

# CRESCENT NEIGHBORHOOD

## IMPLEMENTATION PLAN

downtown  columbia

*Prepared for*  
Orchard Development Corporation

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# TABLE OF CONTENTS

## IMPLEMENTATION PLAN

A. Balance of Uses Within Each Implementation Phase	2
B. Phasing of Downtown Mixed-Use Development	6
C. Phasing of Downtown Community Commons Spaces	8
D. Phasing of the Transportation and Circulation Facilities	12
E. Phasing of Required Infrastructure - Public Water and Sewer	18
F. Benchmarks for Transportation and Circulation Facilities	21
G. Benchmarks for Environmental Restoration	24
H. Benchmarks for Downtown Arts, Cultural and Community Uses	27
I. Other	28

## A. Balance of Uses Within Each Implementation Phase

Under the Downtown Revitalization Phasing Progression in the Downtown Columbia Plan, Phase 1 requires certain minimum/maximum levels of development. Development within Phase 1 may (and is likely to) take place in more than one Downtown Columbia Neighborhood. Therefore, it is likely that the mix and balance of uses identified for Phase 1 in the Downtown Revitalization Phasing Progression will be achieved in areas outside the Crescent Neighborhood.

The development within all blocks of the Crescent Neighborhood will be market-driven. Accordingly, development within the Crescent Neighborhood is anticipated to occur over time and may occur in any sequence on blocks within Areas 1, 2, 3, 4 or 7.a as shown on the Crescent Neighborhood Phasing Diagram Plan on page 4. No development program is planned for Crescent Areas 5 or 6. Crescent development may also occur in Phases 1, 2 and/or 3 of the overall Downtown Revitalization Phasing Progression.

The table on the facing page reflects the estimated Area subtotals as well as the total development for the entirety of the Crescent Neighborhood, along with estimated retail, office, hotel, cultural, 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.

With respect to Phase 1 of the Downtown Revitalization Phasing Progression, the following minimum/maximum development levels are identified:

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

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

Development within the Crescent Neighborhood will be market-driven and implemented over time. The chart on the following page identifies potential development density and phasing. Although market conditions and future site development plans will determine the location, density, and timing of construction for specific uses within the Crescent, 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 Crescent may not be exceeded. As shown on the attached chart, the applicable developer will also make an effort to provide hotel and/or residential uses in Areas 1 and 2 as market conditions allow.

The estimated development levels in the Crescent Neighborhood are shown in the table on the facing page (Areas 1-4: 313,500 sf retail, 1,475,000 sf office, 225,000 Cultural/Community, 250 hotel rooms, and 2,300 dus; Area 7.a: 112,346 sf Cultural/Community and 202 dus). However, as noted above, the timing and location of future development activity will be market-driven and therefore development within Phase 1 and Phase 2 of the Downtown Revitalization Phasing Progression may occur both within and outside the Crescent Neighborhood and must be factored into future phasing calculations.

Within Phase 1 of the Downtown Revitalization Phasing Progression, housing allocations have been granted for the 817 residential units proposed for Warfield Blocks W-1, W-2, and W-5. Additional residential development within the Crescent Neighborhood will be evaluated for available housing allocations when future final development plans are submitted. Currently, a total of 2,300 residential units are proposed for Areas 1-4 of Crescent and 202 dus for Area 7.a.

### Crescent Areas 1-4 and 7.a: Anticipated Program Yield Per Area (1)\*\*

Totals (Areas 1-4) Parcels	Phase 1-2017+									Phase 2-2020 (Additions)								
	Cultural/Community Uses <sup>(2)</sup>									Cultural/Community Uses <sup>(2)</sup>								
	Retail (S.F)	Restaurant (S.F)	General Office (S.F)	Hotel (Rooms)	Residential (DU)	Aquatic Center (S.F)	Concert Hall (S.F)	Library (S.F)	Cultural Center (S.F)	Retail (S.F)	Restaurant (S.F)	General Office (S.F)	Hotel (Rooms)	Residential (DU)	Aquatic Center (S.F)	Concert Hall (S.F)	Library (S.F)	Cultural Center (S.F)
Area 1	5,093	19,679	322,036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Area 2	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0
Area 3	58,000	27,000	190,000	0	330	0	0	0	0	53,000	19,321	510,000	0	435	0	0	75,000	0
Area 4	0	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0	0	0
Areas 1-4	63,093	46,679	512,036	0	330	0	0	0	0	53,000	19,321	510,000	0	525	0	0	75,000	0
Area 7.a	0	0	0	0	202	0	0	0	112,346	0	0	0	0	0	0	0	0	0
Areas 1-4+7.a	63,093	46,679	512,036	0	532	0	0	0	112,346	53,000	19,321	510,000	0	525	0	0	75,000	0

Totals (Areas 1-4) Parcels	Phase 3-2024 (Additions)									Phase 1-3 (Totals)									Totals (Areas 1-4+7.a) Parcels
	Cultural/Community Uses <sup>(2)</sup>									Cultural/Community Uses <sup>(2)</sup>									
	Retail (S.F)	Restaurant (S.F)	General Office (S.F)	Hotel (Rooms)	Residential (DU)	Aquatic Center (S.F)	Concert Hall (S.F)	Library (S.F)	Cultural Center (S.F)	Retail (S.F)	Restaurant (S.F)	General Office (S.F)	Hotel (Rooms)	Residential (DU)	Aquatic Center (S.F)	Concert Hall (S.F)	Library (S.F)	Cultural Center (S.F)	
Area 1	25,000	0	0	0	350	0	25,000	0	0	30,093	19,679	322,036	0	350	0	25,000	0	0	Area 1
Area 2	40,907	0	0	0	888	50,000	0	0	0	40,907	0	0	0	888	50,000	0	0	0	Area 2
Area 3	28,000	0	452,964	250	117	0	0	75,000	0	139,000	46,321	1,152,964	250	882	0	0	150,000	0	Area 3
Area 4	37,500	0	0	0	90	0	0	0	0	37,500	0	0	0	180	0	0	0	0	Area 4
Areas 1-4	131,407	0	452,964	250	1,445	50,000	25,000	75,000	0	247,500	66,000	1,475,000	250	2,300	50,000	25,000	150,000	0	(Areas 1-4)
Area 7.a	0		0	0	0	0	0	0	0	0	0	0	0	202	0	0	0	112,346	Area 7.a
Areas 1-4+7.a	131,407	0	452,964	250	1,445	50,000	25,000	75,000	0	247,500	66,000	1,475,000	250	2,502	50,000	25,000	150,000	112,346	(Areas 1-4+7.a)

(1) Densities provided by Design Collective, Inc., Howard Hughes Corporation, and Orchard Development Corporation.

(2) The previous FDP submission identified 225,000 sf of “Cultural/Community Uses.” The previous accompanying Traffic Impact Statement (TIS) identified a library (assumed at 68 employees), aquatic center (assumed at 50,000 sf), and concert hall (assumed at 2,000 seats) as specific examples for these other “Cultural/Community Uses” so that associated traffic impacts could be evaluated in the TIS. The decision to include such use(s), or similar uses that would generate similar traffic impacts, as part of a future SDP or SDPs will be made by the applicable Petitioner at a future date as these uses may require complex development agreements with the County for co-development with a future library of fire station. No conclusion should be reached regarding the inclusion and/or funding of such potential future uses simply from their inclusion in the TIS as a model for potential traffic generation. A separate TIS has been prepared for Area 7.a including the Cultural Center at 112,346 sf.

\* Demolition, when included in a FDP, will be broken out by use types on the FDP Context Plan Block Development Chart. In this FDP submission, 11,000 sf of demolition is noted.




\*\* Development within the Crescent Neighborhood may occur in any sequence in Areas 1, 2, 3, 4, and/or 7.a and will be market driven. Land uses and amounts are estimated and may occur in different Crescent Areas and amounts than shown in the table, provided the cumulative amount of development identified for Areas 1-4 for each land use within the Phase 1-3 (Totals) for the entire Crescent Neighborhood is not exceeded for Areas 1-4. Development in Area 7.a is anticipated as indicated.





\*\*\* No development program is planned for Crescent Areas 5 or 6.



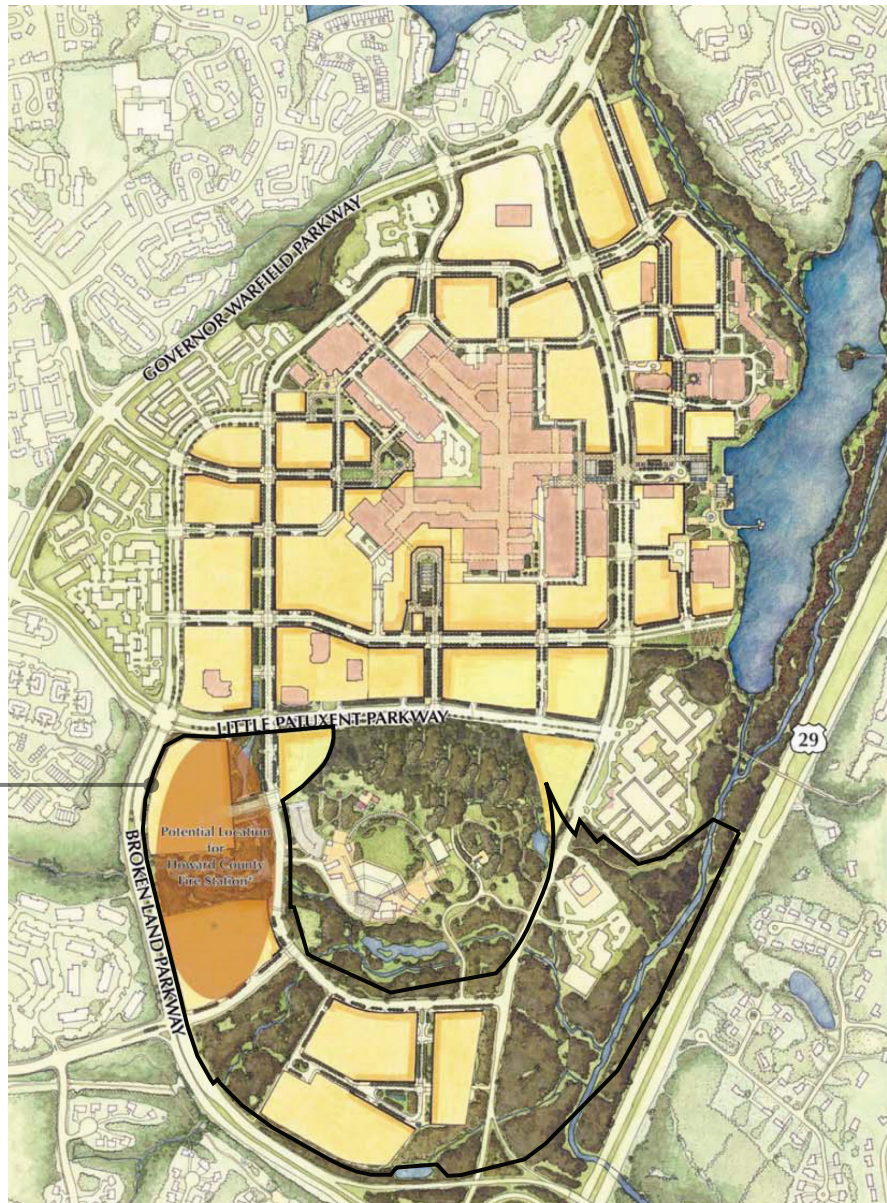
Crescent Neighborhood Phasing Diagram Plan

