

# Proposed Senior Community At Limestone Valley | Clarksville, Maryland

## Design Advisory Panel Submission November 16, 2017



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**01.**

# Project Overview and Vision

# Project Overview and Vision

## Development Vision

The development of Limestone Valley, a Continuing Care Retirement Community, will provide much needed service, care and amenity rich senior housing within Howard County. The proposed community is planned and designed in a manner that is respectful to the scale and character of the greater Clarksville community and respectful to the existing environmental site features. The proposed development will enhance the surrounding neighborhood by providing public pedestrian improvements, several adjacent parks, as well as providing much needed vehicular traffic improvements along Clarksville Pike.

Proposed within this 60-acre development, are two residential “neighborhoods” of independent living and clubhouse buildings interwoven with associated amenity spaces, restaurant venues, services and medical care. A Care Center building, consisting of assisted living, memory and skilled nursing care units is located at the northeast portion of the site.

The design and environmentally sensitive planning approach preserves and integrates existing stream/wetland features and preserves most of the existing woods including mature specimen trees within the site. In addition, by placing the majority of the parking below grade and under buildings, impervious area is minimized and green space is maximized.

Streetscape enhancements including a linear park and bike path incorporating many features of the Clarksville Pike Streetscape Plan is proposed along the entire frontage of the site. A public dog park and a separate children’s playground are also proposed.

- Creates a New Senior Continuing Care Retirement Community for Howard County
- Provides for Pedestrian and Bicycle Connectivity and Safety
- Preserves and Protects the Existing Environmental Features
- Improves a Failing Traffic Condition on Clarksville Pike
- Improves the Community’s Park Assets



