates that the Lakefront Neighborhood’s amenity space network will include the Warfield Promenade, Wincopin Green, and Lakefront Terrace, as well as Natural Areas. The Lakefront Neighborhood Amenity Space Plan is guided by this intent and locates the three required primary amenity spaces within Lakefront Neighborhood (with some minor location shifts to accommodate new existing conditions, as noted on pages 78-80 of the NDG), along with the neighborhood’s required 25,000 sf Community Commons.

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## D. PHASING OF THE TRANSPORTATION AND CIRCULATION FACILITIES

The Lakefront Neighborhood will be primarily served by Little Patuxent Parkway, Sterrett Place, and Wincopin Circle North and South via full-movement intersections. Secondary access will be provided via the Whole Foods Driveway and Moore Circle that also serves the Lakefront Core. A potential new limited access driveway connection with Little Patuxent Parkway is shown along Little Patuxent Parkway between Sterrett Place and Wincopin Circle North. This connection would require a design waiver due to the proximity of an existing nearby driveway and will be studied further in connection with future development proposals. Outside of the immediate Lakefront Neighborhood, the area would be served by the larger Crescent Neighborhood street network and its associated improvements, including the completion of Merriweather Drive and Symphony Woods Road.

Curbside parking is proposed, subject to DPZ/DPW approval if safe conditions can be met, along the east side of Little Patuxent Parkway between Sterrett Place and Wincopin Circle North, similar to conditions proposed with the Lakefront Core neighborhood to the south. Providing on-street parking in this area in concert with redevelopment would begin to shift suburban traffic conditions to a more urban arterial street along Little Patuxent Parkway.

Internal to the Lakefront Neighborhood, a network of connected streets will serve as local access to the various parcels. Sterrett Place would be extended to the east, connecting to Wincopin Circle Extended and creating a grid of streets in this area. Sterrett Place is designated as an Avenue Type 2 east of Little Patuxent Parkway but would transition to a Street Type 3 with on-street parking within the Lakefront Neighborhood. Wincopin Circle is designated as a Street Type 3 and would provide two (2) travel lanes with the potential for on-street parking. As part of the Lakefront Neighborhood development and consistent with the Downtown Columbia Plan, Wincopin Circle is proposed to be extended to the north, from Wincopin Circle North in the Lakefront Core Neighborhood to Sterrett Place. This new connection would slightly deviate from the Downtown Plan by the removal of the jog in the roadway to create a more continuous north-south connection from Sterrett Place on the north to Moore Circle on the south. The Whole Foods Driveway would also serve the site as a Street Type 3 with two (2) general travel lanes. Moore Circle is designated as a Street Type 3A with two (2) general travel lanes (and may ultimately be a Boulevard with four (4) travel lanes if the Future Third Interchange is required).

Direct vehicular access to the development parcels would be provided from Sterrett Place and Wincopin Circle North and South and its planned extension. In addition, access and loading would be provided along the new east-west roadway (Street Type 3A) between Sterrett Place and Wincopin Circle North. Loading facilities are also planned to be located along both Sterrett Place and Wincopin Circle in accordance with the Downtown Plan.

It is anticipated that site access improvements which include the widening and upgrade of the Sterrett Place intersection on Little Patuxent Parkway would be needed and may include additional turn lanes. There is the potential that a new traffic signal may be warranted along Little Patuxent Parkway at either the Wincopin Circle North or Wincopin Circle South intersections as identified through previous traffic studies of the Lakefront Core Neighborhood. Options for traffic signals at one or both locations were identified in Lakefront Core study with the ultimate determination to be made at the time of the Site Development Plan (SDP) submission.

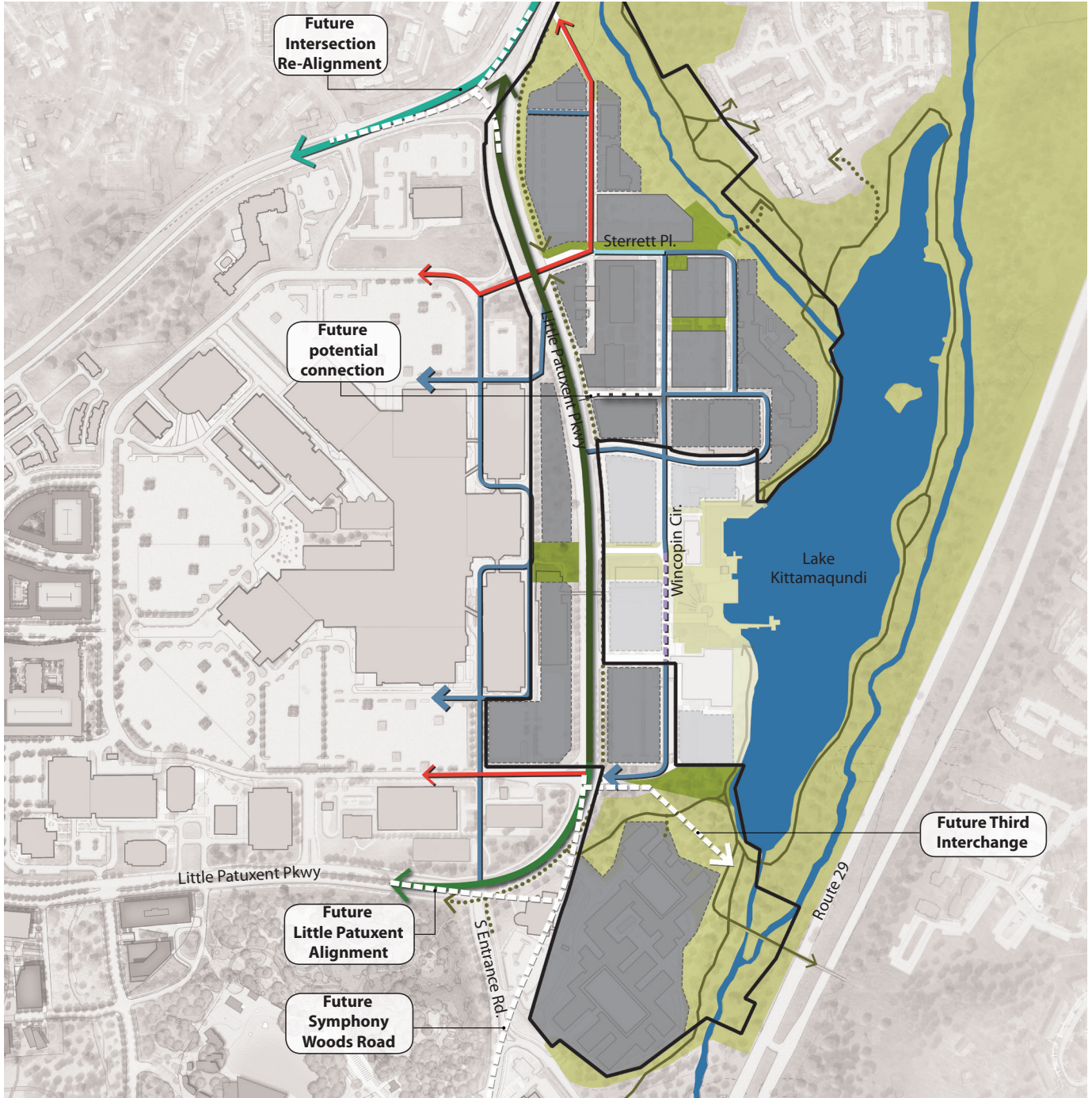
Other potential off-site improvements include adjustments to Little Patuxent Parkway to accommodate future travel demands within the existing right-of-way through modifying the existing median between Sterrett Place and north of Columbia Road.