**KEY**

-  OTHER NEIGHBORHOOD BLOCKS
-  CRESCENT NEIGHBORHOOD AREAS
-  NATURAL AREAS

-  NEIGHBORHOOD BOUNDARY
-  POTENTIAL FIRE STATION LOCATIONS  
A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9
-  PROPOSED TRAIL/PATHWAY
-  MERRIWEATHER-SYMPHONY CONNECTIONS

\* Development within the Crescent Neighborhood may occur in any sequence in Areas 1, 2, 3, 4, and/or 7.a and will be market driven. Land uses and amounts are estimated and may occur in different Crescent Areas and amounts than shown in the table on the previous page, provided the cumulative amount of development identified for Areas 1-4 for each land use within the Phase 1-3 (Totals) for the entire Crescent Neighborhood is not exceeded in Areas 1-4. No development program is planned for Crescent Areas 5 or 6. Development in Area 7.a is anticipated as indicated.



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 Crescent have altered the block configuration as follows:

The street network has been adjusted to reflect additional streets as well as new environmental buffers. The Crescent West alignment has been adjusted to accommodate the new expanded stream buffer around the Little Patuxent tributaries. Additional streets are shown within Areas 1 and 2 providing increased vehicular, bicyclist, and pedestrian access while creating smaller, more pedestrian-scaled blocks. In Area 3, the internal streets have been reconfigured to promote a connection between the primary amenity spaces of the South Crescent Park and Promenade and Merriweather Post Pavilion, as well as to the proposed trails linking the development areas. Some of the streets are anticipated to be private with reduced width rights-of-way to minimize impacts to adjacent land.

## 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 (DUS)</i>	<i>817</i>	<i>817</i>
<i>Retail/Restaurant (SF)</i>	<i>102,977</i>	<i>102,997</i>
<i>Hotel (Rooms)</i>	<i>0</i>	<i>0</i>
<i>Office (SF)</i>	<i>322,036</i>	<i>322,036</i>

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

As shown above, the Howard County Planning Board has approved site development plans for Downtown Revitalization comprising 817 total net new dwelling units and 102,997 total square feet of net new retail/restaurant uses. Based on the approved site development plans, a total of 380 net new dwelling units and 51,200 net new square feet of retail/restaurant space have been constructed to date (The Metropolitan Downtown Columbia apartments and associated retail space and the expansion of The Mall in Columbia). Additional construction includes the One Merriweather and Two Merriweather office buildings and associated retail/restaurant spaces comprising approximately 322,036 square feet of office and 24,772 square feet of retail/restaurant uses. 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 Crescent Neighborhood and other areas in Downtown. For example, under Phase I of the Downtown Revitalization Phasing Progression, building permits for not more than 1,916 total additional net new dwelling units (2,296dus – 380dus) may be approved until building permits for at least 1,000,000 square feet of net new office space, 248,800 square feet of net new retail (300,000sf – 51,200sf) and 100 net new hotel rooms have been approved in Downtown. Because the Downtown Revitalization Phasing Progression factors in net new development throughout Downtown Columbia, the rate of development in the Crescent Neighborhood will be influenced by development outside Crescent. Development in Crescent will also be subject to the Howard County Adequate Public Facilities Act, and, a traffic impact analysis is required with each future site development plan.”

Tentative allocations granted for the Crescent development currently allow a maximum of 300 housing units per allocation, but the allocations may be rephased in the future without amending this Neighborhood Implementation Plan to reflect a change in school capacity, if market conditions change, or if the APFO or other applicable law or requirement is amended.

The above figures do not reflect SDP approval or building permit issuance for the New Cultural Center

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## C. Phasing of Downtown Community Commons Spaces

Per Exhibit G. Primary Amenity Space Framework Diagram in the Downtown Columbia Plan, the following Primary Amenity Spaces are required in the Crescent 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.

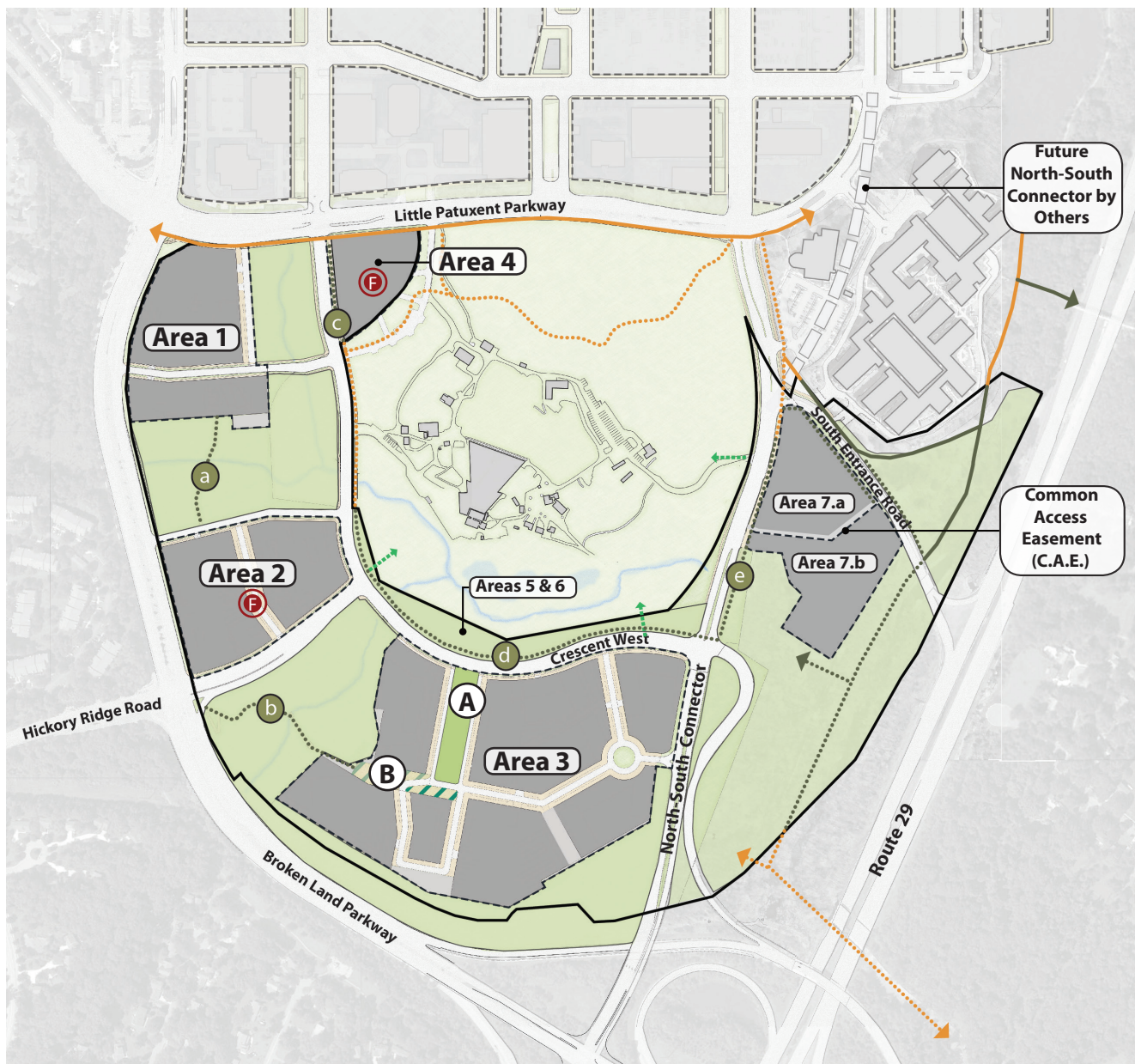
South Crescent Park	25,300 sf	(.58 acres)
South Crescent Promenade	11,000 sf	(.25 acres)
Crescent Primary Amenity Space Minimum	36,300 sf	(.83 acres)

\* One Amenity Space shall be designated as a 25,000 sf Neighborhood Square for the neighborhood, as required by Section 125.0.A.9.g.4(d) of the Howard County Zoning Ordinance.

As noted in previous sections, development within all blocks of the Crescent Neighborhood will be market-driven. Accordingly, development within the Crescent Neighborhood is anticipated to occur over time and may occur in any sequence in Areas 1, 2, 3, 4 and/or 7.a as shown on the Crescent Neighborhoods Phasing Diagram Plan on page 4. No development program is planned for Crescent Areas 5 or 6. It is anticipated that in addition to the South Crescent Park and South Crescent Promenade, the Crescent Neighborhood will also contain secondary amenity space as Downtown Community Commons that will be designed in conjunction with the buildings within each development area 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.