# 02.

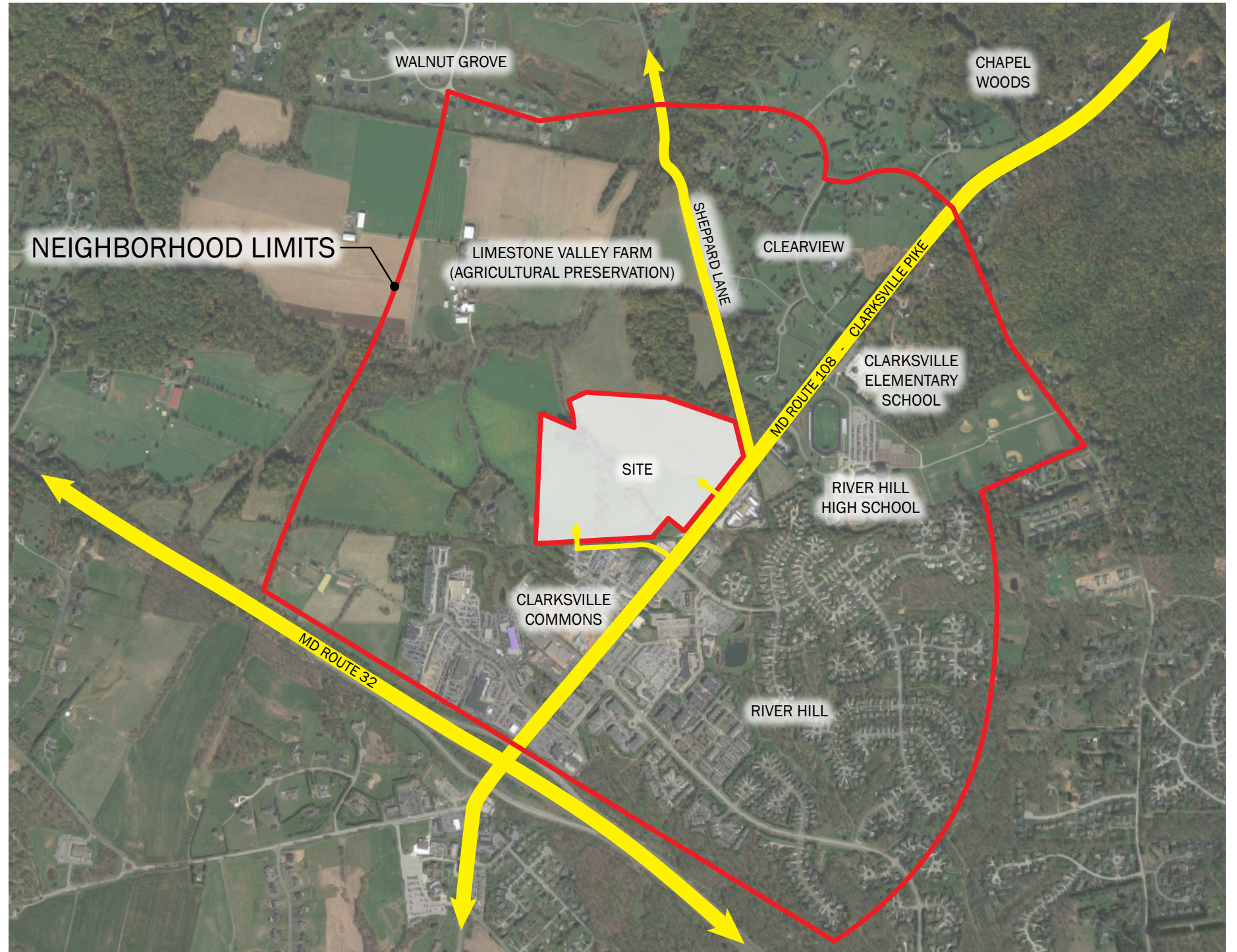
## Site Context

# Site Context

The proposed Limestone Valley site is within the Clarksville neighborhood boundary that encompasses a mixture of uses including commercial, institutional, agricultural preservation, multi-family and single family homes. These include Clarksville Commons, the River Hill community, Clarksville Elementary, River Hill High School, and Linden Linthicum Church.

The site is approximately one-half mile north of the intersection of MD Route 108 and MD Route 32, a limited access road. The site has approximately 1,100 feet of street frontage on Clarksville Pike (MD Route 108). Across the street, east of the site is the former River Hill Gardens site (where commercial development is proposed). Abutting the site to the north is Sheppard Lane, a designated scenic road and the Clearview single-family home development. To the west is the Limestone Valley Farm designated as agricultural preserve.

The site abuts to the south a very busy commercial zone and corridor development along Clarksville Pike. Traffic along this corridor, especially during peak rush hour and during school pick-up and drop off times can be very congested.



