

March 3, 2016

Ms. Kate Bolinger, AICP
Planning Specialist I
Howard County Government
Department of Planning and Zoning
3430 Courthouse Drive
Ellicott City, Maryland 21043

RE: Design Advisory Panel Application for the following project:

Oxford Square- River Overlook (Parcel 'A-A' and Parcel 'Z')
A transit-oriented development located in Howard County, Maryland

Dear Ms. Bolinger:

Hord Coplan Macht is please to submit this Design Advisory Panel application for consideration on behalf of Preston Scheffenacker Properties (the "Applicant") and owner of the property located on the west side of Coca Cola Drive approximately 1,375 feet northeast of MD Route 100 on the northeast corner of the Park Circle Drive intersection (the "Property"). The Property is approximately +/- 129.5 acres and bounded by the CSX/MARC rail line to the west.

This DAP application is for two parcels (Parcel 'Z' and 'A-A') totaling +/- 8.486 acres as delineated at the time of Sketch Plan (S-14-001). This development will provide 128 townhouses around an existing forested wetland. The site layout creates a series of neighborhood open spaces framed by townhouses with views and pedestrian access to the existing forest system and pathway network.

Application Components:

As part of this Design Advisory Panel application, the Applicant is submitting a bound booklet. We have addressed the requirements in accordance with *Howard County's Design Advisory Panel Rules of Procedure* revised on January 8, 2010 as well as the *Route 1 Manual* revised on July 2009. Massing models and conceptual site sections will be reviewed during the formal presentation. A registered architect from Middleburg Architectural Service will be a participant in the formal presentation to the Design Advisor Panel. The booklet explains the project through narrative and illustrations appropriate for the preparation of a Site Development Plan application.

Conformance to the Route 1 Manual:

The Applicant will conform to the guidance in the Route 1 Manual or seek an alternative compliance if modifications to certain requirements are justified. The following responses with conformance to the Route 1 Manual are as follow:

Zoning Districts (page 12, Route 1 Manual)

Purpose: “The Transit Oriented Development (TOD) District intends to encourage the development and redevelopment of key parcels of land within 3,500 feet of a MARC Station. Development in the TOD District should provide for multistory office centers that are located and designed for safe and convenient pedestrian access by commuters using MARC trains and other public transit links. For larger sites of at least three acres, well designed multi-use centers combining office and high density residential development with ground floor retail are encouraged” [page 12 Route 1 Manual]. Oxford Square is designed to meet the purpose stated in the Route 1 Manual for developments within the Transit Oriented Development Districts.

Land Use Goals: Oxford Square meets the land use goals for the developments within the TOD District. The proposed transit-oriented community will be an attractive mixed-use development combining office, retail, a diversity of residential types and civic uses. Oxford Square has been granted the County’s Green Neighborhood for Site designation for sustainable development. In general buildings will be moderate to high density in multi-story configurations. The rezoning from M-2 to TOD precludes new heavy manufacturing uses and associated truck traffic. The area designated for the residential components fall within the maximum 50% of the net land area available for residential. Additionally, 15% of the total unit count will be designated for moderate income housing units (MIHU).

Design Concepts: Oxford Square meets the design concepts for the developments within the TOD District. Buildings and major public spaces within Oxford Square orient to and address the street. The proposed street network is pedestrian friendly and organized on a primary boulevard. Sidewalks with street trees will lead to the transit amenities (bus and MARC). In addition to the main public spaces, other smaller spaces are located conveniently and accessible to the public. The bulk requirements (building height, setback and parking) are in keeping with Section 27.4 of the zoning ordinance.

Streetscape Design (page 21, Route 1 Manual)

Although the Manual focused on public streets and US Route 1 in particular, the quality of the street design is important to the design of Oxford Square. There are no State highways adjacent to the site. The Applicant has and continues to work with the Howard County Department of Planning and Zoning on proposed modifications to the current public street standards. The Howard County Fire Marshall is also being consulted.

The modifications are centered on providing stormwater management within a street right-of-way, narrowing of street pavement and on-street parking. The overall street

design balances the needs of sustainable design, the new stormwater management regulations and good urbanism. Two MARC shuttle shelters will be provided and designed to meet Howard County bus shelter standards. The street furniture including the bus shelters, litter receptacles, benches, lighting and bike racks will conform to the Route 1 Manual standards. Additional site furnishing styles may be introduced as the design of the public spaces advances.

Site Design (page 35, Route 1 Manual)

The overall site design strategy conceptually conforms to the guidance in the Route 1 Manual. The urban form is more urbane than in conventional suburban development. A gridded street pattern forms a series of rational blocks. The buildings are positioned with significant frontage along streets. Parking is located on-street, concealed within the block behind buildings or in structured garages. Building setbacks are determined based on an appropriate scale and human proportion as well as consideration given to defining the public realm. The block lengths and street hierarchy allow for minimizing multiple curb cuts. Gateway entrances are being implemented at both street access points along Coca Cola Drive. Loading and building service has been conceptually considered and to the extent possible, will not be visible from the primary streets.

The landscape design approach will be more urban and tied to the Green Neighborhood for Site goals and stormwater management concept. The Route 1 Manual suggests screening and buffering from adjacent incompatible uses. Such landscape approaches are needed with conventional suburban development patterns where the separation of uses is the norm. The size and nature of the Oxford Square mixed-use development, minimizes internal incompatibilities since entire blocks have been designed comprehensively. This potentially minimizes the need for extensive landscape mitigation between incompatible uses. Appropriate screening of parking areas (although minimum) will be required. Trash containers, mechanical equipment and recycling bins will be appropriately enclosed.

The minimum area of public amenity space being provided for will be greater than the 10% of the net lot area required. As part of a multi-phased development the amenity space required is calculated on the entire development. Some development parcels will not meet this minimum requirement on-site. Therefore minimum requirements will be met in aggregate as development occurs. Additional amenity open space above the minimum required by the Route 1 Manual will be provided to meet a Green Neighborhood for Site goals. Apart from the major public space, "The Lawn", there are numerous small spaces (pocket parks, sitting spaces, play areas, etc) sprinkled throughout Oxford Square. The public spaces will be designed for comfort, safety, and attractiveness. These spaces are intended to be transparently public and never perceived as private. Additional community amenities such as a community center ("The Barn) and two Howard County public school sites with associated play fields provide for active and healthy recreation. A pathway system connects the sidewalk system to the natural areas on the north and southern edges of the community.