The Primary Amenity Spaces within the Crescent Neighborhood are anticipated to be developed in conjunction with the private development of Area 3. The timing and location of this development will be market-driven. However, 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).

Additionally, in total, a minimum of 5% Net New Downtown Community Commons shall be provided. These commons shall consist of both the required Primary Amenity Spaces (e.g., for Crescent, these are the Primary Amenity Spaces indicated above) and Secondary Amenity Spaces that shall be located on the development blocks and indicated at the SDP phase. The 5% net new Downtown Community Commons shall be in accordance with section 125.0.A.9.g.4(G) of the Howard County Zoning Ordinance. Within Crescent, Secondary Amenity Space of at least 125,049 sf will be located within the limits of Areas 1-7. Final locations and configuration will be determined at the SDP phase, but are planned to include portions of the shared-use paths along the Crescent West and the North-South Connector; connections to the shared-use path along Little Patuxent Parkway (see the Crescent Neighborhood Bicycle and Pedestrian Circulation Plan on page 12) and the trails planned between Areas 1, 2, and 3; as well as a variety of neighborhood plazas and greens located throughout the Crescent development parcels, and may include indoor gallery, rooftop, or other spaces within the New Cultural Center in Area 7.a that meet the community function and design intent for Downtown Community Commons.



Crescent Neighborhood Amenity Space Plan  
PRIMARY AMENITY SPACE\*

- (A)** SOUTH CRESCENT PARK
- (B)** SOUTH CRESCENT PROMENADE
- /... Existing/Proposed Trail/Pathway within Crescent
- /... Existing/Proposed Trail/Pathway outside of Crescent
- Merriweather-Symphony Woods Connections
- (F)** Potential Fire Station Locations  
A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9

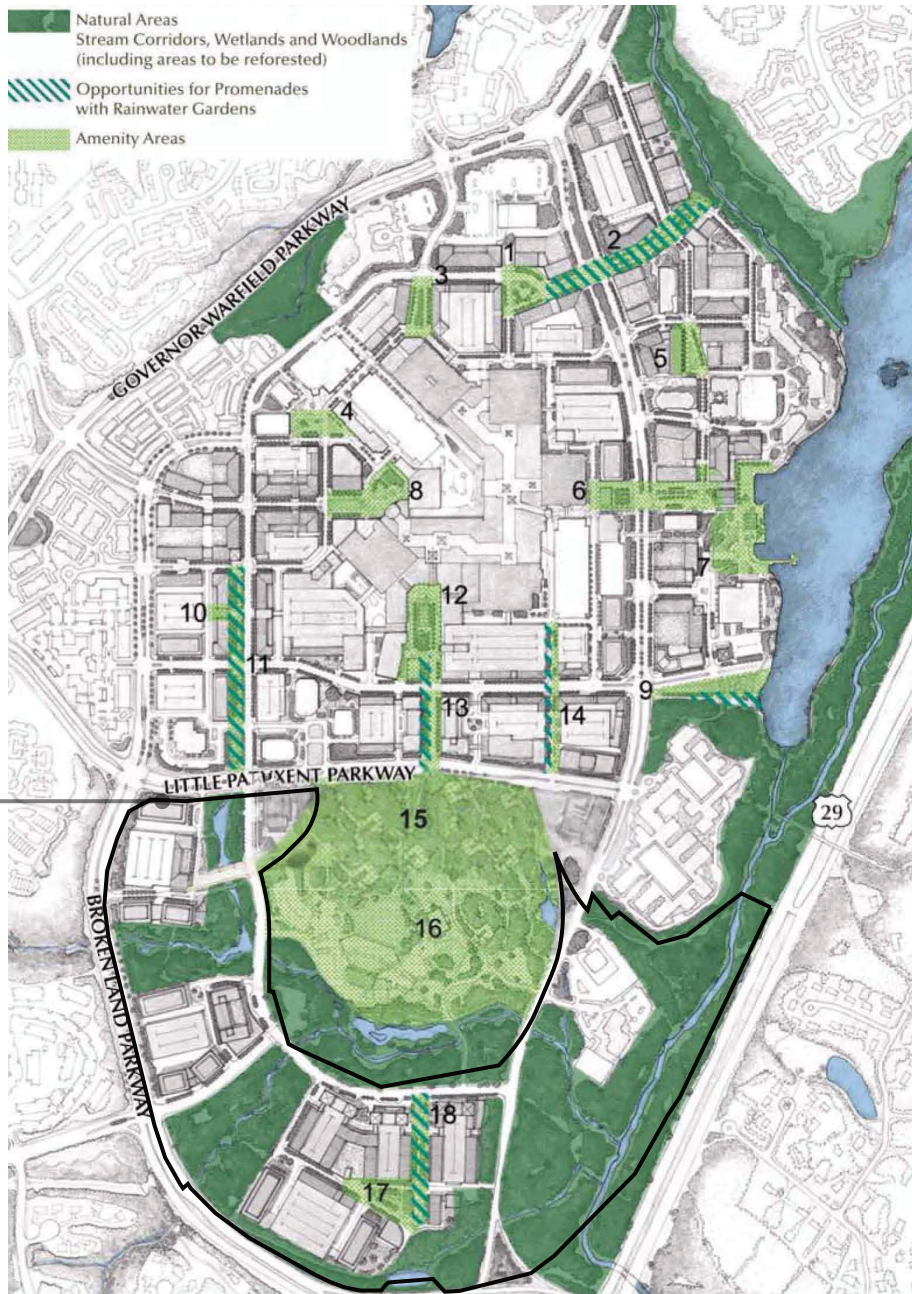
REQUIRED 5% MINIMUM NET NEW DOWNTOWN COMMUNITY COMMONS  
Less Proposed Primary Amenity Spaces 161,349 sf  
Required Secondary Amenity Spaces 125,049 sf

POTENTIAL SECONDARY AMENITY SPACE LOCATIONS\*

Approx. Area 1 Amenity Space	14,000 sf	<b>(a)</b> Approx. Trail	3,700 sf
Approx. Area 2 Amenity Space	14,000 sf	<b>(b)</b> Approx. Trail	4,000 sf
Approx. Area 3 Amenity Space	23,400 sf	<b>(c)</b> Approx. Shared-Use Path	6,500 sf
Approx. Area 4 Amenity Space	6,000 sf	<b>(d)</b> Approx. Shared-Use Path	28,800 sf
Approx. Area 7.a Amenity Space	5,653 sf	<b>(e)</b> Approx. Shared-Use Path	13,209 sf
Approx. Area 7.b Amenity Space	7,393 sf		
	70,446 sf		56,209 sf
Approximate Proposed Secondary Amenity Spaces			126,655 sf

\*Secondary amenity space of 125,049 sf is required, subject to potential credit per Section 125.0.A.9.G(4)(g). The secondary amenity spaces shown hereon are for illustrative purposes only. The final location, configuration, size, design and character of all secondary amenity spaces will be shown on the applicable site development plan(s) and will vary from what is shown hereon. Secondary amenity spaces should support the vision for the Crescent Neighborhood established in Section 1.3 The Vision for Crescent."

Reference: *Downtown-wide Columbia Design Guidelines*, Primary Amenity Space Framework Diagram, on page 10.



*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.

The *Downtown Columbia Plan, General Plan Amendment*, shown above, indicates that Crescent’s amenity space network will include a Green, a Promenade, as well as Natural Areas. The Crescent Neighborhood Amenity Space Plan is guided by this intent, and locates the primary amenity spaces within Crescent. In Area 3, South Crescent Park and South Crescent Promenade have been shifted to the west to promote a connection between the primary amenity spaces and Merriweather Post Pavilion, as well as to the planned trails linking Areas 1, 2, and 3.

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## D. Phasing of the Transportation and Circulation Facilities

The street network serving the Crescent Neighborhood will be constructed consummate with the development of each parcel. Crescent West (also known as Merriweather Drive) will be constructed as an Avenue Type 3 street section that provides four (4) lanes and parallel parking on one side where appropriate. This facility would be constructed from Little Patuxent Parkway (just east of Broken Land Parkway) south to Hickory Ridge Road Extended, then to the east connecting with the planned North-South Connector. (Note that Crescent West is planned to ultimately be extended by others north of Little Patuxent Parkway in future development phases of the Symphony Overlook Neighborhood, consistent with the Downtown-wide Design Guidelines.)

Hickory Ridge Road Extended, connecting Broken Land Parkway to Crescent West, will be constructed as an Avenue Type 3 with four (4) lanes and auxiliary turn lanes approaching the Broken Land Parkway intersection as well as dedicated bike lanes.

The new North-South Connector is planned as an Avenue Type 3, typically providing four (4) travel lanes. This facility would utilize portions of the existing South Entrance Road alignment, and provide a continuous connection from just south of Little Patuxent Parkway to Broken Land Parkway. The existing South Entrance Road would terminate at a newly created intersection between Little Patuxent Parkway and Crescent West. South Entrance Road has been categorized a Street Type 3 and improvements to this roadway will follow the Street Type 3 requirements. Ultimately, the North-South Connector is planned to be extended to the north of the new South Entrance Road intersection through the existing Howard County library property and would connect to Little Patuxent Parkway.