# Site Context



LINDEN-LINTHICUM UNITED METHODIST CHURCH



SUNOCO GAS STATION



THE GATHERING SPACE



FREESTATE GAS STATION



BANK



FIELDSTONE

# Site Context



HOUSE ON CLARKSVILLE PIKE



FIELDSTONE



THE VILLAS AT RIVER HILL



THE VILLAS AT RIVER HILL



RIVER HILL HIGH SCHOOL



CLARKSVILLE ELEMENTARY SCHOOL

# Site Context



CLARKSVILLE COMMONS



WALNUT GROVE



RETAIL



CLARKSVILLE SQUARE



RIVER HILL VILLAGE CENTER

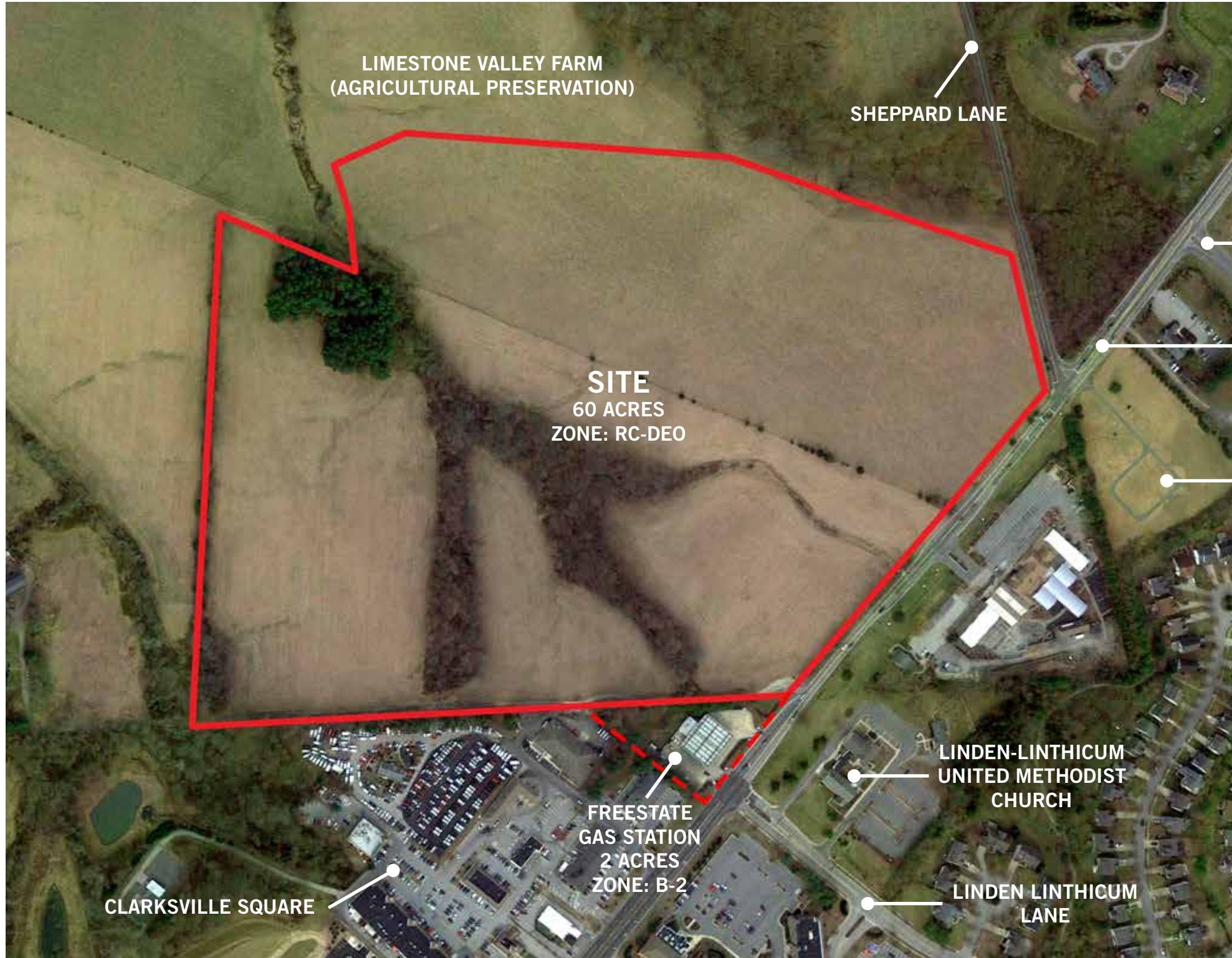


RETAIL

# 03.

# Existing Conditions

# Existing Conditions



RIVER HILL  
HIGH SCHOOL  
ENTRANCE

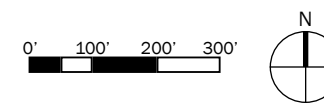
MD ROUTE 108  
CLARKSVILLE PIKE

LINTHICUM CHAPEL  
CEMETERY

The subject property abuts Route 108/Clarksville Pike and Sheppard Lane and includes three parcels of land. Two of the parcels are zoned RC-DEO and are currently in agricultural use. The third parcel is currently zoned B-2 and contains the Freestate fueling station. The three parcels total approximately 62 acres.