Future potential improvements in the immediate vicinity of the site that are identified in the Downtown Plan include the realignment of the Governor Warfield Parkway/Little Patuxent Parkway (North) intersection, the future extension of Wincopin Circle north of Sterrett Place, the future extension of Symphony Woods Road through the existing library property and realignment of the Little Patuxent Parkway intersection, and the ultimate extension of Moore Road to provide the third interchange on U.S. Route 29.

Outside of the immediate site area, development of the Lakefront Neighborhood is anticipated to coincide with the street network associated with the Crescent Neighborhood. Phases 1 and 2 of the Crescent Neighborhood street network include the construction of Merriweather Drive from Little Patuxent Parkway to Symphony Woods Road, the construction of Symphony Woods Road from Little Patuxent Parkway to Mango Tree Drive, and the extension of Hickory Ridge Road from Broken Land Parkway to Merriweather Drive. All of these improvements are under construction or complete.

In conjunction with the roadway modifications to Little Patuxent Parkway north of Sterrett Place, an extension of the 10-foot shared use path would also be provided along with a 7-foot buffer on the east side of the roadway. This facility would be installed along the site frontage and would continue north between Sterrett Place and Vantage Point Road to accommodate pedestrians and cyclists in the area.





### Lakefront Neighborhood Street Framework Plan

- PARKWAY - Intermediate / Minor Arterial (MULTI-LANE HIGHWAY W/ MEDIAN, NO PARKING)
- BOULEVARD - Minor Arterial/ Major Collector (4 LANES W/ MEDIAN\*)
- BOULEVARD 2 - Minor Arterial/ Major Collector (6 LANES W/ MEDIAN\*, PARALLEL PARKING (Optional with DPW approval))
- AVENUE TYPE 2 (4 LANES\*, PARALLEL PARKING (Optional))
- STREET TYPE 3A - Minor Collector/ Local Street (2 LANES\*, PARALLEL PARKING (Optional))
- STREET TYPE 3C (2 LANES\*, OFF-PEAK AND/OR TYP. PARALLEL PARKING\*\* (Optional))

\* Additional lanes may be added to accommodate traffic volume and turning movements, as determined by a traffic study at the SDP phase. Alleys, Common Access Easements (CAE), or private streets may be placed within blocks for internal circulation, servicing, and parking. Final locations of these roadways will be proposed at the SDP phase.

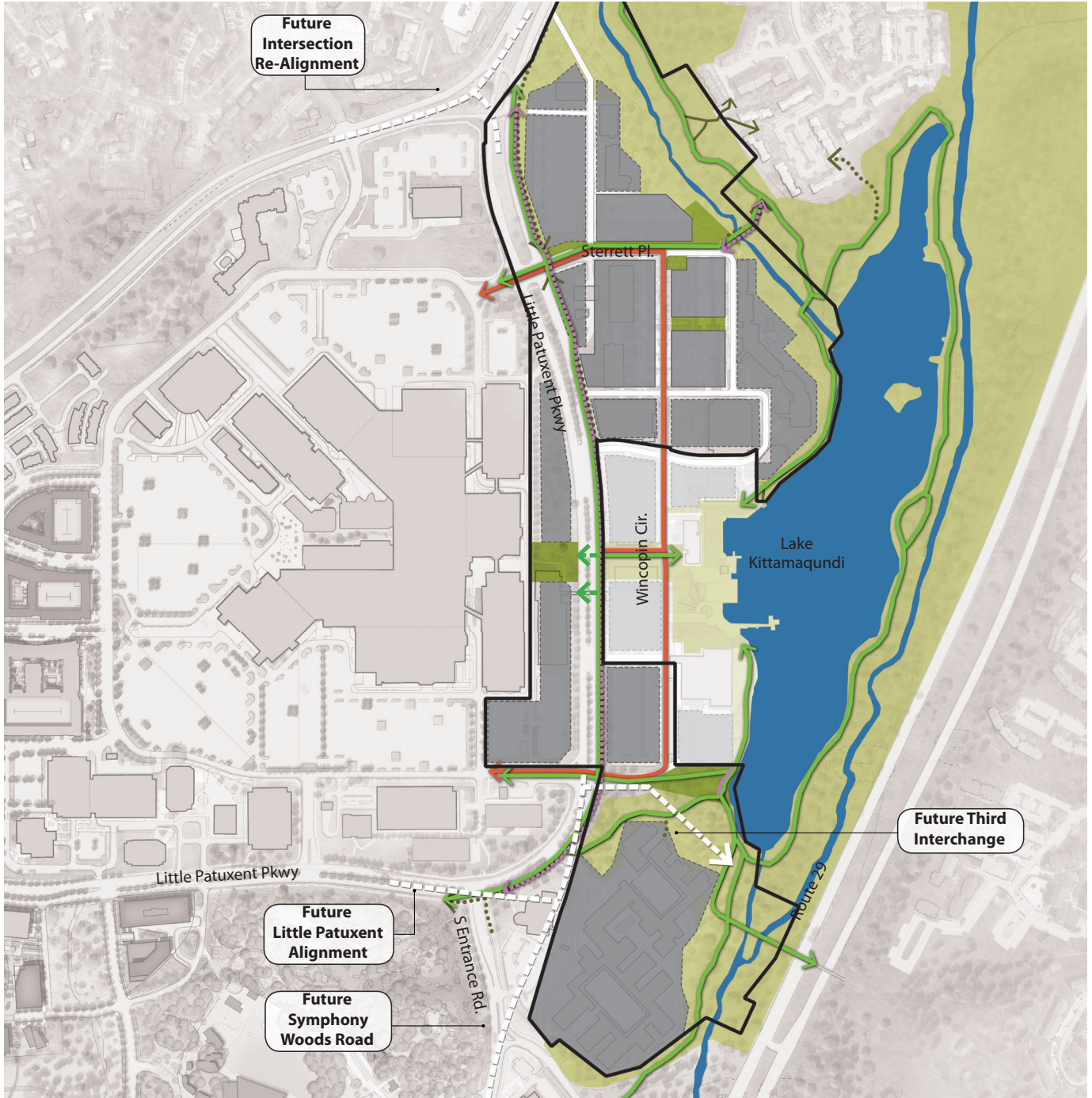
**See Urban Design for further criteria on alleys, pages 17 and 25.**

The dashed Street Types shown in the plan diagram above indicate future extensions or alignments of streets, as approved in the Downtown Columbia Plan.