Building Design (page 49, Route 1 Manual)

The architectural character and overall massing for the different uses has been considered and some have been presented to the Design Advisory Panel. The intent is for the scale and massing to be appropriate for a TOD near a commuter rail station in eastern Howard County. The level of urbanity is not as intensive as one would find near a light rail station. The appropriate height is predominantly four stories with potential additional height and mass increasing closer to the MARC station.

We look forward to presenting this tremendous project to the Design Advisory Panel on March 23, 2016. Should you have any questions or require additional information with regard to this submission, please feel free to call me.

Sincerely,

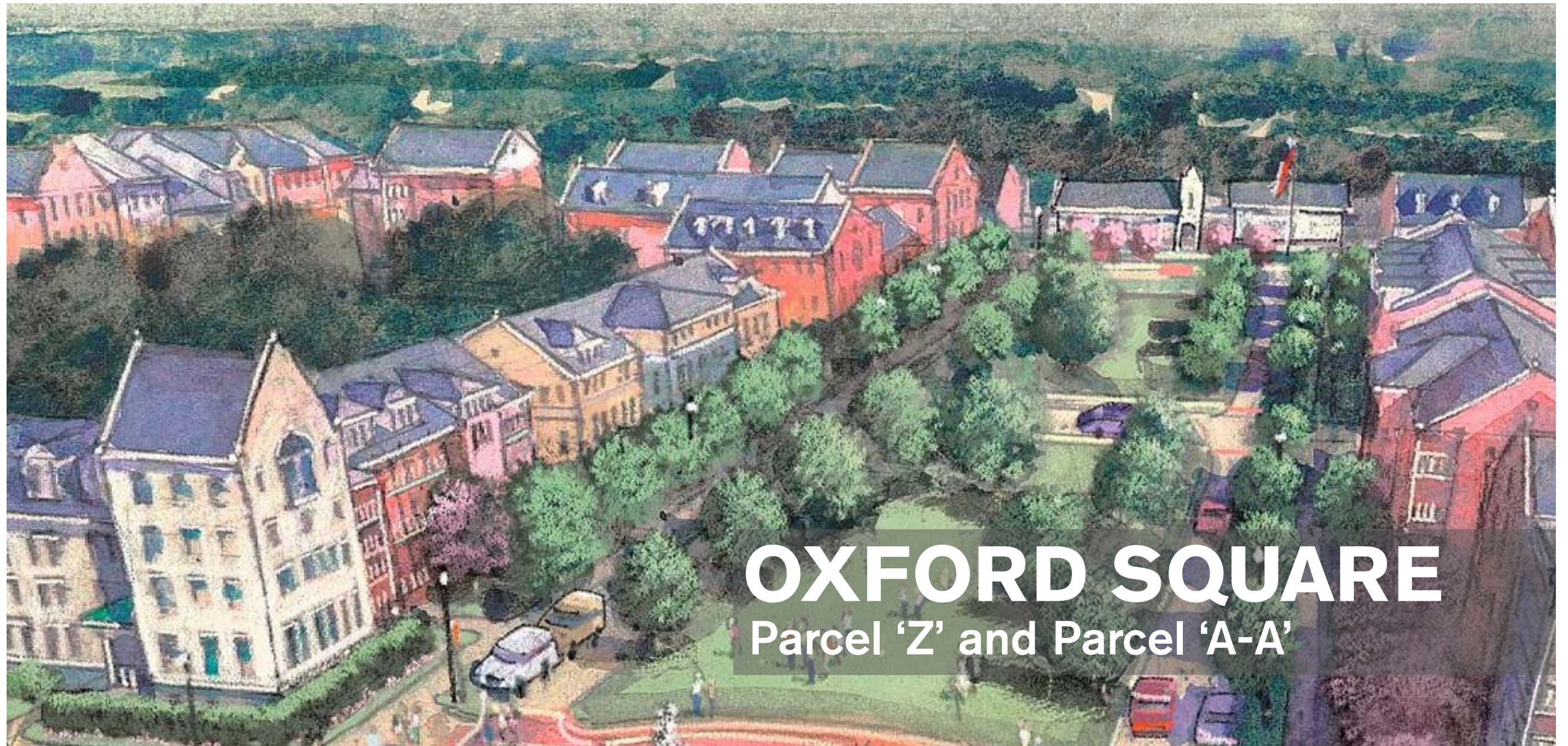
Hord Coplan Macht, Inc.



Matthew Fitzsimmons, AIA, AICP, LEED AP
Senior Associate

Attachment

cc: David Scheffenacker, Preston Scheffenacker Properties
Mike Sheedy, Preston Scheffenacker Properties
Randy MacCuaig, Preston Scheffenacker Properties
Jeremy Rutter, Rutter Project Management
Aldo Vitucci, Fisher Collins and Carter
Miguel Iraola, Hord Coplan Macht
Josh Kilrain, Hord Coplan Macht
Joshua Bundy, Lennar Homes



OXFORD SQUARE

Parcel 'Z' and Parcel 'A-A'

Design Advisory Panel Application

March 03, 2016

Submitted by:
Kellogg-CCP, LLC

Development Team



Master Developer / Applicant

Kellogg-CCP, LCC

c/o David P. Scheffenacker, Jr.

Home Builder

Lennar Homes

Architect

Middleburg Architectural Service

Urban Design / Landscape Architect

Hord Coplan Macht, Inc.

Civil Engineer

Fisher Collins and Carter, Inc.



Southmoor Street (January 2016)

Oxford Square presents a unique opportunity to create a mixed-use center anchoring the eastern edge of Howard County. Through ordered place-making, the design of Oxford Square allows for a desirable place to work, live and play.