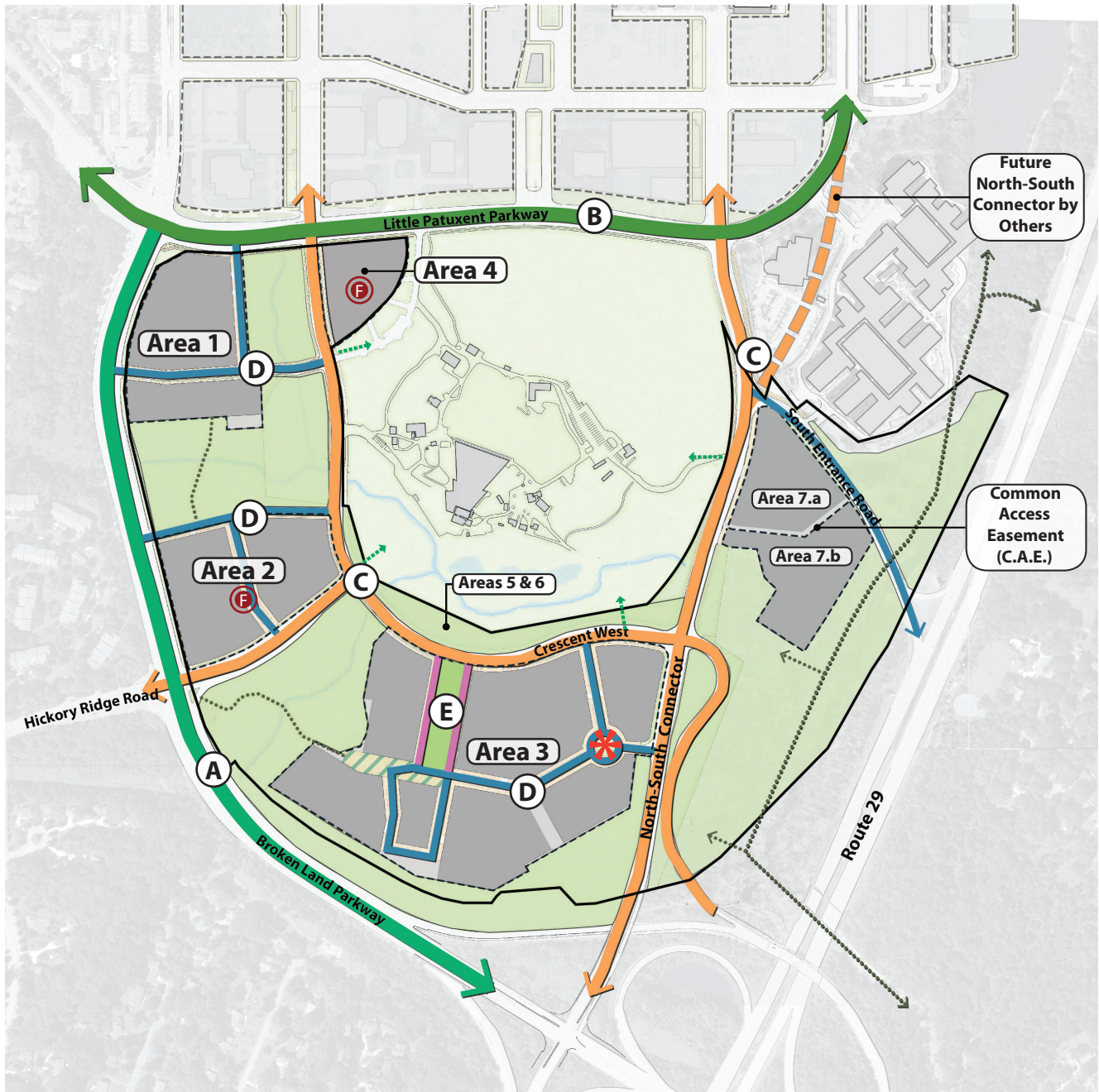
The existing US Route 29 interchange northbound to westbound off-ramp would be modified to provide a northbound off-ramp connecting directly to the North-South Connector. Southbound US Route 29 traffic would continue to use the South Entrance Road ramp or the new connection of the North-South Connector at Broken Land Parkway. A full-movement, signalized intersection is planned at Crescent West that provides for indirect left turns via a jug handle design. Separate left turn lanes with a median are planned along the North-South Connector in areas where these lanes are needed for capacity and access management purposes.

Additional connections between and within land parcels to Broken Land Parkway, Crescent West, and the North-South Connector are proposed at various locations and will be constructed as Street Type 3 sections, providing two (2) lanes with optional curb parking. On these internal, low-speed neighborhood streets, bicycles will share the travel lanes with vehicles. Some of these connections would operate under right-in/right-out control. Full-movement site driveways on Crescent West, the North-South Connector Road, and South Entrance Road would generally operate under stop sign control for side-street movements.

It is anticipated that a new traffic signal would be necessary at the Crescent West/Little Patuxent Parkway intersection with the construction of Crescent West and in conjunction with Crescent Neighborhood development. Signalization as a potential mitigation measure at this location (or others if needed) will be installed if warrants for signalization are met as a result of the traffic generated by specific SDP development and in accordance with Howard County standards. If warranted and installed, new traffic signals will include pedestrian phases and will be coordinated with adjacent traffic signals as appropriate. Major site driveways would be signalized, if required.

The extension of the Downtown Columbia connected pedestrian and bicycle network will be created with the development of the Crescent Neighborhood. Sidewalks will be provided within Areas 1 and 2 that connect to existing facilities on Broken Land Parkway, Little Patuxent Parkway, and Hickory Ridge Road. A shared-use path will be provided on the east side of Crescent West, connecting Little Patuxent Parkway, Hickory Ridge Road Extended, and the North-South Connector for use by both pedestrians and bicyclists. This shared-use path would continue along the east side of the North-South Connector, connecting the Crescent Neighborhood to the other sections of Downtown Columbia. A shared-use path is planned along the South Entrance Road that would ultimately connect to the larger Patuxent Trail shared-use path network.

It is anticipated that the remaining streets identified in the Downtown-wide Design Guidelines and any associated pedestrian and bicycle facilities within the Crescent Neighborhood will be constructed by others in conjunction with the development of each of the adjacent blocks within the neighborhood. Depending on the location of the proposed new development, additional street, sidewalk, or bicycle facility construction consistent with the following Street, Pedestrian, and Bicycle Circulation Plans may also be desirable or necessary to facilitate important connections.



Crescent Neighborhood Street Framework Plan

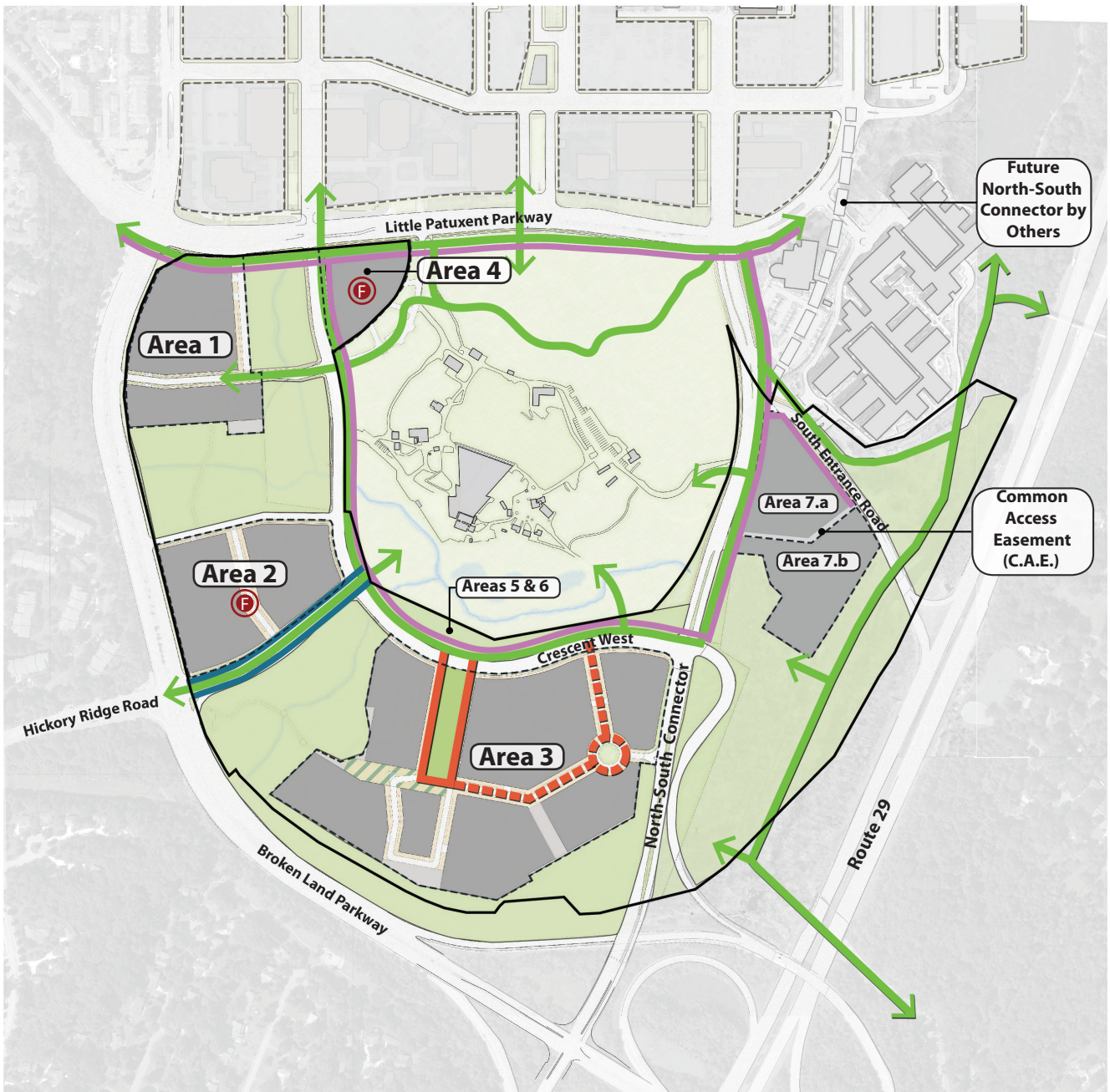
**KEY**

- (A)** █ PARKWAY- Intermediate Arterial/Minor Arterial (4 LANES W/ MEDIAN\*\*) - Broken Land Parkway
- (B)** █ BOULEVARD - Minor Arterial/ Major Collector (4 LANES W/ MEDIAN\*\*) - Little Patuxent Parkway
- (C)** █ AVENUE TYPE 3 - Major Collector/ Minor Collector/ Local Street (4 LANES\*\*, PARALLEL PARKING (Optional), DEDICATED BIKE LANES/SHARED-USE PATH)
- (D)** █ STREET TYPE 3 - Minor Collector/ Local Street (2 LANES\*\*, PARALLEL PARKING (Optional))
- (E)** █ STREET TYPE 4 - Minor Collector/ Local Street (1 LANE\*\*, PARALLEL PARKING (Optional))

- (F)** POTENTIAL FIRE STATION LOCATIONS  
A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9
- MERRIWEATHER-SYMPHONY WOODS CONNECTIONS
- ..... PROPOSED TRAIL/PATHWAY
- ✱ PROPOSED FOCAL POINT

\*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.