\*\* For parallel parking used as travel lanes during peak hours, parking signs will be used to restrict parking to off-peak hours.

**(For Wincopin Extended design intent, see NDG pages 8-9.)**





### Lakefront Neighborhood Bicycle and Pedestrian Plan

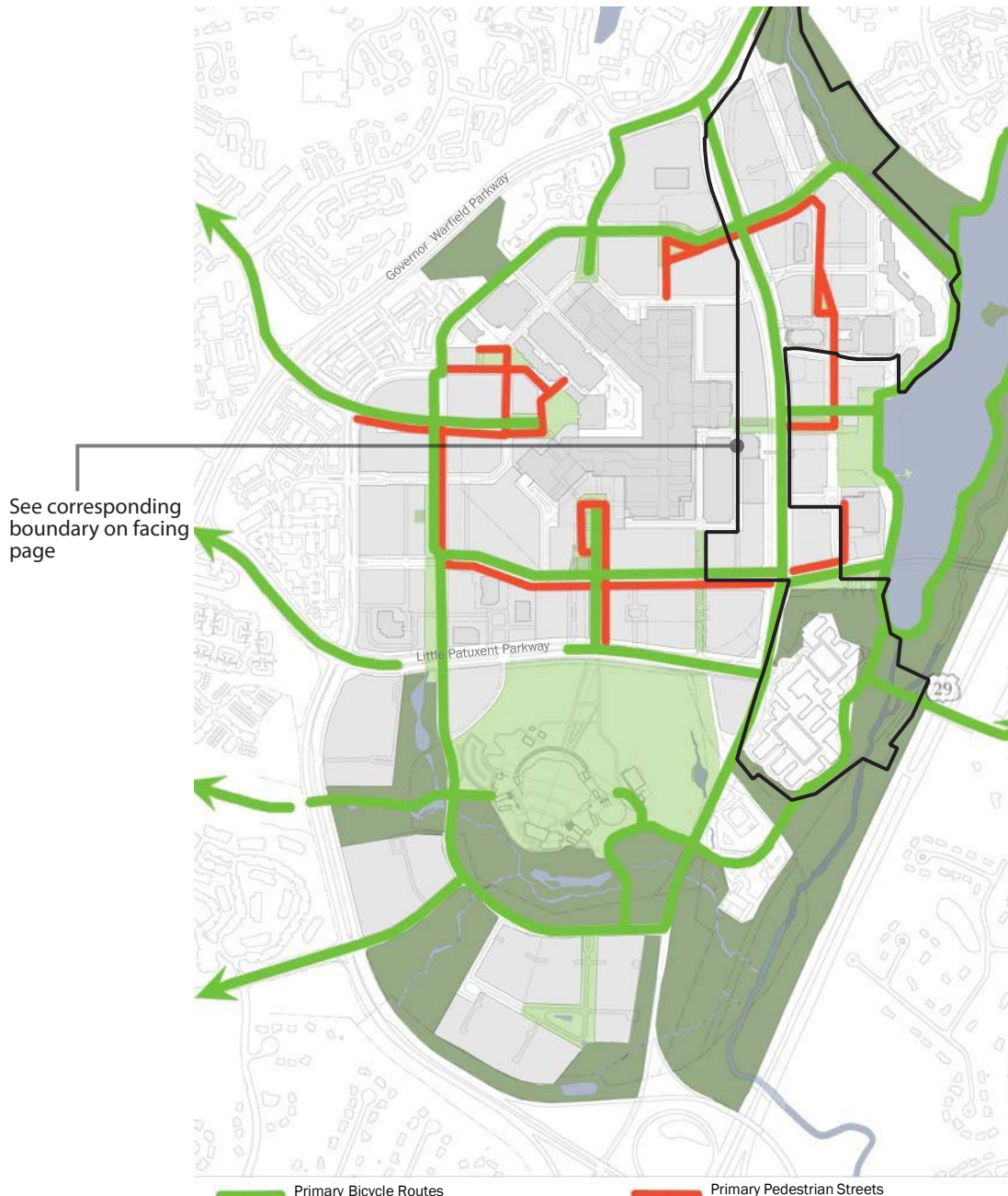
- PRIMARY BICYCLE ROUTES AND PEDESTRIAN ROUTES\*
- PRIMARY PEDESTRIAN STREETS\*\*
- PEDESTRIAN/BICYCLE FACILITY TYPES:**
- EXISTING SHARED-USE PATH
- PROPOSED SHARED-USE PATH\*\*\*

\* Primary pedestrian routes and bicycle routes are a combination of sidewalks, shared-use paths, shared lanes, and trails that provide safe movement through the Lakefront Neighborhood and to adjacent neighborhoods.

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

\*\*\* The Proposed Shared-Use Path along Little Patuxent Parkway should navigate around existing, contributing trees where possible.