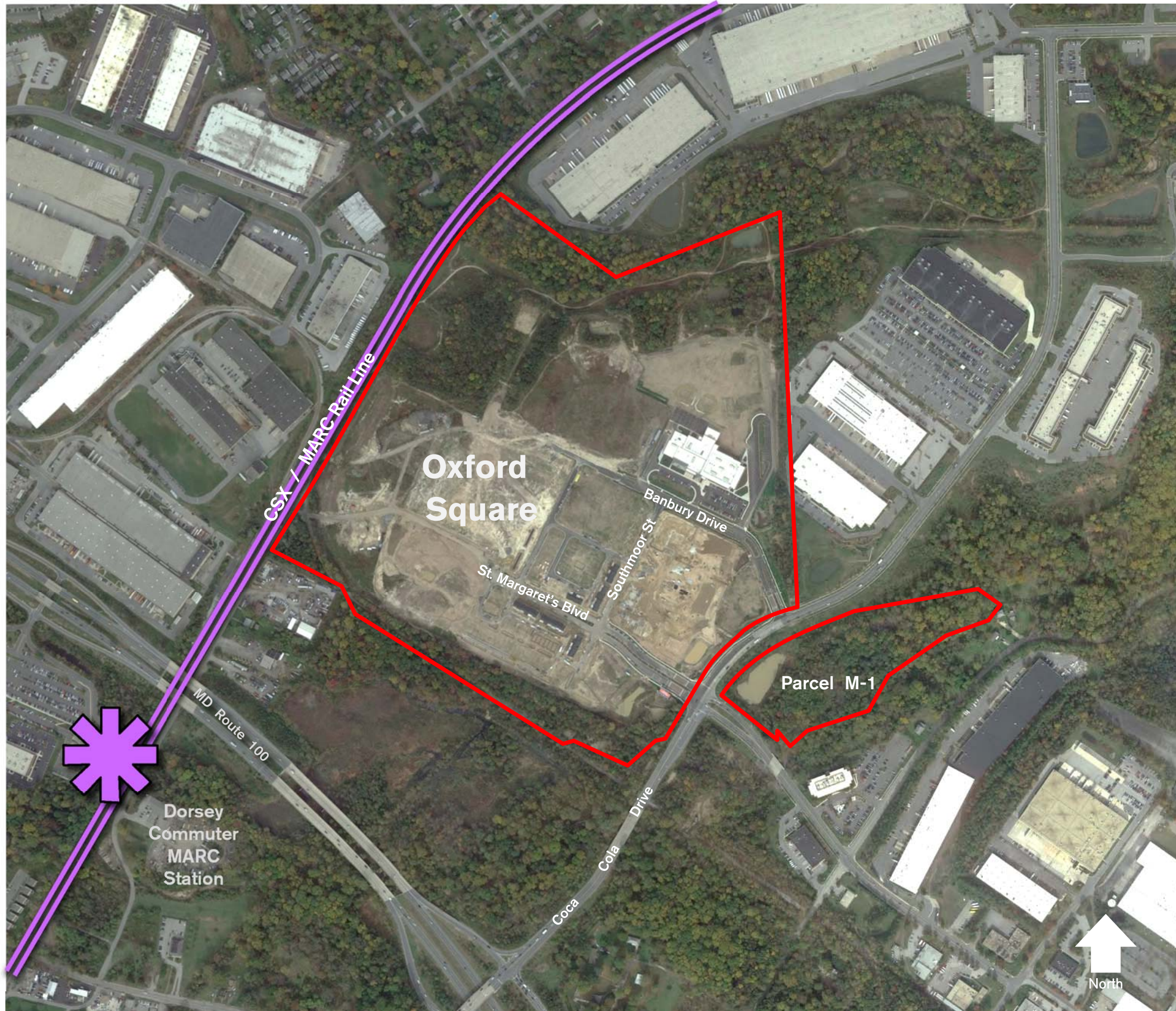
Oxford Square will be a place of distinction. A pedestrian-oriented neighborhood, Oxford Square will appeal to its residents, workers and visitors on a human scale. Fully accessible to the Dorsey MARC commuter rail station, Oxford Square blends a diversity of mutually beneficial uses into a “community of choice.” Careful planning of developments near transit should pay attention to human scale, be affordable, have a wide-range of uses that re-integrate home and work, civic identity and commercial activity. Oxford Square will address human needs within defined economical as well as ecological limits.

Master Development Guiding Principles

1. Provide a Diverse Mix of Uses at Moderate to High Densities
2. Create a Compact and Sustainable Community
3. Take Advantage of the MARC Transit Access
4. Provide a Variety of Public Open Spaces

Sustainability Goals

1. Comply with Howard County Green Neighborhood for Site
2. Focus development on previously developed and mass graded land and minimize the disturbance to sensitive environmental features
3. Integrate storm water management with site design
4. Create a compact, pedestrian-scaled community to promote walking between land uses and amenities
5. Improve access to regional transit
6. Promote the use of environmentally friendly, recycled and locally produced materials
7. Develop a construction waste management program



Oxford Square Context Aerial (October 2014)

Location

Oxford Square is strategically located on the north side of MD Route 100 along Coca Cola Drive in eastern Howard County. Oxford Square has excellent access to the regional highway network (Interstate 95 and the Baltimore-Washington Parkway) as well as to Thurgood Marshall/BWI Airport. To the south of Oxford Square is the Dorsey MARC commuter rail station serving the Camden Line. The MARC Camden Line connects Washington, DC at Union Station to Baltimore at Camden Yards.

Regional federal employment centers at Ford Meade and NASA Goddard Space Flight Center are close and easily accessible. Regional shopping centers include Arundel Mills with a significant concentration of entertainment, retail and hospitality businesses. The US Route 1 Corridor located to the east has been targeted by Howard County for additional growth and revitalization. The new town of Columbia located to the west is the largest unincorporated community in the county. Industrial uses are predominant around the property.

Access

Near the western edge of the Oxford Square development is the CSX/MARC rail line. The end of northbound Dorsey MARC platform extends approximately 80 feet beyond the westbound MD Route 100 bridge. The end of the platform is within 850 feet of the Oxford Square property. The primary vehicular access will be along Coca Cola Drive at Park Circle Drive.



Dorsey MARC Station

Context and Framework

Context

The 129.5 acre Oxford Square development consists of two sites divided by Coca-Cola Drive. The smaller 11.0 acre site to the east (Parcel M-1) contains floodplain, wetlands and forest therefore, unbuildable. The larger 118.5 acre site (formerly Parcel 'Q' & former CSX railroad spur) has been subdivided with approximately 80 buildable acres.