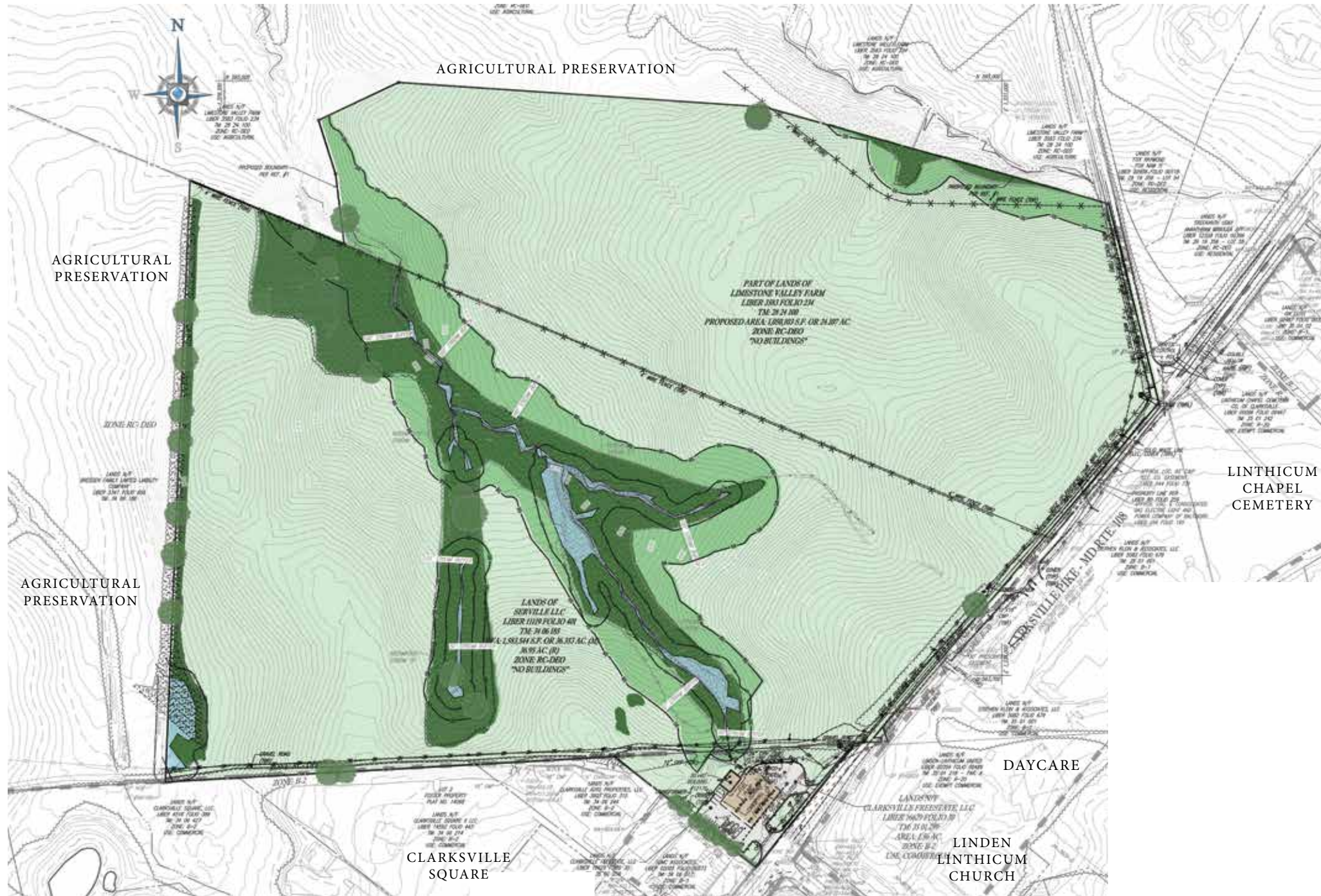
The B-2 parcel includes the Freestate fueling station and a private residential driveway that serves the property behind the subject property.

Land abutting the property to the north is defined by an Agricultural Preservation easement and is zoned RC-DEO. Adjacent parcels along Route 108 include commercial, community and institutional uses.



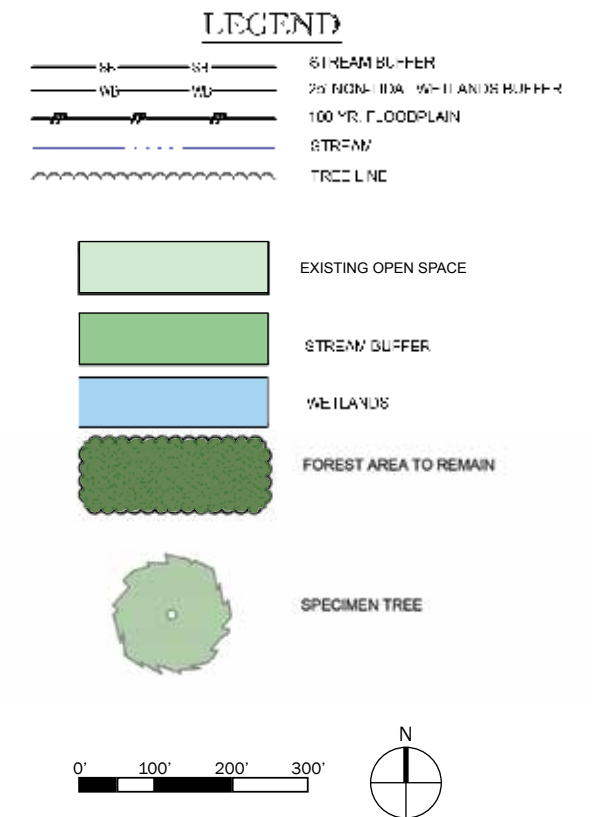
# Existing Conditions

# Environmental Buffers



The site is partially wooded, rolling and ranges in elevation from a high point of approximately +490 to a low elevation of +400. The site includes a perennial stream and intermittent stream that exists in conjunction with several wooded areas on site. The perennial stream runs southeast/northwest through the property. Another stream abuts the north property edge and has a small buffer area associated with it as shown on the exhibit. A small wetlands area also exists near the southwest property line.