\*\* Additional lanes may be added to accommodate traffic volume and turning movements, as determined by a traffic study at the SDP phase.



Crescent Neighborhood Bicycle and Pedestrian Circulation Plan

**KEY**

 PRIMARY BICYCLE ROUTES AND PEDESTRIAN ROUTES\*

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

PEDESTRIAN/BICYCLE FACILITY TYPES\*\*\*

 SHARED-USE PATH

 ON-STREET BIKE LANES

 PROPOSED TRAIL/PATHWAY

 PRIMARY PEDESTRIAN STREETS\*\*

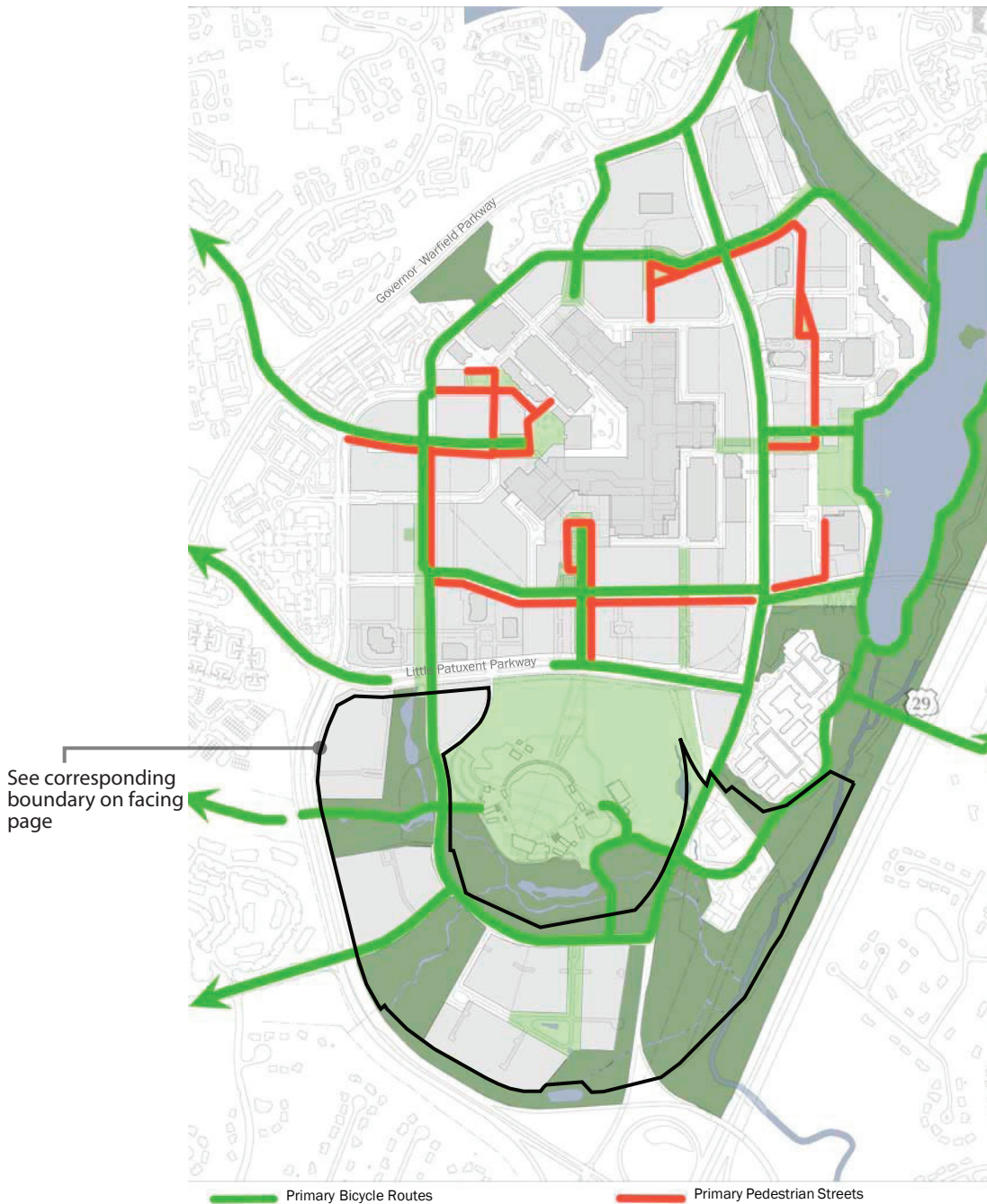
 POTENTIAL PRIMARY PEDESTRIAN STREETS\*\*

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

 POTENTIAL FIRE STATION LOCATIONS

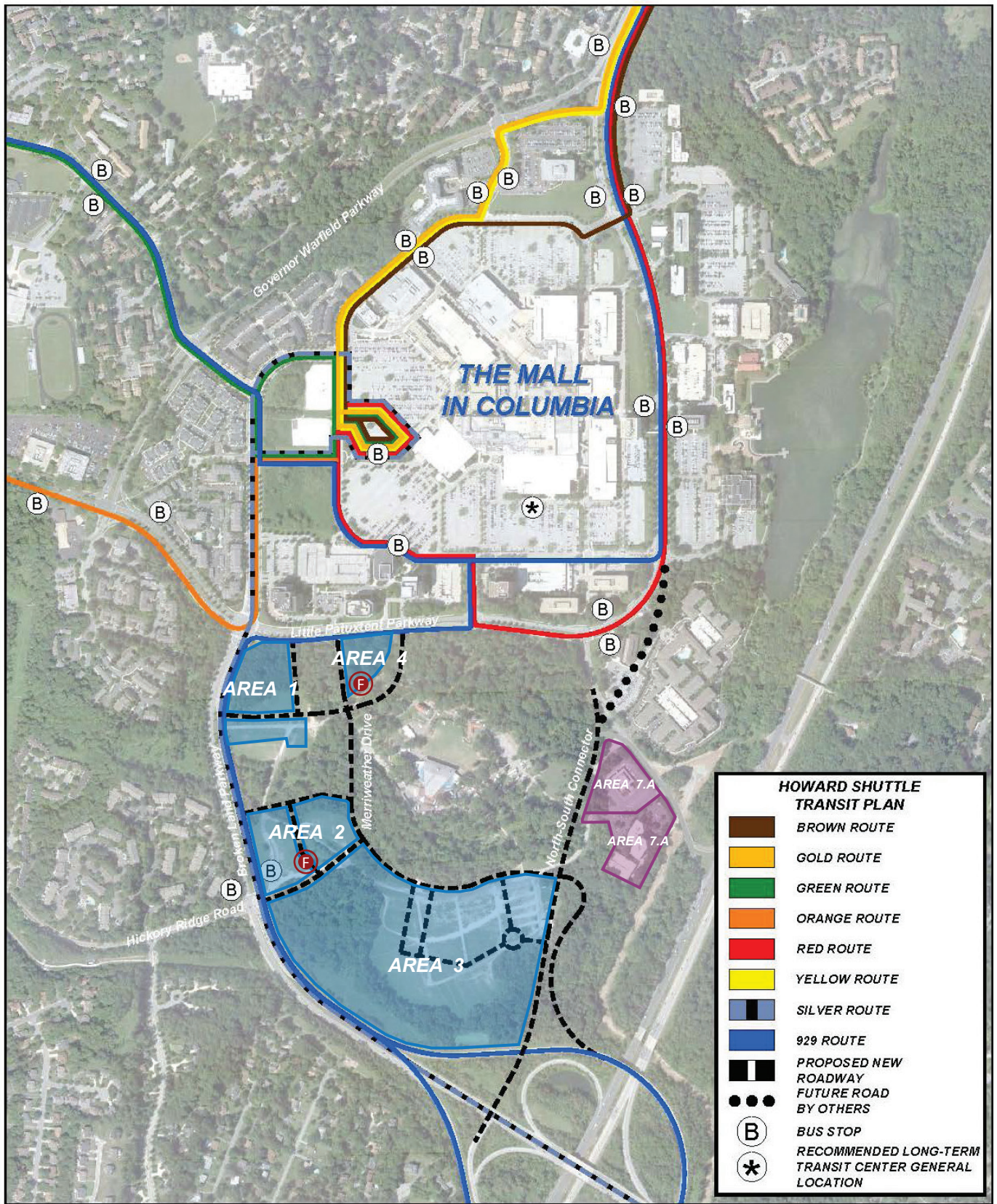
A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9

Reference Downtown Columbia Plan - General Plan Amendment; Bicycle and Pedestrian Circulation Plan, on page 13.



*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 Crescent Neighborhood Bicycle and Pedestrian Circulation Plan is guided by this intent. To note, the east-west bicycle route shown between Areas 1 and 2 has been removed due to the severe impacts this route would have on environmentally sensitive areas including wetlands and stream buffers. Bicycle circulation is nonetheless served well with the shared-use paths to the north and east as well as the bike lanes along Hickory Ridge Road Extended. All Avenue Type 3 and Street Type 3 roadways within Crescent will have either designated bicycle lanes, shared-use paths, or shared lanes (with the exception of the lower portion of the North-South Connector leading to Route 29). Primary Pedestrian Streets have been identified in Area 3 of Crescent, including the streets adjacent to South Crescent Park, the street connecting South Crescent Park to the traffic circle, and the street connecting the traffic circle to Crescent West.