Overall this diverse neighborhood projects 1,492 residential dwelling units, 166,000 square feet of office, 15,932 square feet of retail, a public middle and elementary schools.

This is the sixth residential development at Oxford Square. This Site Development Plan and Design Advisory Panel submission includes the development of two residential sites flanking the east and west side of an existing forested wetland. The bulk parcels, as defined with SDP-14-001 includes Parcel 'Z' (+/- 4.96 acres) and Parcel 'A-A' (+/- 3.54 acres).

This phase of development will provide 128 townhouses. These residential buildings are within a half-mile radius transit catchment from the Dorsey MARC station.

Framework

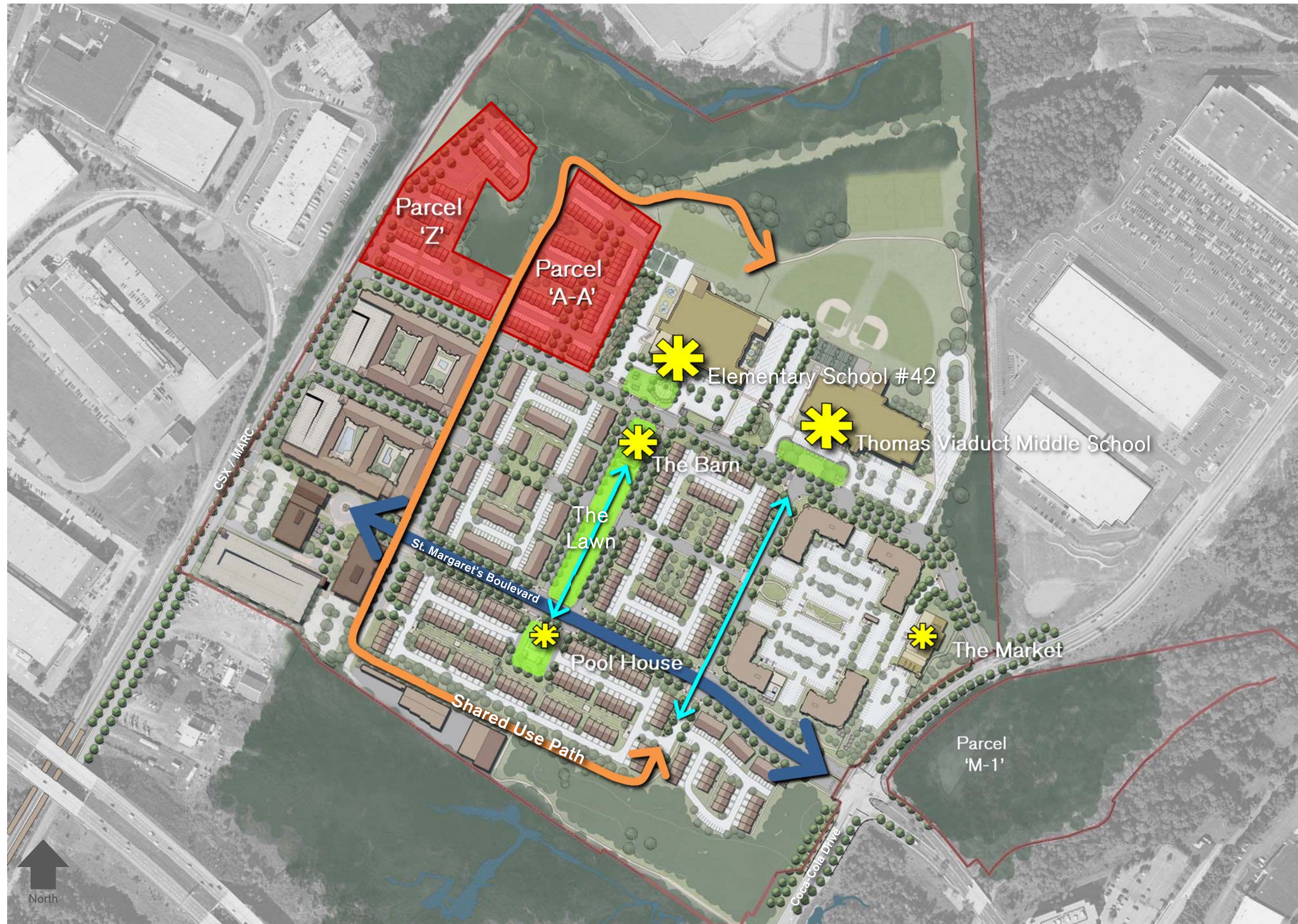
The essence of the plan is derived through ordered placemaking. Although shifts to program and plan have occurred since the first approved Sketch Plan (2011), the framework for the plan has held constant.

The plan is organized along Saint Margarets Boulevard that is strategically interrupted by signature public places. The boulevard will ultimately connect to the Dorsey MARC via O'Conner Lane.