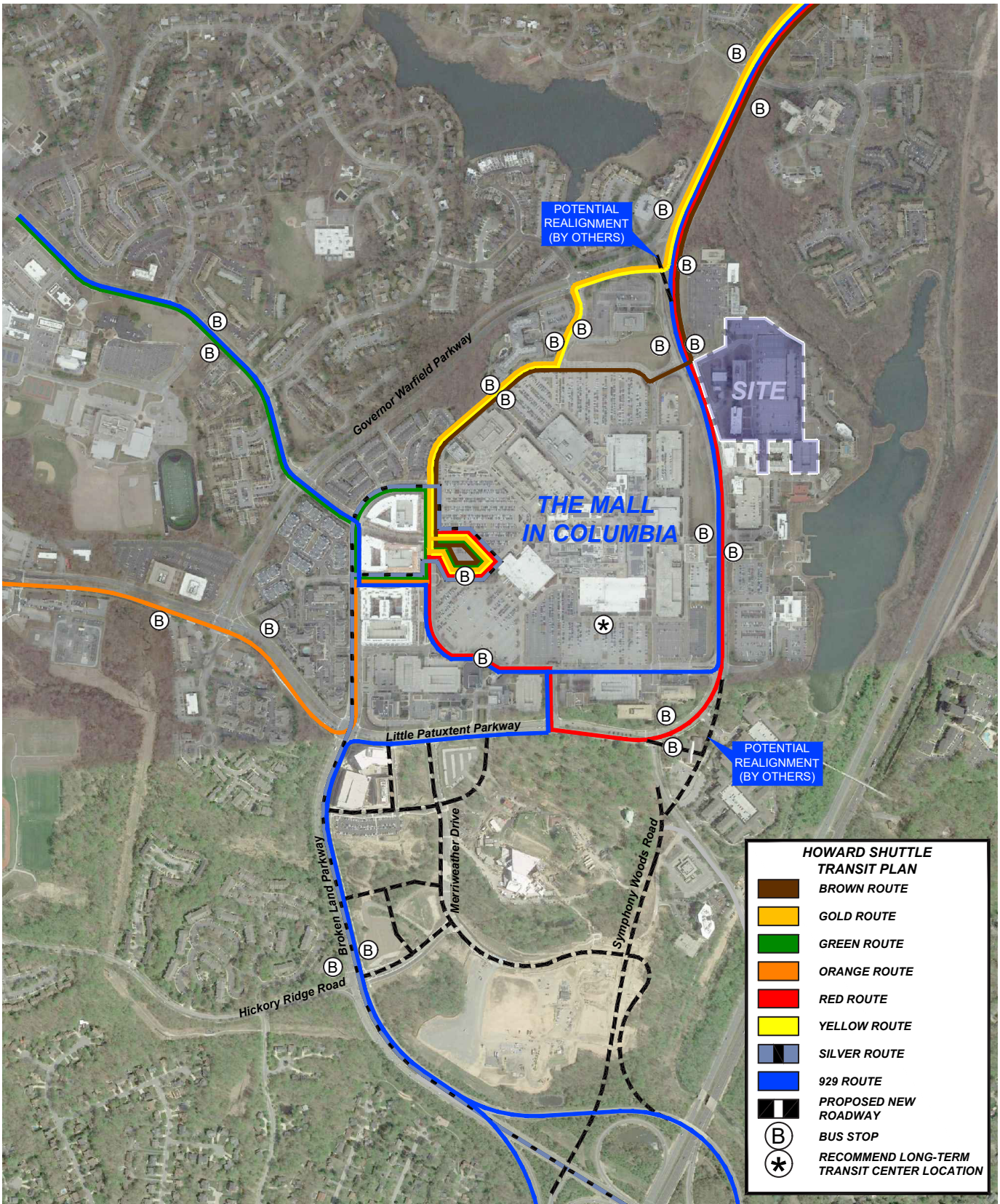
**See pages 2-4 for additional parcel descriptions.**



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

The Pedestrian and Bicycle Circulation Plan above indicates desired locations for Primary Bicycle Routes throughout Downtown (shown in green); the Primary Pedestrian Streets (shown in red) indicate streets envisioned to have potentially heavy foot traffic and retail frontage. Accommodating bicyclists and pedestrians is essential to creating the multi-modal character desired for Downtown. The Lakefront Neighborhood Bicycle and Pedestrian Circulation Plan is guided by this intent. To note, in addition to the Primary Bicycle Routes, the plan on the facing page also shows both the existing shared-use path along the lakefront as well as a proposed shared-use path along Little Patuxent Parkway. Within the Lakefront Neighborhood, all Street Type 3 streets will have shared lanes. **(See NDG, Appendix A.2 for more information regarding on-road bicycle facilities.)** Primary Bicycle Routes and Pedestrian Streets have been identified in the Lakefront Neighborhood as shown in the *Downtown Columbia Plan*.





Howard Shuttle Transit Plan - Existing Routes and Stops

The plan shown on the preceding page shows the bus stops within the Lakefront Neighborhood. Bus stops with signs currently exist on Little Patuxent Parkway at the Wincopin Circle intersection and serve the Red line and MTA 929 bus. The northbound stop is located on the far side of the intersection and within the general travel lane.

The Howard Shuttle Transit bus routes that link the various villages in Columbia and beyond to Downtown Columbia are also shown on the preceding figure. A total of seven (7) routes are provided within Downtown. Provisions for additional transit facilities will be coordinated through Howard County Transit and the Office of Transportation at the SDP stage. It is anticipated that future bus stops would be provided within the existing travel lanes and would not require additional roadway infrastructure to that currently shown on the plans.

Additionally, a future transit center location has been identified in the Symphony Overlook Neighborhood (**see CEPPA 14 Alternative Compliance approved November 17, 2017 for details**).



## **E. PHASING OF REQUIRED INFRASTRUCTURE - INCLUDING PUBLIC WATER AND SEWER**

The phasing of the infrastructure is dependent on the order in which the streets and blocks are developed. Some blocks require some infrastructure improvements or relocation. There is an existing water main in Little Patuxent Parkway and in Wincopin Circle as well as other existing public mains located on private property. Public sewer service is existing and primarily located on private properties including along Lake Kittamaqundi.

Storm drainage infrastructure is anticipated to originate from each development parcel through an underground storm drain system and connect to existing storm drain. The existing storm drain network ultimately outfalls into the lake.

The following is an outline of the blocks that require extensions of the existing public water and sewer system or require relocation of existing infrastructure (see Neighborhood Concept Plan for block locations). Water and Sewer shall be designed in accordance with Howard County Design Manual II. Any deviations from the regulations will require a Design Manual Waiver to be approved by DPW.

Block L.4: This block will require the relocation of an existing sewer main that runs through the existing parking lot. The relocated sewer will run along the west side of the block and tie back into the existing main that runs between blocks L2 and L.4. The existing water main that crosses the stream in the adjacent open space (northeast of L.4) will require to be extended to around the north and east sides of this block to serve Blocks L.6, L.7 and L.8. The existing water main that runs through the existing parking lot will be required to be relocated. The relocated water main will run along the west side and south side of the block.