The total acreage of environmentally protected land including buffers (100' from stream bank, 25' buffer from wetlands) is approximately 11 acres or 18% of the total site area.



# Existing Conditions



FREESTATE GAS STATION



SITE FROM CLARKSVILLE PIKE

## Property Images



FIELDS IN THE SITE



INSIDE THE SITE

# 04. Development Plan



# Development Plan

## Site Planning

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

The planning and layout of the proposed community begins with respecting the existing environmental and landscape features of the site. Two "neighborhoods" of residential buildings are created and placed on either side of an existing stream and mature stand of trees bisecting the site. Groupings of buildings within the neighborhoods form smaller scale interior residential courtyards. The buildings and interior courtyards step down with the existing grades as the site slopes approximately 60 feet down from Clarksville Pike. The grading also allows for the easy development and access to below grade and below building parking.

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

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



# Development Plan

## Site Data

### NEIGHBORHOOD 1

Independent Living Units 730  
 CCRC Accessory Space<sup>1</sup> 68,000SF +/-  
 Parking 700 garage<sup>2</sup>  
 190 surface

### NEIGHBORHOOD 2

Independent Living Units 470  
 CCRC Accessory Space<sup>1</sup> 40,000SF +/-  
 Parking 680 garage<sup>2</sup>  
 110 surface

### CARE CENTER

(assisted living, memory care, skilled nursing)  
 240 units +/-

### TOTALS

Independent Living Units 1,200  
 Care Center Units 200 +/-  
 CCRC Accessory Space<sup>1</sup> 108,000SF +/-  
 Parking 1,380 garage<sup>2</sup>  
 300 surface  
 1,680 total

### Notes:

1. CCRC Accessory Space consists of building areas allocated for resident amenities, resident services, food service, campus administration, and campus services. CCRC Accessory Spaces are typically located within clubhouse buildings (CB) as well as on the ground/first floor of independent living buildings.
2. Resident parking is provided in garages below independent living buildings



# Development Plan

SITE SECTION A - NEIGHBORHOOD ONE



SITE SECTION B - NEIGHBORHOODS ONE AND TWO



SITE SECTION C - CARE CENTER



## Site Sections

# Architectural Design

The design of the various buildings within the site is heavily influenced by the richness of the local vernacular found throughout the County, especially as it pertains to the architectural features of its older structures. The scale and height of the proposed buildings vary from one story to five story; the lower height buildings front Clarksville Pike and Sheppard Road while the taller residential buildings are reserved for the internal portions of the community as the site slopes down significantly (approx. 60 feet) from the Clarksville Pike main entrance.