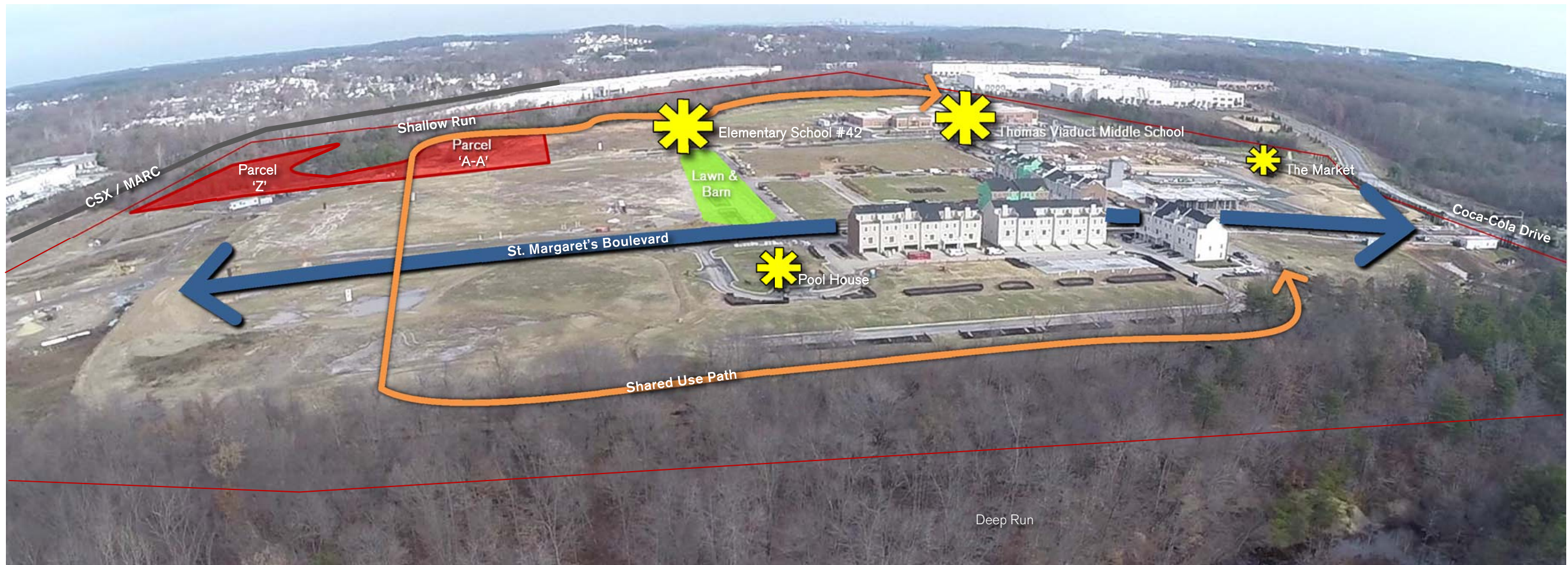
There are two major public spaces within Oxford Square located along the primary boulevard that serve to define it as a place. The secondary street network establishes a rational modified gridded pattern. Both public and private streets form blocks and are grained in a rectangular pattern. The primary streets have terminate on focused views to special buildings or open spaces.

The primary development envelope will be encircled by a natural and landscaped buffer. All of the environmentally sensitive areas including wetlands, major forest stands and floodplains are protected and not impacted.

The development of Parcel 'Z' and Parcel 'A-A' reinforces the conceptual framework of Oxford Square. Buildings will frame public and private streets as well as provide access to shared-use path along the central wetland to encourage lively and active pedestrian oriented development.

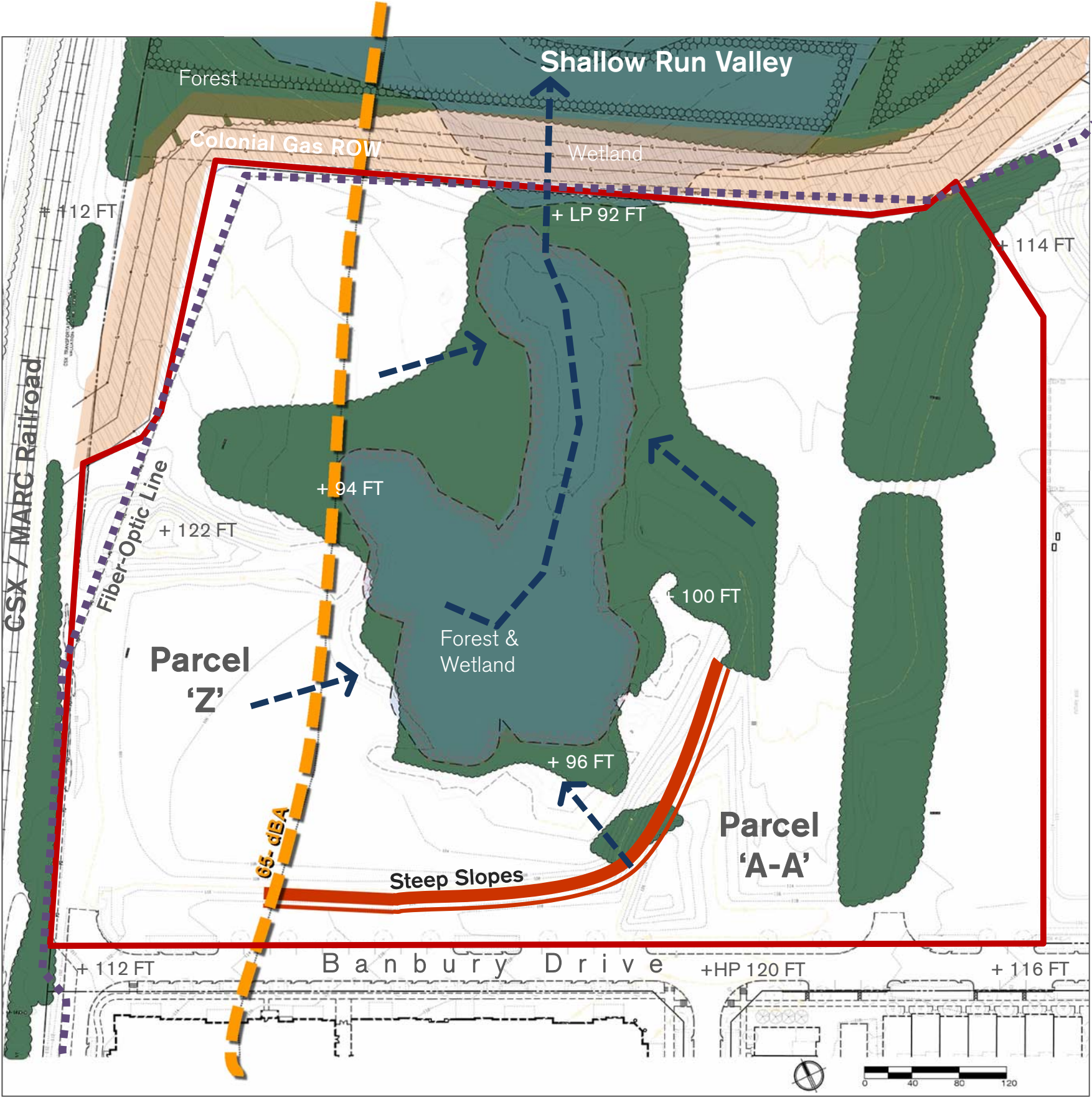


Framework Plan



Aerial View looking North (2014)

Environmental & Site Features



Environmental and Site Features

The River Overlook development is located on previously disturbed land. The remains of a sand and gravel quarry as well as old sediment traps creates artificial hills and craters with steep embankments particularly immediately north of Banbury Drive. Generally drainage is towards the forested wetland at the center of this development. The wetland drains north towards the Shallow Run valley and associated forest stands, floodplain, wetland systems and natural habitat areas. The wetlands and forests north of the Colonial Gas right-of-way will be enhanced, restored, managed and protected.