Howard Shuttle Transit Plan - Existing Routes and Stops

**(F)** POTENTIAL FIRE STATION LOCATIONS  
 A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9

The plan shown on the preceding page shows the bus stops within the Crescent Neighborhood. Bus stops with signs currently exist on Broken Land Parkway at the Hickory Ridge Road intersection and serve the Silver E line and the 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 review of an appropriate transit center location is underway, with a future location being contemplated in the Symphony Overlook Neighborhood. Howard County and the community developer will also continue to evaluate the transit center potential location and routes in relation to the possibility of bus rapid transit service in Downtown.

## **E. Phasing of Required Infrastructure - Including Public Water and Sewer**

The construction of the utility infrastructure is dependent on the allocation phasing of the neighborhood and the transportation and circulation facilities for each allocation phase. There are existing water main facilities in Little Patuxent Parkway and a water main that traverses the site following an old unused alignment of Broken Land Parkway. Sewer service is existing in the main stream valleys that will serve development within Crescent as well as continuing to serve as an outfall for areas of Columbia that are west and north of the site.

Storm drainage infrastructure is anticipated to originate from each Crescent development parcel through an underground storm drain system and connect to the street network storm drain system and ultimately outfall downstream of a street crossing. Multiple street stream crossings are anticipated for the neighborhood. The stream crossings may consist of bottomless precast arch spans or bridges, or traditional culverts depending on regulatory requirements.

Water and sewer extensions will be required to provide service to each of the development areas. A water realignment of the existing water main that crosses the site, described above, and a new main in Crescent West will be required to allow full development potential of Areas 1 through 4. The following is an outline of the extensions required for each Area:

Area 1: This area will require relocation the an existing water main that runs parallel to the eastern border of Area 1 and then crosses the site. A portion of the existing main is to remain to provide service to the Area. The relocated existing main is anticipated to run in the proposed road bed of Crescent West and Hickory Ridge Road from Little Patuxent Parkway to Broken Land Parkway and will require extensions to the Area to provide additional water service connections. Small sewer extensions from the existing sewer main that runs north-south adjacent to the east border of Area 1 will be required to serve the site.

Area 2: This area will require relocation of the existing water main that cuts across the northwest corner of Area 2 as described for Area 1. The relocated water main will be required to drop off connections to the Area to provide water service. The existing sewer main located south of Area 2 will be required to be relocated to allow room for the proposed street crossing structure just south of the intersection of Hickory Ridge Road and Crescent West. Sewer extensions from the relocated sewer main in and along the street network will be required to serve the site.

Area 3: This area will be served by a portion of the relocated existing water main as described for Areas 1 and 2 and will be extended in the proposed road bed to connect to the existing main in the South Entrance Road. The sewer relocation as described for Area 2 and another extension from the east within the proposed road bed are required for service for this Area.

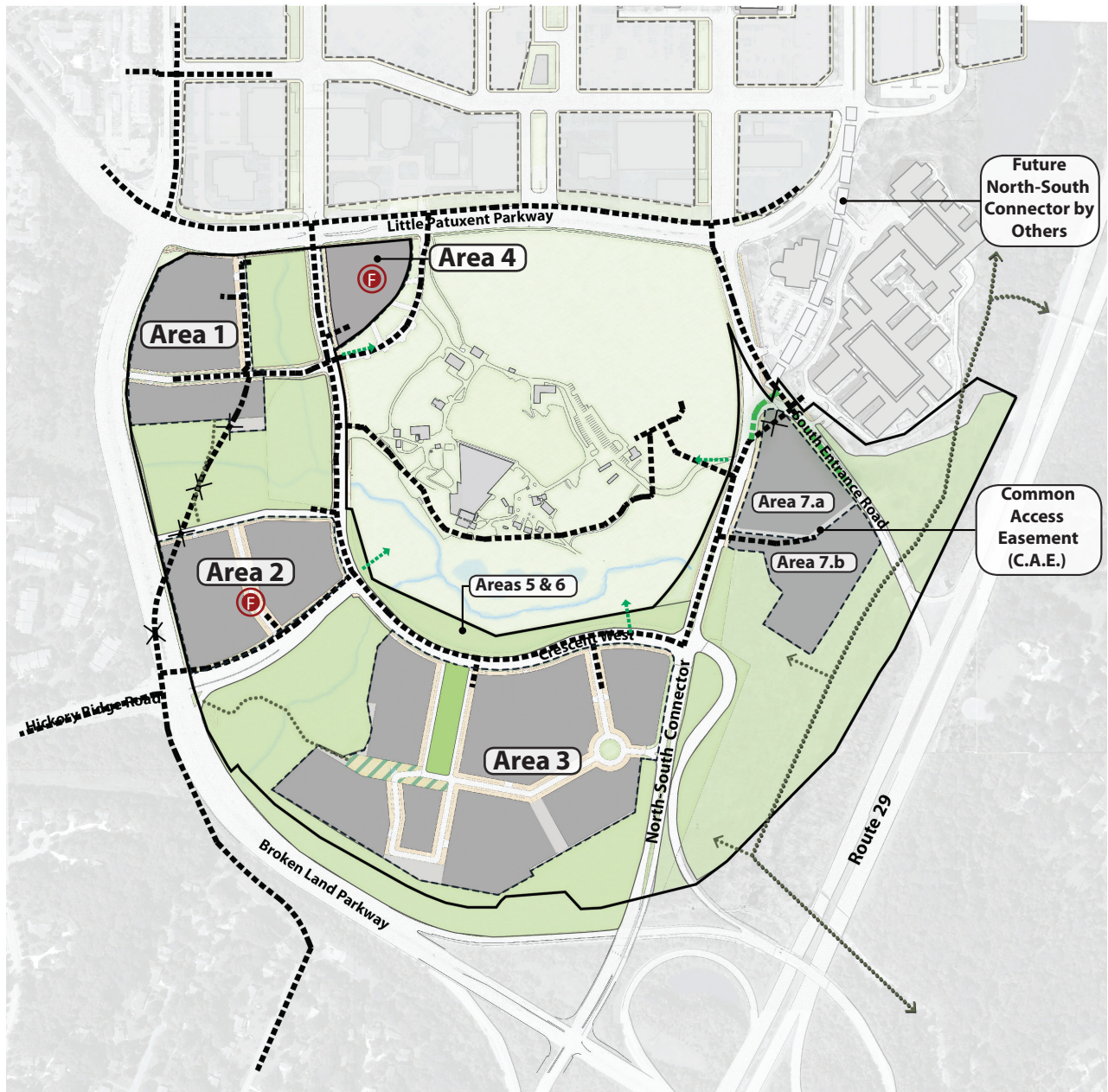
Area 4: This area will be served by a portion of the relocated existing water main as described for Areas 1 and 2. A sewer extension from the existing sewer main that runs in the stream valley south of Area 1 in and along the street network will be required to serve the site.

Areas 5 and 6: No development program is planned for Crescent Areas 5 or 6.

Area 7.a: This area will require relocation of the existing 8" water main that runs under Symphony Woods Road in the northern part of the site. The relocated water main will run in the future right of way for Road D and connect to the existing 8" water main in South Entrance Road. The existing 8" water main in South Entrance Road will be extended to the South to provide a new building connection. There is an existing sewer manhole that serves Area 7.a in the Southeast corner of the site. This manhole will be relocated 15' to the south to be outside of the building footprint.

Area 7.b: There is an existing office building located in this area with water and sewer connections. At this time, no changes are proposed to this area.

Existing Developed Areas: Water and sewer extensions may be required adjacent to existing developed or potential redevelopment areas and may require upgrading of existing mains and/or connections to existing or potential redevelopment areas.



Public Water Plan - Existing and Proposed

- |  |                                  |  |  |
|--|----------------------------------|--|--|
|  | PROPOSED WATER LINE IMPROVEMENTS |  | NATURAL AREAS  |
|  | EXISTING WATER LINE              |  | AMENITY SPACES   |
|  | OTHER NEIGHBORHOOD BLOCKS        |  | NEIGHBORHOOD BOUNDARY  |
|  | CRESCENT NEIGHBORHOOD BLOCKS     |  | PROPOSED FIRE STATION LOCATIONS<br>A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9 |
|  |                                  |  | PROPOSED TRAIL/PATHWAY   |
|  |                                  |  | MERRIWEATHER-SYMPHONY CONNECTIONS  |



Public Sewer Plan - Existing and Proposed

- ■ ■ ■ EXISTING SEWER LINE
  - ▤ OTHER NEIGHBORHOOD BLOCKS
  - CRESCENT NEIGHBORHOOD BLOCKS
- NATURAL AREAS
  - AMENITY SPACES
  - NEIGHBORHOOD BOUNDARY
  - Ⓡ PROPOSED FIRE STATION LOCATION  
A site within either Area 2 or Area 4 may be provided for a new fire station in accordance with CEPPA 9
  - ..... PROPOSED TRAIL/PATHWAY
  - MERRIWEATHER-SYMPHONY CONNECTIONS

## **F. Benchmarks for Transportation and Circulation Facilities**

As noted on pages 9 and 10, road and associated pedestrian and bicycle improvements will be constructed in conjunction with the development of each parcel or area within the Crescent Neighborhood. Additional facilities consistent with the Street, Pedestrian and Bicycle Circulations Plans might also be desirable to facilitate an important or necessary vehicular, pedestrian, or bicycle connection.

Additional benchmarks for transportation and circulation facilities can be found in the CEPPA Implementation Chart in the Downtown Columbia Plan. The following section summarizes the major CEPPA benchmarks. Interested parties should consult the CEPPA chart in the Downtown Columbia Plan for specifics. All CEPPA requirements are also subject to the CEPPA flexibility provisions in the Zoning Regulations.