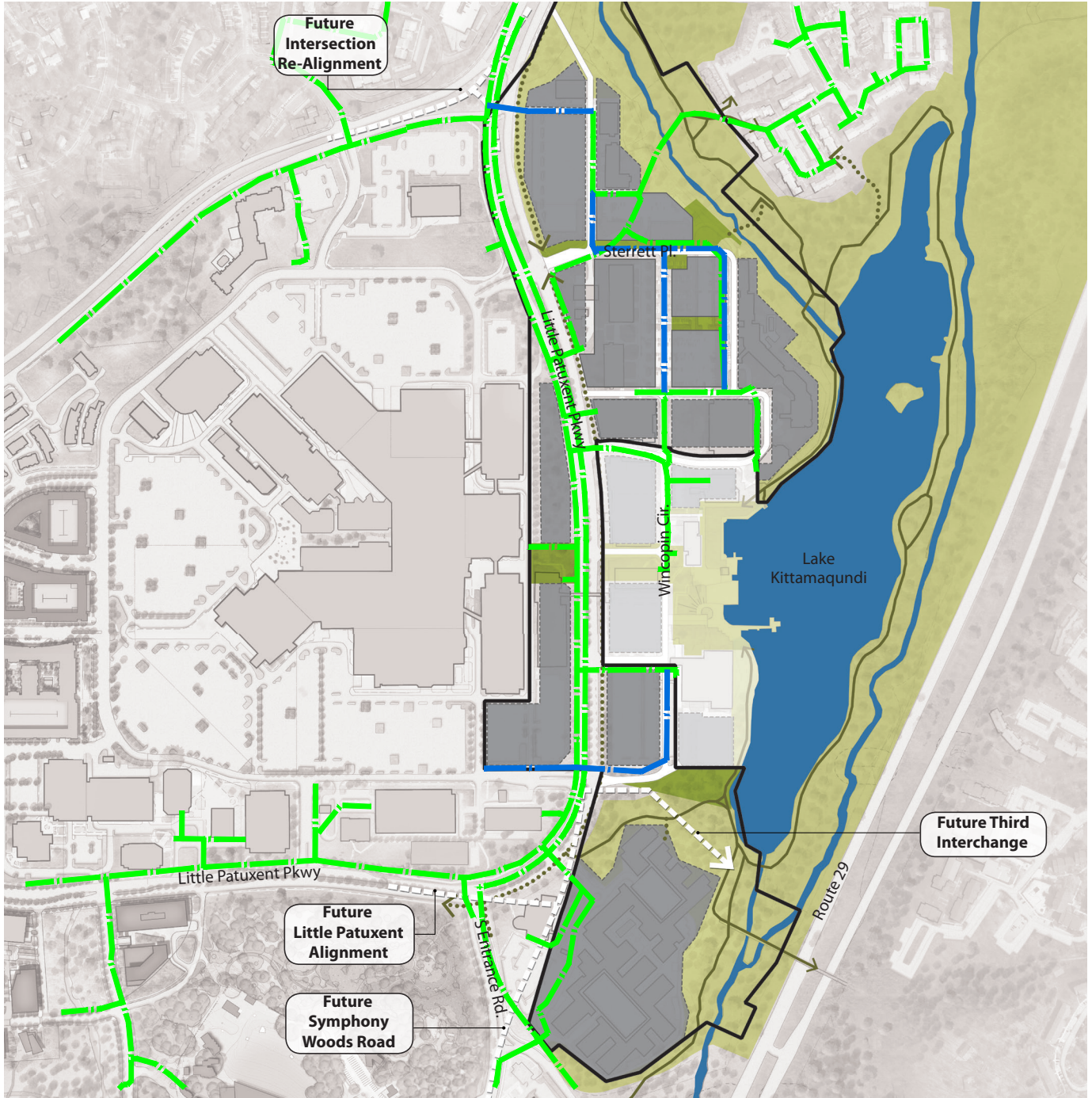
Block L.6: This block will require extension of the water and sewer along the east side of the block in a private street. The water will tie back into an existing main at the southeast corner of the block.

Block L.7: This block will require extension of the water and sewer along the north, east and west sides of the block in private streets.

Block L.9: This block will require extension of the water and sewer along the east and west sides of the block in private streets. The water will tie back into an existing main at the southeast and southwest corners of the block.

Block L.13: This block will require extension of the water and sewer along south side of the block in private streets.

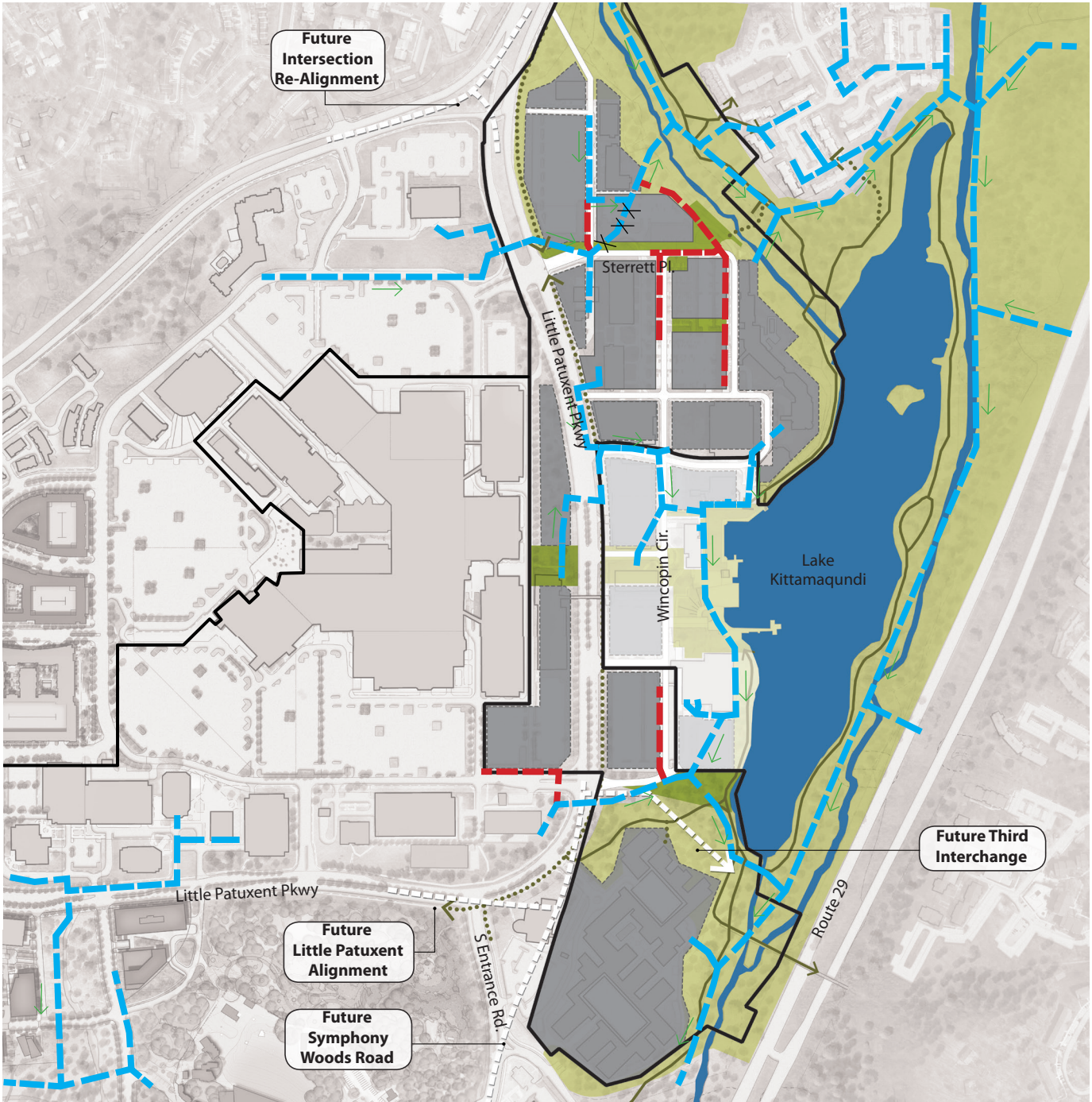
Block L.14: This block will require extension of the sewer along east side of the block in private streets. The water will require an extension along the south and east sides of the block. The water will tie into an existing main at the northeast corner of the block.