This phase of development is outside the Thurgood Marshall/BWI Airport noise zone. The land area west of the wetland (Parcel 'Z') is traversed by a 65 decibel noise contour generated from railroad activity.

This phase of development is constrained to the north and west by a Colonial Gas Right-of-Way and parallel below-grade fiber-optic line.

Urban Design Strategies

Oxford Square's compact development footprint will create a walkable neighborhood with significant critical mass to efficiently utilize infrastructure and transit, establish vibrant public spaces, and preserve valuable natural features and habitat. An integrated approach to design of all site components is required to achieve a high quality, pedestrian-oriented community. The development of Parcel 'Z' and Parcel 'A-A' employ the following urban design strategies to support the overall development framework:

1. Place buildings to spatially define and activate streets and public spaces;
2. Provide a variety of public spaces linked by pedestrian-oriented streets, a shared-use path and other walkways;
3. Organize amenity spaces and streets to provide views of natural areas and recreational opportunities.

Amenity Area

Net Area:	+/- 8.49 Acres
Required Amenity Space (10% of Net Acreage):	0.85 Acres
Provided Amenity Space:	+/- 1.80 Acres



Southmoor Plaza- View West (February 2016)



Shared-Use Path at Middle School (February 2016)



Amenity and Pedestrian Network

Landscape Design Strategies



Landscape / Amenity Features

1. Neighborhood Signage (Piers)
2. Path Trailhead Plaza
3. Residential Mews
4. Overlook Seating Areas
5. Play Space

Illustrative Landscape Plan

The open space and landscape design for Parcels 'Z' and 'A-A' will center around pedestrian connectivity, utilizing a common palette of materials and elements to define streetscapes, gateways and open spaces. Major outdoor spaces will provide opportunities for social interaction and recreation, as well as storm water management. The landscape approach, both soft and hardscapes, will provide uniformity and rhythm along the streetscape, accentuating amenity spaces, entrances and focal points.

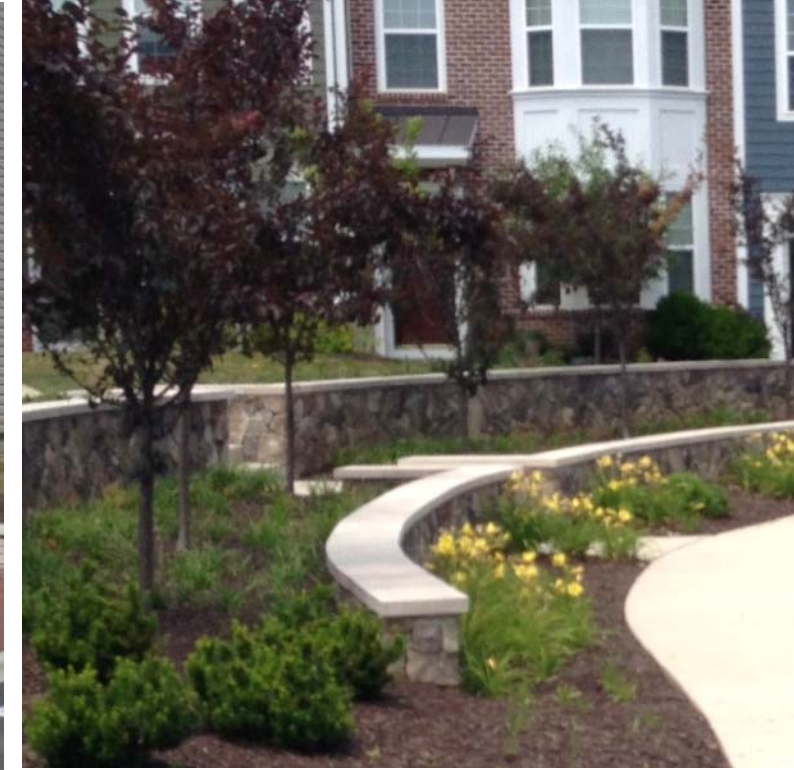


Play Space (Flexible Lawn)



Streetscape Elements (St. Margaret's Boulevard)

Landscape Design Elements



Piers (throughout Oxford Square)

Residential Mews: Seating Area (Spring Dale)