The following table identifies anticipated roadway improvements by projected development phase. The actual development phasing will be determined by market demand and will be retested at the Site Development Plan (SDP) stage. Accordingly, the final road improvements will also be determined at the SDP stage and may vary from what is shown in the table on page 22.

# Roadway Improvements by Development Phase

Phase (Development Year)	Phase 1 (2017) FDP - Amendment	Phase 2 (2020) FDP - Amendment	Phase 3 (2024-Buildout) FDP - Amendment
Peak Hour Trip Generation (Net New External AM Peak Hour and PM Peak Hour Trips) (3)	1,040 Net New AM Peak Hour Trips and 933 Net New PM Peak Hour Trips	1,901 Net New AM Peak Hour Trips and 2,008 Net New PM Peak Hour Trips	3,182 Net New AM Peak Hour Trips and 3,796 Net New PM Peak Hour Trips
<b>Road Network Improvements</b>	Construct Hickory Ridge Road Extended from Broken Land Parkway to Crescent West.	Build North South Connector from Little Patuxent Parkway to Connect to Crescent West (Area 3)	Extend North South Connector between Crescent West and Broken Land Parkway. Modify U.S. Route 29 WB Ramp to connect to N-S Connector and build jug-handle at Crescent West
	Construct Merriweather Drive to Area 3 Site Driveways.	Extend Merriweather Drive to North South Connector Road	No Additional Improvements
	Construct Roads B & C from Broken Land Parkway to Merriweather Drive	No Additional Improvements	No Additional Improvements
	Provide Bike Lanes Along Hickory Ridge Road Extended Between Broken Land Parkway and Merriweather Drive.	No Additional Improvements	No Additional Improvements
	Construct Shared Use Path Along the East and North Sides of Merriweather Drive between Little Patuxent Parkway and Area 3.	Extend Shared Use Path from Area 3 to North South Connector. Build new Shared Use Path on east side of N-S Connector	Add a Shared Use Path Along the East Side of North South Connector between Crescent West and Little Patuxent Parkway
	Provide a Sidewalk Along the West and South Sides of Merriweather Drive between Little Patuxent Parkway and Area 3.	Extend Sidewalk from Area 3 to North South Connector.	Add a Sidewalk Along the West Side of North South Connector between Crescent West and Little Patuxent Parkway
	Build 350 feet of SB Left Turn Lane at Hickory Ridge Road & Broken Land Parkway.	No Additional Improvements	No Additional Improvements
	Extend NBL Broken Land Parkway Storage to from 450 to 700 feet.	No Additional Improvements	No Additional Improvements
<b>Intersection Improvements</b>	<b>Phase 1 (2017)</b>	<b>Phase 2 (2020)</b>	<b>Phase 3 (2024-Buildout)</b>
5: Governor Warfield Parkway & Twin Rivers Road	Extend NBL on GWP to 280 feet and extend SBL to 190 feet.	No Additional Improvements	No Additional Improvements
8: Hickory Ridge Road & Broken Land Parkway	<u>Westbound Hickory Ridge Road Exp:</u> Provide Dual Lefts, a Shared Left-Through and a Right Turn lane. <u>Southbound Improvement:</u> Construct New SBL Turn Lane and Convert SBR to SBTR Lane.	No Additional Improvements	No Additional Improvements
10: Little Patuxent Parkway & South Entrance Road	Future Improvement	Install 2nd WBL Turn Lane	Install 2nd NBR Turn Lane
11: Little Patuxent Parkway & Moore Road	Extend NBL to 170 feet	No Additional Improvements	No Additional Improvements
12: Broken Land Parkway & Twin Rivers Road	Extend NBL to 190 feet	No Additional Improvements	No Additional Improvements
22: Merriweather Drive & Little Patuxent Parkway	Construct WB left turn lane on LPP. Stripe for limited movements (left-in, right-in/right-out)	No Additional Improvements	No Additional Improvements
23: Area 1 East Driveway & Little Patuxent Parkway	Construct driveway for inbound access only	No Additional Improvements	No Additional Improvements
25: Broken Land Parkway & Area 1 South Driveway (Divided Sky Lane)	Construct driveway for inbound access only	No Additional Improvements	No Additional Improvements
27: Merriweather Drive & Hickory Ridge Road Extended	Install New Traffic Signal (if warranted)	No Additional Improvements	No Additional Improvements
29: Merriweather Drive & Area 1 South Driveway (Divided Sky Lane)	Construct driveway	No Additional Improvements	Install New Traffic Signal (if warranted)
30: U.S. 29 SB Ramp (N-S Connector) & Broken Land Parkway	Future Improvement	Future Improvement	Convert free-flow EBR to standard right turn lane. Construct EBL, NBT, and WBR
31: North-South Connector & Area 3 South Driveway # 1	Construct driveway	No Additional Improvements	Convert driveway to Right-In/Right-Out Only
32: North-South Connector & Merriweather Drive	Future Improvement	Install New Traffic Signal (if warranted)	Build Jug-handle intersection. Install new traffic signal (if warranted).
33: US Route 29 SB Ramp (North-South Connector) & South Entrance Road	Future Improvement	Install New Traffic Signal (if warranted)	No Additional Improvements
34: Merriweather Drive & Area 3 East Driveway	Construct driveway	No Additional Improvements	Install New Traffic Signal (if warranted)
35: Merriweather Drive & Area 3 West Driveway	Construct driveway	Install New Traffic Signal (if warranted)	No Additional Improvements
37: Area 4 Road & Area 1/Area 4 Driveway	Future Improvement	Future Improvement	Construct driveway
40: North-South Connector & Area 3 South Driveway # 2	Construct driveway	No Additional Improvements	Convert driveway to Right-In/Right-Out Only
41: Merriweather Drive & Area 3 Right-in/Right-out Driveway	Construct Right-In/Right-Out Only	No Additional Improvements	No Additional Improvements

Notes: (1) Based on development phasing schedule shown in Section A, Balance of Uses within Each Implementation Phase. Actual phasing will be determined by market demand and will be retested at Site Development Plan (SDP) stage.

Final road improvements will be determined at SDP stage.

(2) Additional traffic studies submitted during each SDP stage will be used to verify the adequacy of the proposed roadway improvements. Depending on the SDP, additional improvements might be required.

(3) See Table 2 of the TIA.

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## 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.

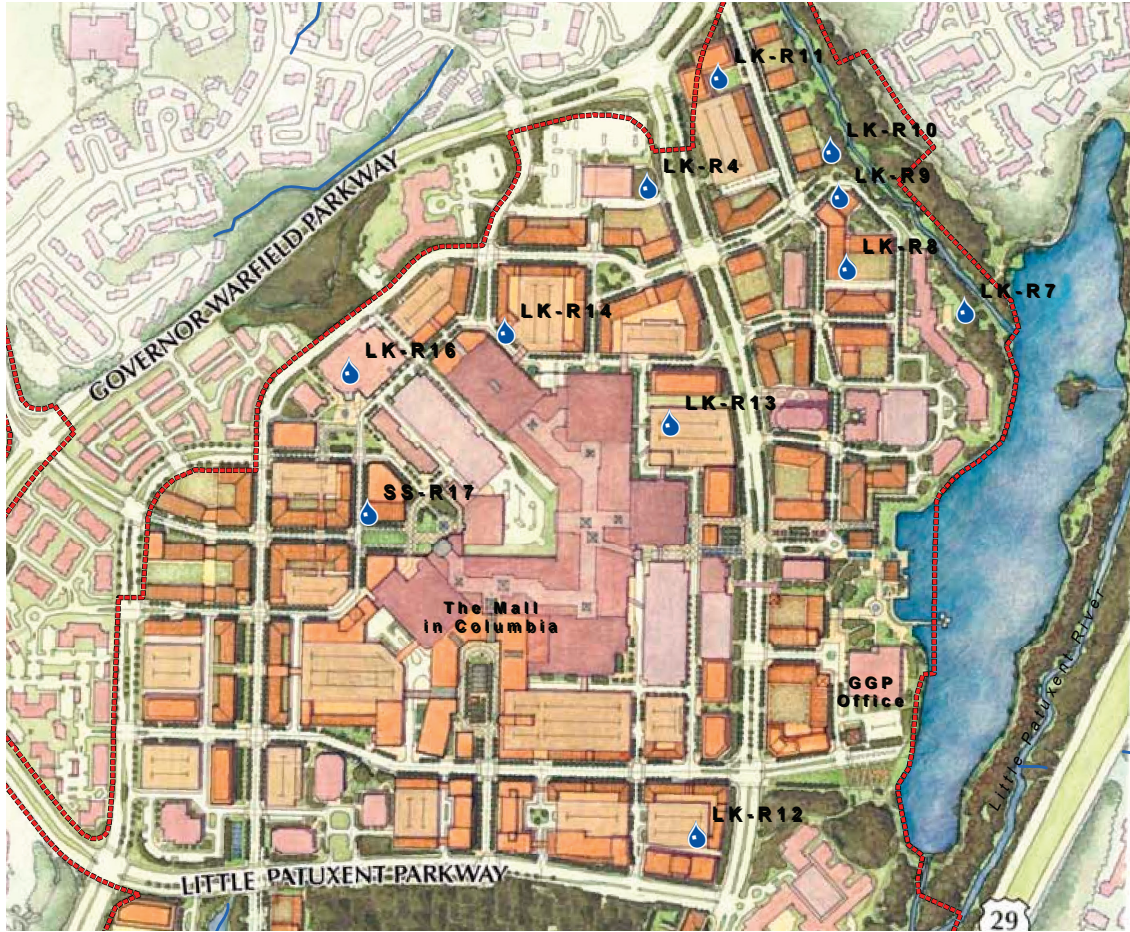
The chart to the right captures stormwater retrofit projects located within Downtown Columbia from this study. As Downtown develops, property owners should consult this list and the recommendations and suggestions in the Best Management Practices document for ways to include environmental restoration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

No stormwater remediation sites are located in Areas 1-7 of the Crescent Neighborhood. However, 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, prior to the issuance of a building permit for 1.3 million square feet of development, CEPPA 15 requires the Community Developer to complete, at its expense, environmental restoration projects on its property as required by the Downtown Columbia Plan. It is anticipated that this threshold will be met as development within the Crescent proceeds, and most of the environmental restoration work identified in CEPPA 15 is situated within the area of this first FDP within the Crescent. To minimize and coordinate land disturbance with adjacent development activity, this FDP proposes alternative timing to complete the environmental restoration. Through this coordination, it will be possible to minimize overall land disturbance and to minimize/avoid disrupting previously installed and stabilized environmental restoration areas. This FDP also proposes minor adjustments to the environmental restoration boundaries contemplated by the Downtown Columbia Plan to reflect more-detailed field information; the location, alignment and design of public roadways; and to adjust the development areas to accommodate the Crescent's evolved land use concept. With respect to these latter adjustments, any land previously identified for environmental restoration that is used to expand the development footprint (and the area within an existing BG&E easement) will be replaced with an area of equal or greater benefit at a designated alternative location as approved by the Department of Planning and Zoning.