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

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

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

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



**MONTGOMERY COUNTY HOUSE** – hipped roof porches, masonry and siding



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



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



**IVY HILL, MARIOTTSVILLE** – masonry, gable roof, divided-lite windows



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



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



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



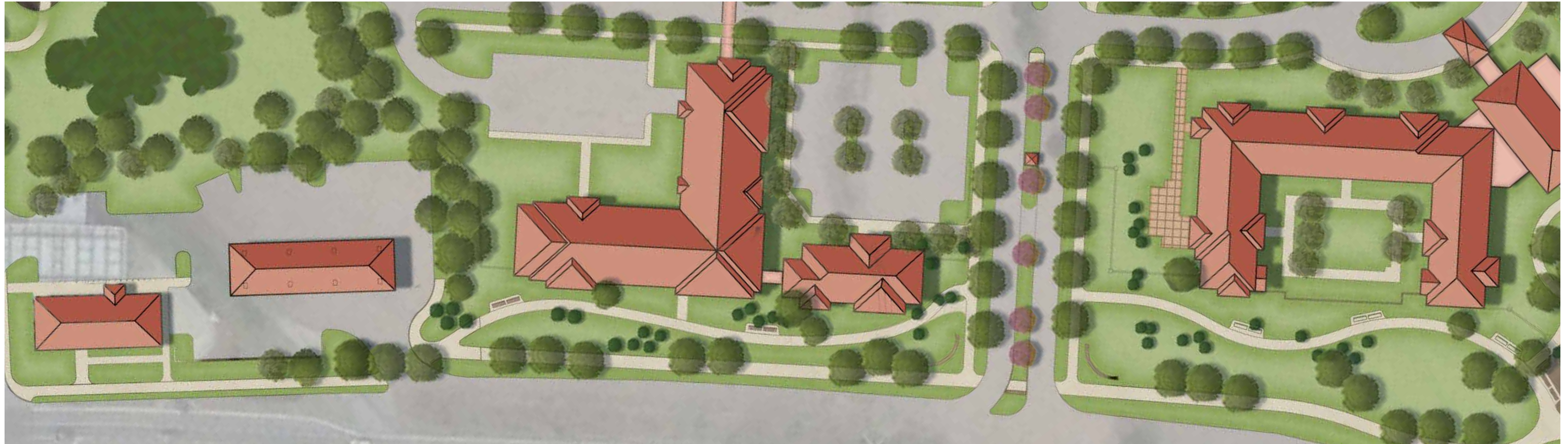
**CARROLL COUNTY HOUSE** – masonry and siding, window surrounds, gable roof



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

# Architectural Design

## Carksville Pike Elevation



**GAS STATION**

**INDEPENDENT LIVING BUILDING 1.7**

**WELCOME CENTER**

**CARE CENTER ASSISTED LIVING WING BUILDING**



**GAS STATION**

**INDEPENDENT LIVING BUILDING 1.7**

**WELCOME CENTER**

**CARE CENTER ASSISTED LIVING WING BUILDING**

# Architectural Design



A TYPICAL FOUR-STORY BUILDING ELEVATION



A TYPICAL FIVE-STORY BUILDING ELEVATION

# Architectural Design



CARE CENTER ASSISTED LIVING WING BUILDING ELEVATION, FACING CLARKSVILLE PIKE



INDEPENDENT LIVING BUILDING 1.7

WELCOME CENTER

# Architectural Design



COMMUNITY BUILDING



GAS STATION

# Landscape Design



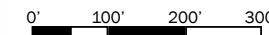
## Landscape Design Approach, Internal Pedestrian Use Areas and Landscape Amenities

The landscape design approach will reinforce the overall character of the campus through the use of native trees, shrubs and groundcovers. The plantings will be designed to blend carefully with existing vegetation that will be preserved on site and to create a sense of place for the overall property. Street trees will define the site's loop road, provide shade in parking areas and define outdoor spaces on site. Flowering trees will be used throughout the property to create an accent in the landscape and reinforce natural woodlands. A mixture of shade, ornamental and evergreen will be placed to create buffers where needed.

Garden areas will be designed in conjunction with outdoor use areas and courtyards to provide seasonal interest in the landscape. Shrubs, perennials, annuals and bulbs will create visual interest in these gardens. Bioretention areas will also be carefully planted with natives so they that they are integrated into the overall environment.

The Erickson Living at Limestone Valley community will include outdoor amenity areas that will be designed and constructed throughout the site. Key amenities will include: courtyards, outdoor dining areas, outdoor activity and game areas, seating areas, ornamental gardens, resident gardens, sidewalks, walking trails and landscaping.

# Landscape Design



# Landscape Design

## Landscape Precedents



WILLOW OAK



RED MAPLE



AMERICAN SYCAMORE



AMERICAN ELM



KENTUCKY COFFEE TREE



REDBUD



HAWTHORN



NELLIE STEVENS HOLLY



WHITE PINE



NORWAY SPRUCE



KENTUCKY COFFEE TREE

# Landscape Design



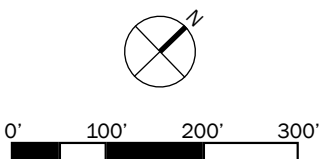
## Clarksville Pike and Public Access Road Streetscape and Linear Park