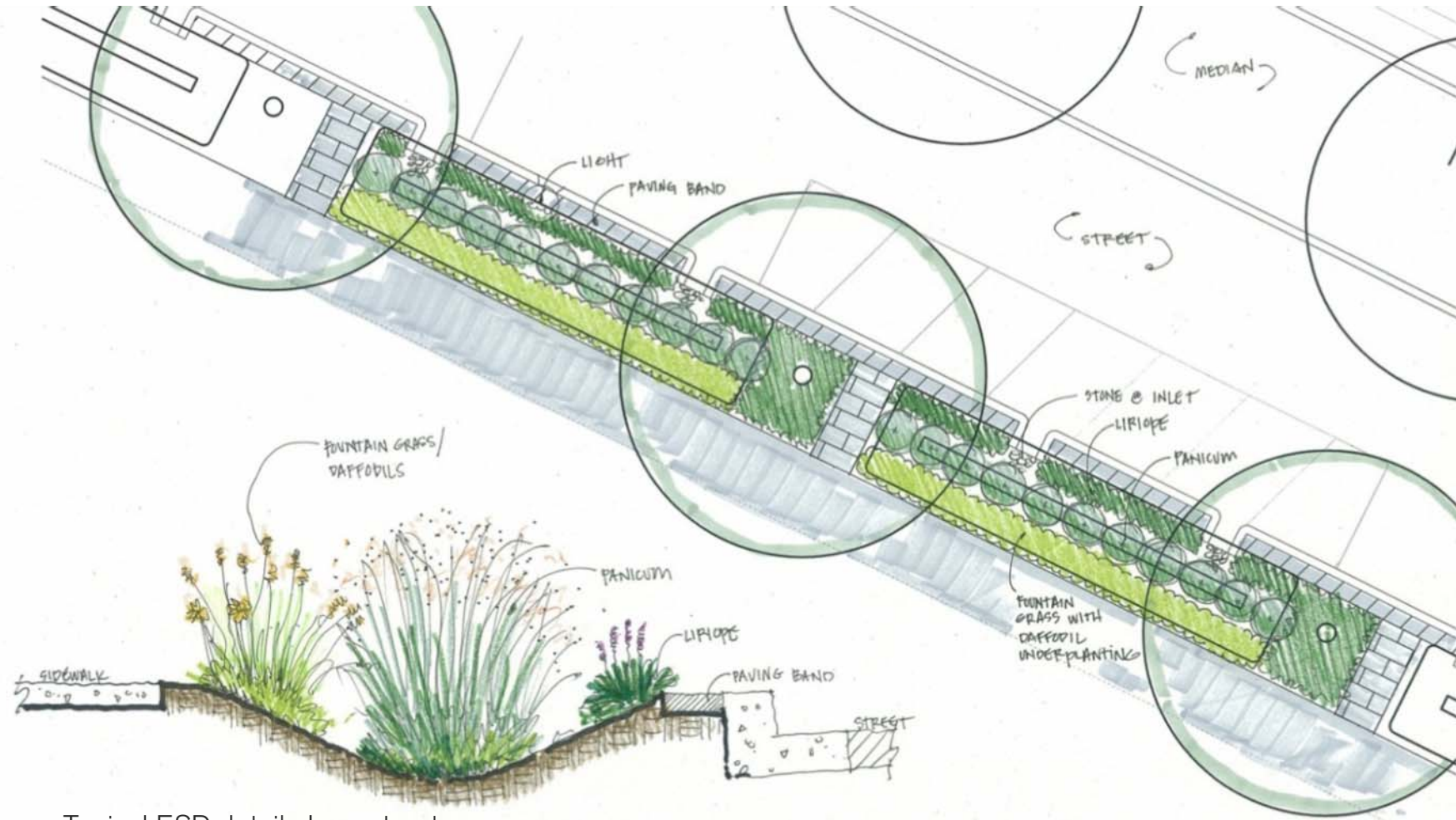
Precedent: Terraced Site Walls along Pathway



Townhouse Cheek Walls (along St. Margaret's Boulevard)