Stream and wetland restoration plans for restoration Sites 5 and 6 have been prepared and are currently being evaluated by federal and state agencies. Stream and wetland restoration plans have also been prepared for Site 3 and submitted to federal and state agencies for review. Upon issuance of wetlands and waterway permit from agencies, Site Development Plans will be prepared for Sites 5 and 6.



*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 Crescent Neighborhood includes two Primary Amenity Spaces (Downtown Community Commons) designed for community use and benefit. As noted previously, the construction 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 Crescent 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. The art must either be provided on each particular development site or on other property located within Downtown Revitalization development. 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 complete requirements for art in community are set forth in the Zoning Regulations.

In addition, CEPPA 8 required establishment of a Downtown Arts and Cultural Commission to support the development of Downtown Columbia as an artistic and cultural center. The establishment of the Commission has been completed. Moreover, a New Cultural Center is proposed in Area 7.a to include performance spaces, gallery space, visual arts space, a renovated dinner theatre and related uses. Also proposed are 202 housing units, including approximately 100 affordable housing units. The New Cultural Center will further strengthen and emphasize the vital role public art and cultural activities play in Columbia's story.

Further, civic uses such as libraries, performance venues, recreational/athletic facilities, museums or other similar uses are potential and desirable components in mixed use areas such as the Crescent Neighborhood. Planning and development efforts moving forward will continue pursuing such opportunities and evaluating how such civic uses can be incorporated into the Crescent Neighborhood. The impacts of any specific proposed civic use, similar to any private development opportunities would be evaluated during the SDP process and Traffic Impact Study (TIS) update that would include such uses. The decision to include such use(s), or similar uses that would generate similar traffic impacts, as part of a future SDP or SDPs will be made by Petitioner at a future date as these uses may require complex development agreements with the County for co-development with a future library or fire station. No conclusion should be reached regarding the inclusion and/or funding of such potential future uses simply from their inclusion in the TIS as a model for potential traffic generation.

## 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 the Howard Hughes Corporation (a successor to GGP), as the principal property owner, 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 of GGP's holdings, 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 to 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 Plan.

Additionally, because development phasing is inextricably linked to market forces and third party approvals, it will be important for the zoning to provide 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.

#### **PRIOR TO SUBMISSION OF THE FIRST FINAL DEVELOPMENT PLAN**

1	HHC completed at its expense an environmental assessment of the three sub-watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located upstream of the Merriweather & Crescent Environmental Enhancements Study area.	Complete
2	HHC will commission at HHC's expense (i) the preparation of the Land Framework component of the Downtown Columbia Sustainability Program and (ii) a detailed outline for the Community Framework component of the Sustainability Program.	Complete
3	HHC will commission at HHC's expense in consultation with Howard County a study evaluating a new Downtown Columbia Route 29 interchange between Route 175 and Broken Land Parkway and options for a connection over Route 29 connecting Downtown Columbia to Oakland Mills, including potential bicycle, transit and multimodal improvements.	Complete
4	HHC will prepare at its expense Downtown-wide Design Guidelines.	Complete

PRIOR TO APPROVAL OF THE FIRST FINAL DEVELOPMENT PLAN

5	HHC will commission at HHC's expense and in consultation with Howard County one or more feasibility studies for the following: (i) a new Broken Land Parkway/Route 29 north/south collector road connection to Little Patuxent Parkway and (ii) a new Downtown transit center and Downtown Circulator Shuttle.	Complete
6	HHC and Howard County will jointly determine the functions, organizational structure, implementation phasing schedule consistent with the redevelopment phasing schedule, potential funding sources and projected funding needs of the Downtown Columbia Partnership, prior to HHC's establishment of this Partnership. As such, at least fifty percent (50%) of the revenue collected pursuant to CEPPA No. 25 shall be utilized for the implementation of transportation initiatives in the shuttle feasibility study or other direct transit services downtown.	Complete

PRIOR TO APPROVAL OF THE FIRST SITE DEVELOPMENT PLAN

7	HHC will submit a phasing schedule for implementation of the restoration work on HHC's property and a Site Development Plan for the first phase of the environmental restoration work as described in CEPPA No. 15.	Complete
8	HHC, in collaboration with the County, will establish the Downtown Arts and Culture Commission, an independent nonprofit organization, to promote and support Merriweather Post Pavilion's revitalization in accordance with this Plan and the development of Downtown Columbia as an artistic and cultural center.	Complete

PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT

9	To facilitate the renovation of the Banneker Fire Station, HHC and the County shall cooperate to identify a site for the development of a temporary fire station while the Banneker Fire station is being renovated.	Complete
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UPON ISSUANCE OF THE FIRST BUILDING PERMIT

10	HHC shall contribute \$1.5 million in initial funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	Complete
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UPON ISSUANCE OF THE BUILDING PERMIT FOR THE 400th RESIDENTIAL UNIT

11	HHC shall contribute \$1.5 million in additional funding for the Downtown Columbia Community Housing Fund. Payment will be contingent upon the expiration of all applicable appeal periods associated with each building permit without an appeal being filed, or if an appeal is filed upon the issuance of a final decision of the courts upholding the issuance of the permit.	Complete
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PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 500,000th SF OF DEVELOPMENT

12	HHC will complete at its expense the pedestrian and bicycle pathway from the Howard County General Hospital to Blandair Park. In addition, HHC along with the County and community will develop a scope of work for renovation of the existing Route 29 pedestrian bridge. HHC will contribute up to \$500,000 towards the implementation of the selected improvements.	Completed by Bond per Alternative Compliance approved on 8/20/15; pathway construction in progress.
13	HHC will enter into and record in the land records of Howard County, Maryland, a declaration of restrictive covenants that shall prohibit the demolition or major exterior alteration of the former Rouse Company Headquarters building.	Complete

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 1,300,000th SF OF DEVELOPMENT

14	HHC in cooperation with Howard Transit shall identify a location in Downtown Columbia for a new Howard County Transit Center and shall provide a location either by fee transfer at no cost or a long-term lease for a nominal sum subject to all applicable laws and regulations.	PENDING - likely location within Symphony Overlook Neighborhood.
15	HHC will complete environmental restoration projects in the Merriweather-Symphony Woods and Crescent areas.	Restoration work in Restoration Areas 1 and 2 is complete. Invasive species removal is ongoing. Restoration work in Restoration Areas 3-7 and SS-S5 (off-site) to be completed prior to issuance of the first U&O permit for a building in Crescent Neighborhood development Area 3. Quarterly monitoring and reporting required beginning April 1, 2017.
16	DCACC will complete Phase I of the Merriweather Post Pavilion redevelopment program.*	Complete

PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN FOR THE 1,375th NEW

17	HHC shall, if deemed necessary by the Board of Education, reserve an adequate school site or provide an equivalent location within Downtown Columbia.	PENDING
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\* Per alternative CEPPA compliance approved by the Planning Board November 4, 2016.

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 2,600,000th SF OF DEVELOPMENT

18	HCC will construct at its expense, the Wilde Lake to Downtown Columbia pedestrian and bicycle pathway.	PENDING
19	HCC will construct at its expense the Lakefront Terrace (steps to the Lake) amenity space and pedestrian promenade.	PENDING
20	DCACC will complete Phase II of Merriweather Post Pavilion redevelopment program.	Pending - under construction

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 3,900,000th SF OF DEVELOPMENT

21	DCACC will complete Phase III of Merriweather Post Pavilion redevelopment program.	PENDING
22	At least one Downtown Neighborhood Square shall be completed and deeded to Howard County for public land.	PENDING

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE 5,000,000th SF OF DEVELOPMENT

23	HHC will provide \$1,000,000 towards the initial funding of a Downtown Circulator Shuttle.	PENDING
24	Transfer of Merriweather Post Pavilion to the Downtown Arts and Culture Commission for zero dollar consideration.	COMPLETE

PRIOR TO THE APPROVAL OF EACH FINAL DEVELOPMENT PLAN

25	Each owner of property developed with commercial uses shall pay an annual fee of twenty- five cents (\$0.25) per square foot of Gross Leasable Area for office and retail uses and twenty-five cents (\$0.25) per square foot of net floor area for hotels to the Downtown Columbia Partnership.	On-going
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UPON ISSUANCE OF ANY BUILDING PERMIT FOR A BUILDING CONTAINING DWELLING UNITS

26	CEPPA 26 was removed by passage of CB 52-2016.	REMOVED
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ADDITIONAL CEPPA CONTRIBUTION UNITS

27	Each owner of property developed with commercial uses pursuant to the Downtown Revitalization Zoning Regulations shall provide an annual payment to the DCCHF in the amount of five cents (\$0.05) per square foot of Gross Leasable Area for office and retail uses, and five cents (\$0.05) per square foot of net floor area for hotels. The payment will be made annually by the property owner, with the initial payment being made prior to the issuance of an occupancy permit for net new commercial development on the property. The amount of the charge will be subject to annual adjustment based on a builder's index, land value, or other index provided in the implementing legislation.	On-going
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