**Lakefront Neighborhood PUBLIC WATER PLAN - EXISTING AND PROPOSED**

- |   |                    |   |                        |
|---|--------------------|---|------------------------|
|  | LAKEFRONT BLOCKS   |  | NEIGHBORHOOD BOUNDARY  |
|  | EXISTING BUILDINGS |  | EXISTING TRAIL/PATHWAY |
|  | NATURAL AREAS      |  | PROPOSED TRAIL/PATHWAY |
|  | AMENITY SPACES     |  | EXISTING WATER LINE    |
|   |                    |  | PROPOSED WATER LINE    |





**Lakefront Neighborhood PUBLIC SEWER PLAN - EXISTING AND PROPOSED**

	LAKEFRONT BLOCKS		NEIGHBORHOOD BOUNDARY
	OTHER NEIGHBORHOOD BLOCKS		EXISTING TRAIL/PATHWAY
	EXISTING BUILDINGS		PROPOSED TRAIL/PATHWAY
	NATURAL AREAS		EXISTING SEWER LINE
	AMENITY SPACES		PROPOSED SEWER LINE

## F. BENCHMARKS FOR TRANSPORTATION AND CIRCULATION FACILITIES

Local vehicular, pedestrian, and bicycle improvements will be constructed in conjunction with the site development within the Lakefront Neighborhood. As noted previously, additional improvements (by others) to the regional transportation network are planned as part of the Crescent Neighborhood development that would facilitate access to the Lakefront Neighborhood. Additional facilities, consistent with the Street or Pedestrian and Bicycle Plans might also be desirable (by others) to facilitate an important or necessary vehicular, pedestrian, or bicycle connection. General street improvements are defined at the Final Development Plan (FDP) stage, and will be retested at the Site Development Plan (SDP) stage.

Benchmarks for transportation and circulation facilities can be found in the CEPPA Implementation Chart in the Downtown Columbia Plan. Interested parties should consult the CEPPA chart in the Downtown Columbia Plan for specifics. All CEPPA requirements are subject to the CEPPA flexibility provisions in the Zoning Regulations.

## G. BENCHMARKS FOR ENVIRONMENTAL RESTORATION

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

#### Remediation Locations

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

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

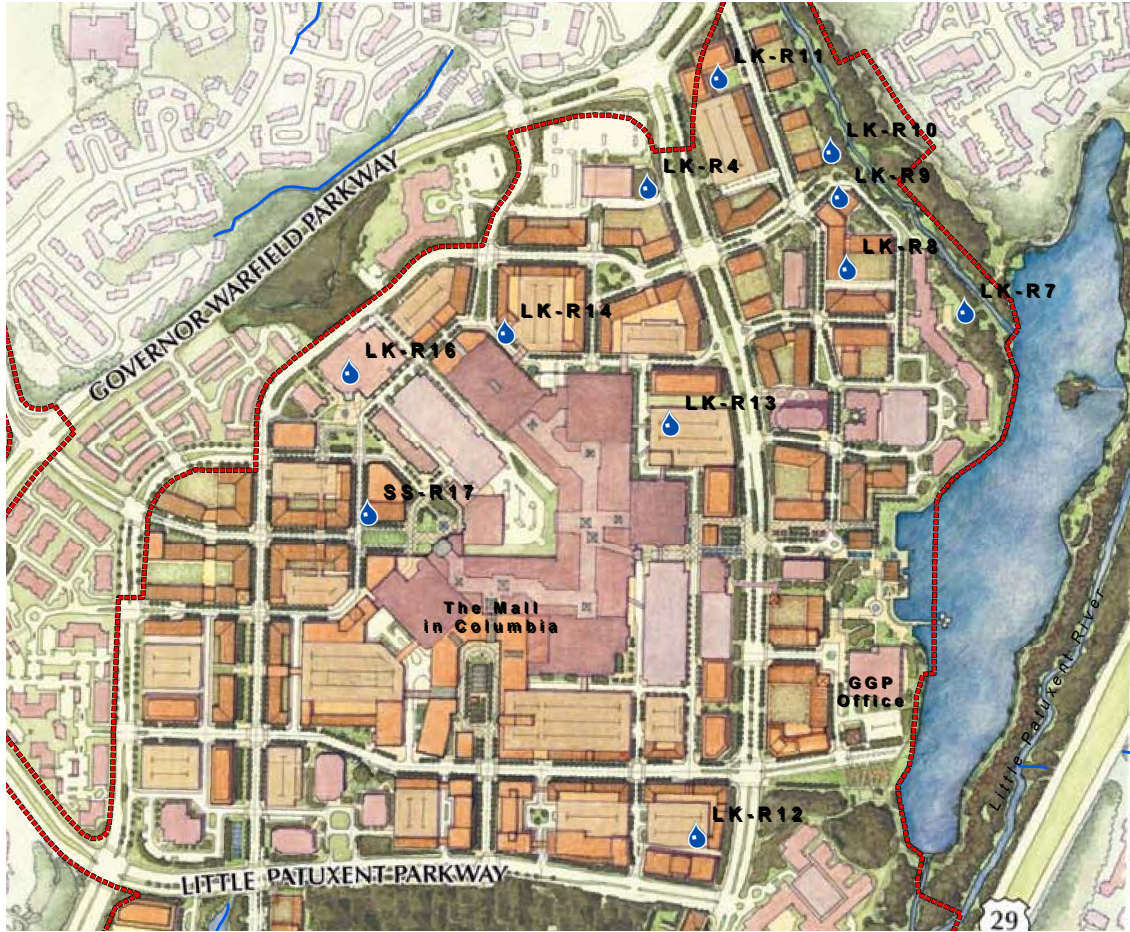
Several stormwater remediation sites are located in the Lakefront Neighborhood, including LK-R07 through LK-R11. As noted on the FDP coverheet, the Best Management Practices for Symphony Stream and Lake Kittamaqundi watersheds (a supplemental document to the General Plan Amendment) dated September 2008 identifies two opportunities for retrofit, LK-R08 and LK-R09, within the FDP boundary. To fulfill these opportunities, stormwater management will be provided for the development area within the FDP boundary as stated in Note 4 and the two existing storm drain outfalls within the FDP boundary will either be removed or upgraded to meet current standards

Additionally, new stormwater regulations promulgated by the Maryland Department of Environment require all redevelopment to implement environmental site design practices to treat at least 50% of the existing impervious area. This requirement will constitute a stormwater retrofit on all future redeveloped parcels.