Precedent: Sound Wall along CSX

Storm Water Management Strategies



Typical ESD detail along streets



Precedent Residential Mews Bio-Infiltration

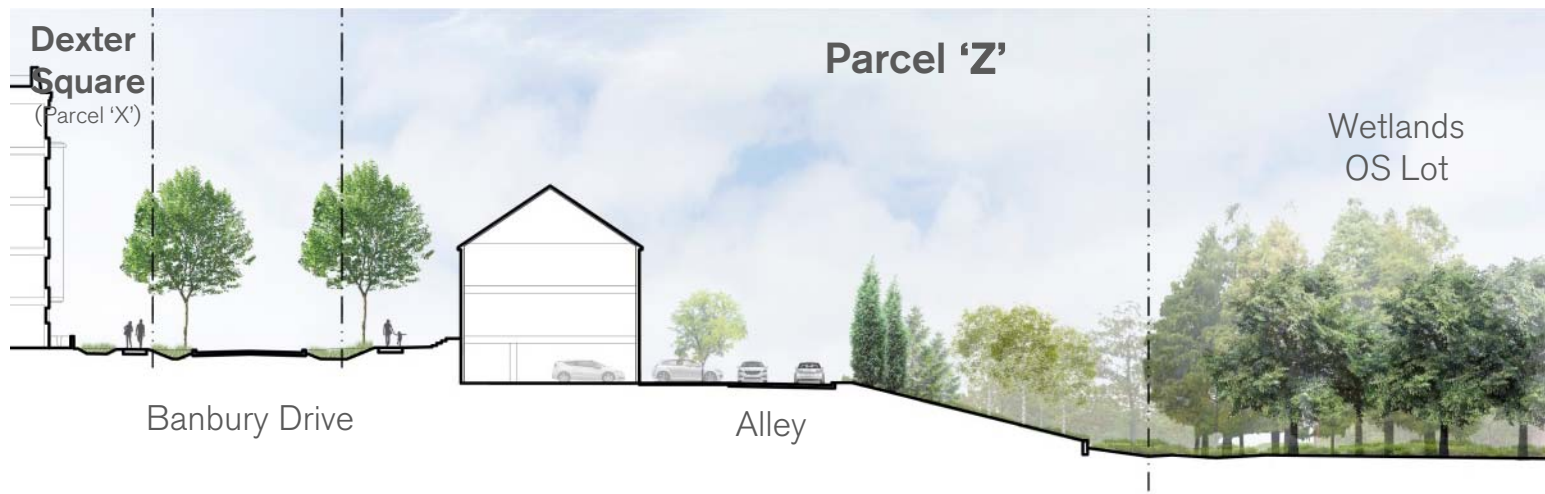


Bio-Retention at Oxford Square

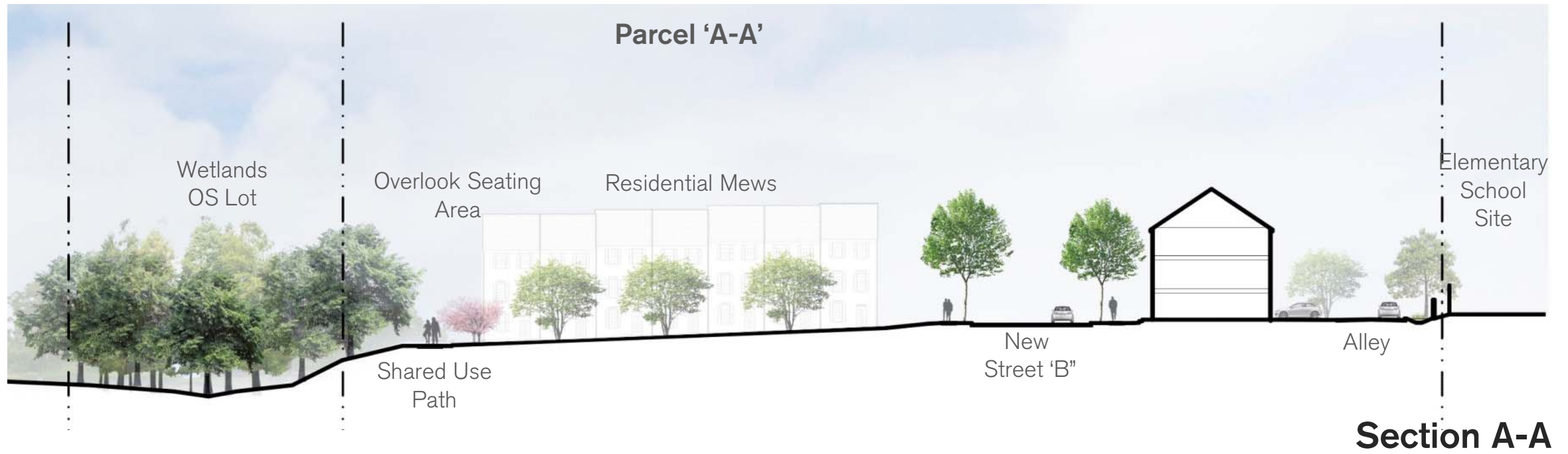
Site Sections



Section A-A



Section BB



Site Axonometric View



Oxford Square Development: View looking northwest



River Overlook Massing Study: View Looking Northwest

Architectural Design



Typical Front Elevation of Stick of 4 Townhouses



Typical Side Elevation



Typical Front Elevation of Stick of 7 Townhouses

Townhouse Design:

Unit Size: 18' x 38'
18' x 32'

Building Height: 3- Story 34' (midpoint of roof)
2 / 3 Split 24' (midpoint of roof along Banbury)
34' (midpoint of roof along alley)

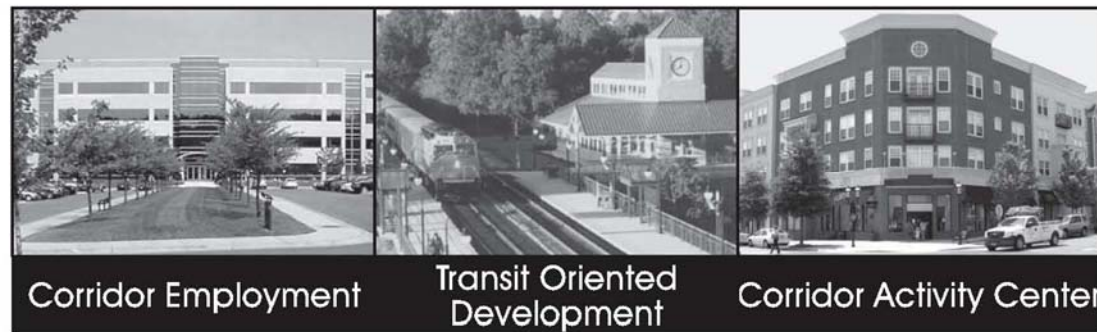
Parking: 2 spaces per unit (rear garage & parking pad)

Exterior Materials: Brick Veneer,
Vinyl Siding,
Roof Shingles



Lennar Townhouses at Oxford Square

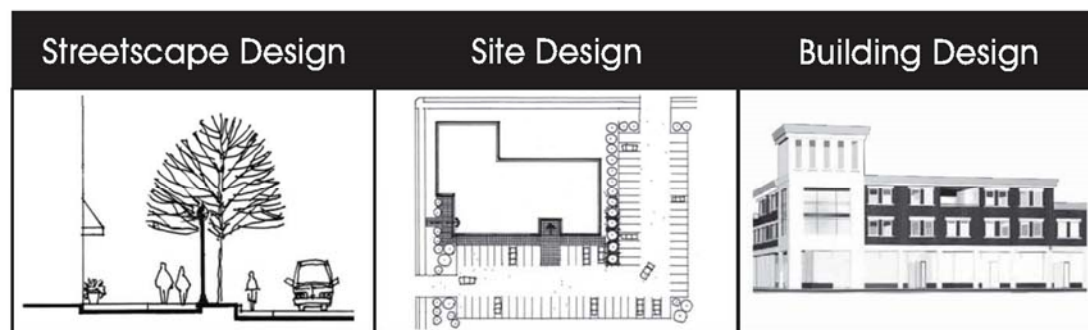
Conformance to the Route 1 Manual



ROUTE 1 MANUAL

Howard County, Maryland

July 2009



The Applicant will conform to the guidance in the Route 1 Manual or seek an alternative compliance if modifications to certain requirements are justified.

Zoning Districts (page 12, Route 1 Manual)

Oxford Square meets the purpose, and use goals and design concepts for the developments within the TOD District. The proposed transit-oriented community will be an attractive mixed-use development combining office, retail, variety of residential types and civic uses.

Streetscape Design (page 21, Route 1 Manual)

Although the Manual focused on public streets and US Route 1 in particular, the quality of the street design is important to the design of Oxford Square.

Site Design (page 35, Route 1 Manual)

The overall site design strategy including the streetscape design conceptually conforms to the guidance in the Route 1 Manual.

Building Design (page 49, Route 1 Manual)

The architectural character and overall massing for the different uses has been considered and a massing model will be presented to the Design Advisory Panel. These design guidelines will ensure a cohesive, well-designed community.

Green Neighborhoods



The Applicant of Oxford Square intends on achieving the minimum requirements and goals for the Green Neighborhood for Site program, although this development is not located within the Green Neighborhood boundaries as defined in the Sketch Plan (S-15-001). This site program requires a minimum of 90 points based on nine sections. These sections include:

- Innovative/integrated Design Process
- Location, Linkages & Community Context
- Compact, Complete & Connected Development
- Environmental Preservation
- Site Landscape Improvements
- Water Conservation/Efficiency/Management
- Energy Efficiency
- Materials Beneficial to the Environment
- Operations and Maintenance