It is noted that the adoption of State legislation in 2007 and final implementing regulations in 2010 generally require environmental site design (ESD) to be utilized to the maximum extent practicable to control stormwater runoff. This ESD requirement will be implemented on a case-by-case basis as each new development proposal is submitted, and the requirements associated with approved stormwater management plans will be implemented in conjunction with each new construction project. It is anticipated the ESD requirements will provide enhanced environmental benefit over the stormwater management retrofit projects identified in the Environmental Enhancements study referenced above.

As is the case with transportation and circulation facilities, the CEPPA chart in the Downtown Columbia Plan also contains benchmarks for environmental restoration. To note, by its Decision on December 1, 2016, the Howard County Planning Board approved an alternate schedule for completion of CEPPA 15. Environmental restoration within Restoration Areas 3-7 and SS-S5 (offsite) must be completed prior to the issuance of the first use and occupancy permit for a building in Crescent Neighborhood Development Area 3. HRD must also provide quarterly monitoring reports keeping DPZ apprised of its status and to identify any potential delays to complete the work.





*Downtown-wide Columbia Design Guidelines, Opportunities for Stormwater Retrofits and Water Quality Best Management Practices in Downtown Columbia*

Location	Existing Conditions	Drainage Area (acres)	Target Water Quality Volume (cubic ft)
LK-R04 (One Mall North on Little Patuxent Parkway)	West side of parking lot drains to single storm drain inlet that is upstream of an unutilized swale and depression.	1.50	3,790
LK-R07 (Sheraton Hotel)	Outfall conveying flows from hotel, adjacent parking lot, and commercial areas discharges to channel behind the Sheraton. The channel cuts through an open space with trees and grass before crossing the recreational path and entering Lake Kittamaquidi	8.50	17,550
LK-R08 (Sheraton Hotel)	Outfall conveying flows from hotel parking lot and adjacent commercial areas discharges to top of steep streambank.	3.40	9,860
LK-R09 (Parking Lot between Chamber of Commerce and Sheraton Hotel on Little Patuxent Parkway)	Outfall conveying flows from parking lot and commercial areas discharges to top of steep streambank, causing pipe sections to separate and large scour hole and eroded channel.	4.70	8,850
LK-R10 (Chamber of Commerce Office Building on Little Patuxent Parkway)	Existing pond lacks direct inflow and may or may not have been designed for stormwater management.	6.90	14,030
LK-R11 (Chamber of Commerce Office Building on Little Patuxent Parkway)	Small portion of Chamber of Commerce parking lot drains to eroded swale via curb cut.	0.60	1,190
LK-R12 (10-70 Columbia Corp Center)	Outfall conveying flows from parking deck, adjacent parking lot, and commercial areas discharges to open channel/ existing stormwater facility. The vegetated channel cuts through an open space with trees and grass before passing under Governor Warfield P	6.70	13,750
LK-R13 (Columbia Mall)	The east parking structure of the mall appears to drain to the storm sewer system with no stormwater treatment.	1.80	5,560
LK-R14 (Columbia Mall)	The north parking lot of the mall appears to drain to the storm sewer system with no stormwater treatment.	10.20	28,950
LK-R16 (Columbia Mall)	The roof drains of the AMC Columbia 14 Cinemas building appear to drain to the storm sewer system with no stormwater treatment.	1.70	4,930
SS-R17 (Columbia Mall)	The west parking lot of the mall appears to drain to the storm sewer system with no stormwater treatment.	18.70	46,790

Stormwater Retrofits Table

## H. BENCHMARKS FOR DOWNTOWN ARTS, CULTURAL AND COMMUNITY USES

Downtown Arts, Cultural and Community Uses include land areas, uses and facilities established for cultural, civic, recreation, educational, environmental, entertainment or community use or benefit.

The Lakefront Neighborhood includes a portion of the Lakefront Connection and the existing Lakefront Plaza Primary Amenity Spaces (Downtown Community Commons) designed for community use and benefit. As noted previously, the construction or preservation and enhancement (as applicable) of these Primary Amenity Spaces, as well as other Downtown Community Commons, must be constructed prior to occupancy of more than 50% of all existing and proposed buildings having a façade adjacent to the space or in accordance with alternative phasing approved as part of a final development plan.

Downtown Arts, Cultural and Community Uses also include artistic works. Within the Lakefront Neighborhood, Downtown Revitalization must provide for art in the community that is equivalent in value to 1% of the building construction cost in accordance with the Zoning Regulations. Alternatively, each petitioner may pay a fee in-lieu of providing art on-site that is equivalent in value to 1% of the building construction cost. If the fee-in-lieu option is selected, the fee must be paid prior to issuance of a use and occupancy permit for the first building in the project that generates the requirement, and all fees collected must be used to provide art on property within Downtown Revitalization developments. The Zoning Regulations also permit art in the community to be provided in combination with multiple developments.

The complete requirements for art in community are set forth in the Zoning Regulations.

We further note that CEPPA 8 (satisfied) required establishment of a Downtown Arts and Cultural Commission to support the development of Downtown Columbia as an artistic and cultural center. CEPPAs 16, 20, and 21 describe improvements to Merriweather Post Pavilion, and CEPPA 24 required the transfer of the Pavilion to the Downtown Arts and Culture Commission. Per the Planning Board's decision dated November 4, 2016, the Pavilion and CEPPA responsibilities have been transferred to the Commission.

Moreover, a New Cultural Center has been approved in the Crescent Neighborhood to include performance spaces, gallery space, visual arts space, a renovated dinner theatre and related uses. Also proposed are 192 housing units, including approximately 50% affordable housing units. The New Cultural Center will further strengthen and emphasize the vital role that public art and cultural activities play in Columbia's story.



## I. OTHER

### **DOWNTOWN COMMUNITY ENHANCEMENTS, PROGRAMS AND PUBLIC AMENITIES (CEPPAs) IMPLEMENTATION CHART**

The Downtown CEPPA Implementation Chart identifies the timing and implementation of the various specific CEPPAs to be provided. The Downtown Columbia Plan anticipates that HRD will undertake many of the CEPPAs. However, the responsibility lies with all property owners undertaking development or redevelopment in Downtown Columbia. Moreover, in the event of any future fragmentation of ownership, the CEPPAs must still be provided in accordance with the benchmarks established in this chart. Under such circumstances, the required CEPPAs could be funded by the developer(s) of individual parcels, a cooperative of developers, or otherwise. In no case shall the obligation to provide a CEPPA be triggered: (i) by the development or construction of downtown arts, cultural and community uses, downtown community commons, or downtown parkland; (ii) residential development including at least 40% affordable housing (see CB 52-2016); or (iii) when the development of an individual parcel of land shown on a plat or deed recorded among the County Land Records as of April 6, 2010 consists only of up to a total of 10,000 square feet of commercial floor area and no other development. The timing and implementation of other amenities discussed in this Plan or shown in concept on the exhibits to this Plan will be governed by the zoning regulation recommended by this Plan.

If a specific CEPPA identified in the Downtown CEPPA Implementation chart cannot be provided because: (i) the consent of the owner of the land on which the CEPPA is to be located or from whom access is required cannot reasonably be obtained; (ii) all necessary permits or approvals cannot reasonably be obtained from applicable governmental authorities; or (iii) factors exist that are beyond the reasonable control of the petitioner, then the Planning Board shall: (i) require the petitioner to post security with the County in an amount sufficient to cover the cost of the original CEPPA; or (ii) approve an alternate CEPPA comparable to the original and appropriate timing for such alternate CEPPA or alternative timing for the original CEPPA. In approving an alternate comparable CEPPA or timing, the Planning Board must conclude the alternate comparable CEPPA and/or timing: (i) does not result in piecemeal development inconsistent with the Plan; (ii) advances the public interest; and (iii) conforms to the goals of the Downtown Columbia Plan.

Additionally, because development phasing is inextricably linked to market forces and third party approvals, the zoning for Downtown Columbia provides sufficient flexibility to consider a Final Development Plan which takes advantage of major or unique employment, economic development or evolving land use concepts or opportunities, and to consider a Final Development Plan amendment that adjusts the location, timing, or schedule of CEPPAs and/or the residential and commercial phasing balance to take advantage of these opportunities.

This Neighborhood Implementation Plan also reflects the Planning Board's approval of alternative CEPPA timing for CEPPAs 19 and 22 in FDP-DC-Lakefront-1. Specifically, the timing for each CEPPA has been reversed so that CEPPA 22 will be satisfied in accordance with the timing for CEPPA 19 (i.e., prior to issuance of a building permit for the 2,600,000 sf of development) and CEPPA 19 will be satisfied in accordance with the timing for CEPPA 22 (i.e., prior to issuance of a building permit for the 3,900,000 sf of development).

<b>Community Enhancements, Programs and Public Amenities (CEPPAs) Tracking Table</b>		
Downtown Columbia Plan		
Satisfied		
CEPPA	Trigger	Notes
1.Environmental assessments	Prior to Submission of First FDP	Satisfied
2.Environmental sustainability program	Prior to Submission of First FDP	Satisfied
3.Rt. 29 interchange study	Prior to Submission of First FDP	Satisfied
4.Downtown-Wide Design Guidelines	Prior to Approval of First FDP	Satisfied
5.Transportation feasibility studies	Prior to Approval of First FDP	Satisfied
6.Downtown Columbia Partnership	Prior to Approval of First FDP	Satisfied
7. Environmental restoration phasing/initial SDP	Prior to Approval of First FDP	Satisfied
8.Downtown Arts and Culture Commission (DCACC)	Prior to Approval of First FDP	Satisfied
9.Fire Station	Prior to Issuance of the First Building Permit	Satisfied
10.\$1.5 Million housing fund payment	Upon Issuance of the First Building Permit	Satisfied
11.\$1.5 Million housing fund payment	Upon Issuance of the First Building Permit for the 400 Residential Unit	Satisfied
12.Downtown pedestrian pathways	Prior to Issuance of a Building Permit for the 500,000 <sup>th</sup> SF of Development (Pathway SDP only)	Satisfied, per alternative compliance approved 8/20/15. Construction completed
13.Rouse Building covenants	Prior to Issuance of a Building Permit for the 500,000 <sup>th</sup> SF of Development	Satisfied
<b>Future CEPPAs</b>		
14.Transit Center	Prior to Issuance of a Building Permit for the 1,300,000 <sup>th</sup> SF of Development	Pending; Alternative timing to 3,200,000 SF approved November 17, 2017
15.Environmental restoration	Prior to Issuance of a Building Permit for the 1,300,000 <sup>th</sup> SF of Development	Pending: See Alternative Compliance approved December 2, 2016.
16.Phase I Merriweather improvements	Prior to Issuance of a Building Permit for the 1,300,000 <sup>th</sup> SF of Development	Satisfied.
17.School site or equivalent	Upon Issuance of a Building Permit for the 1,375 <sup>th</sup> Residential Unit	Approved November 9, 2018; See SDP-18-005
18.Wilde Lake pathway	Prior to Issuance of a Building Permit for the 2,600,000 <sup>th</sup> SF of Development	SDP 19-036 approved June 20, 2019. Under construction and substantial progress underway
19.Lakefront Terrace	Prior to Issuance of a Building Permit for the 2,600,000 <sup>th</sup> SF of Development	Pending - alternative timing to 3.9 MSF approved June 21, 2018
20.Phase II Merriweather improvements	Prior to Issuance of a Building Permit for the 2,600,000 <sup>th</sup> SF of Development	See Alternative Compliance approved November 4, 2016
21.Phase III Merriweather improvements	Prior to Issuance of a Building Permit for the 3,900,000 <sup>th</sup> SF of Development	See Alternative Compliance approved November 4, 2016
22.Downtown Neighborhood Square to County	Prior to Issuance of a Building Permit for the 2,600,000 <sup>th</sup> SF of Development	Pending - alternative timing to 2.6 MSF approved June 21, 2018. SDP 19-037 approved May 16, 2019
23.\$1 Million funding for Downtown shuttle	Prior to Issuance of a Building Permit for the 5,000,000 <sup>th</sup> SF of Development	Pending
24.Transfer of Merriweather to DCACC	Prior to Issuance of a Building Permit for the 5,000,000 <sup>th</sup> SF of Development	Satisfied
25.*Downtown Columbia Partnership funding (ongoing)	Prior to Each FDP	On-Going
26.Removed	N/A	Removed by passage of CB 52-2016
27.**Housing fund payments (ongoing)	Additional CEPPA Contribution	On-Going
*Actual amount is escalated with the Consumer Price Index for All Urban Consumer (CPI-U) for the Washington-Baltimore Area, published by Bureau of Labor Statistics, Department of Labor, beginning April 6, 2011 and adjusting annually.		
**Actual amount is escalated with the Engineering New-Record Building Cost Index, beginning April 6, 2011 and adjusting annually.		

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