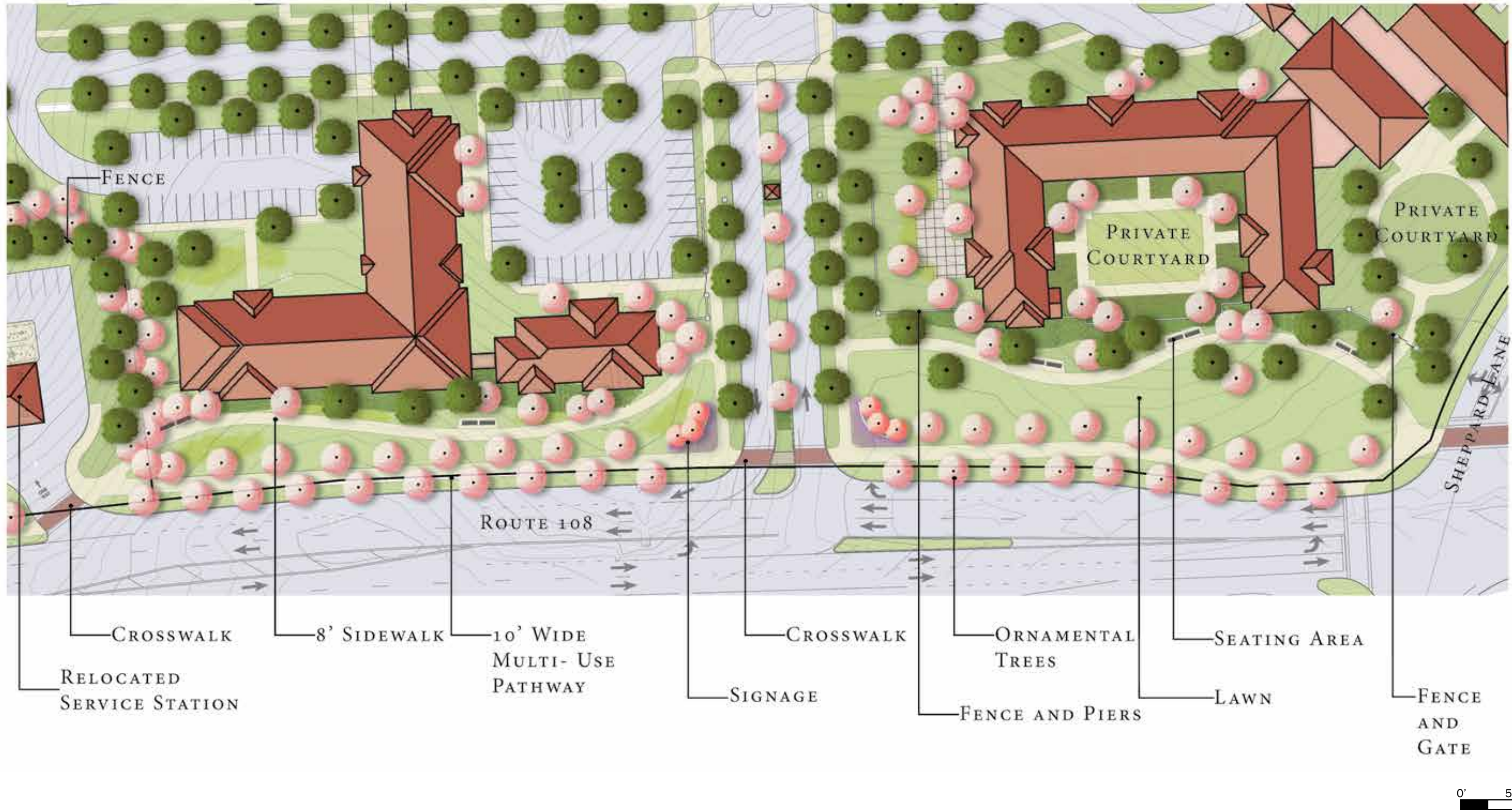
In 2016, Howard County adopted the Clarksville Pike Streetscape Plan and Design Guidelines for the Route 108 Corridor. The site master plan and streetscape have been designed to follow the principals and guidelines established in this document as well as address community interests. The proposed Clarksville Pike streetscape will include the following key elements:

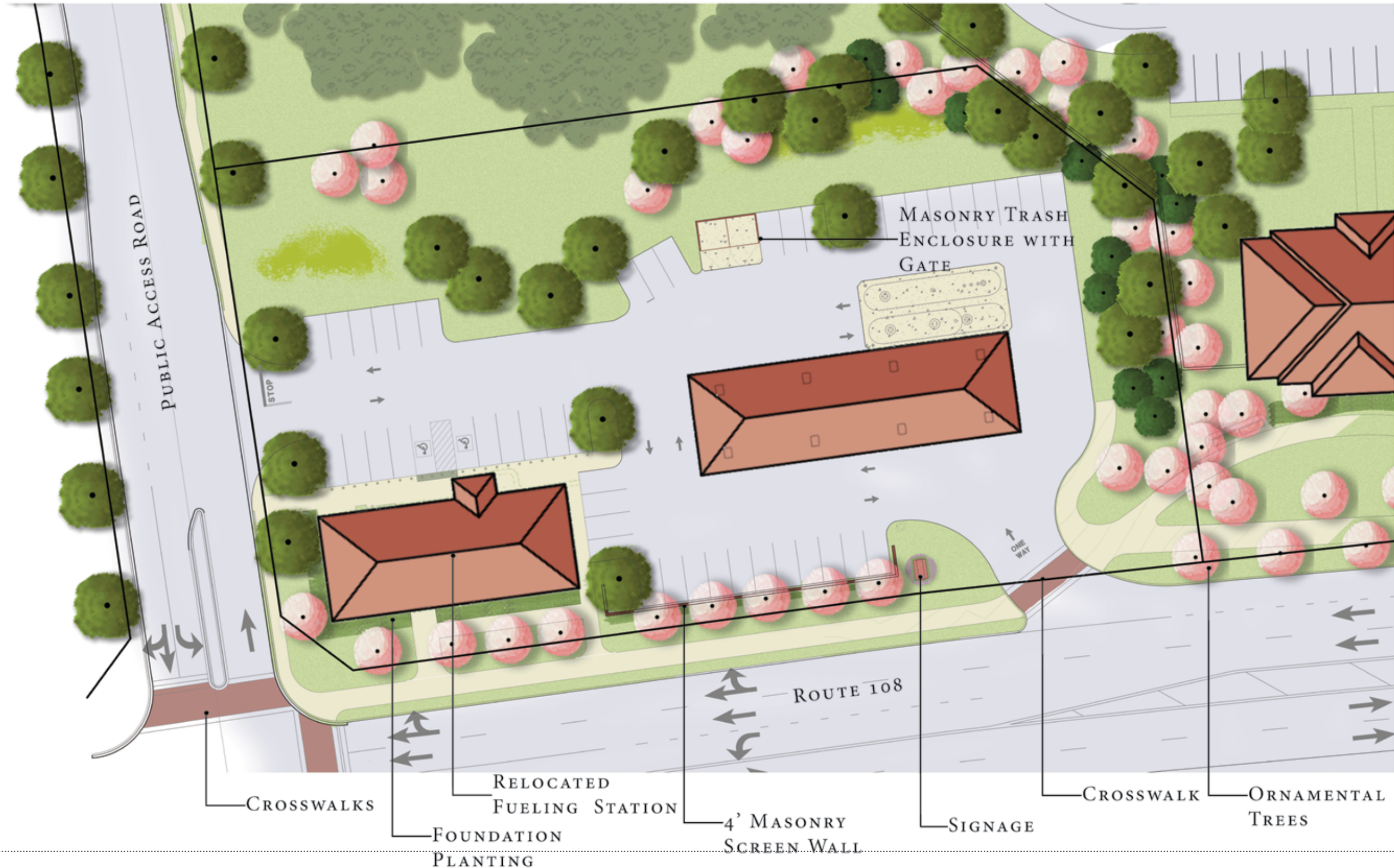
- A 10' wide multi-use pathway along Route 108
- A secondary 8' wide walkway that is placed 15-80' behind the multi-use path to define a lawn and landscape area as a "Linear Park"
- Bench seating areas introduced along the 8' walkway
- Street trees and extensive landscaping

The Public Access Road streetscape will include the following elements and enhancements:

- Public sidewalk and linkages to public amenities
- Street trees
- Fenced Dog Park
- Fenced Playground
- Park Pavilion
- Seating areas
- Landscaping

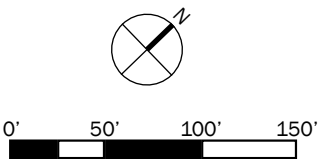
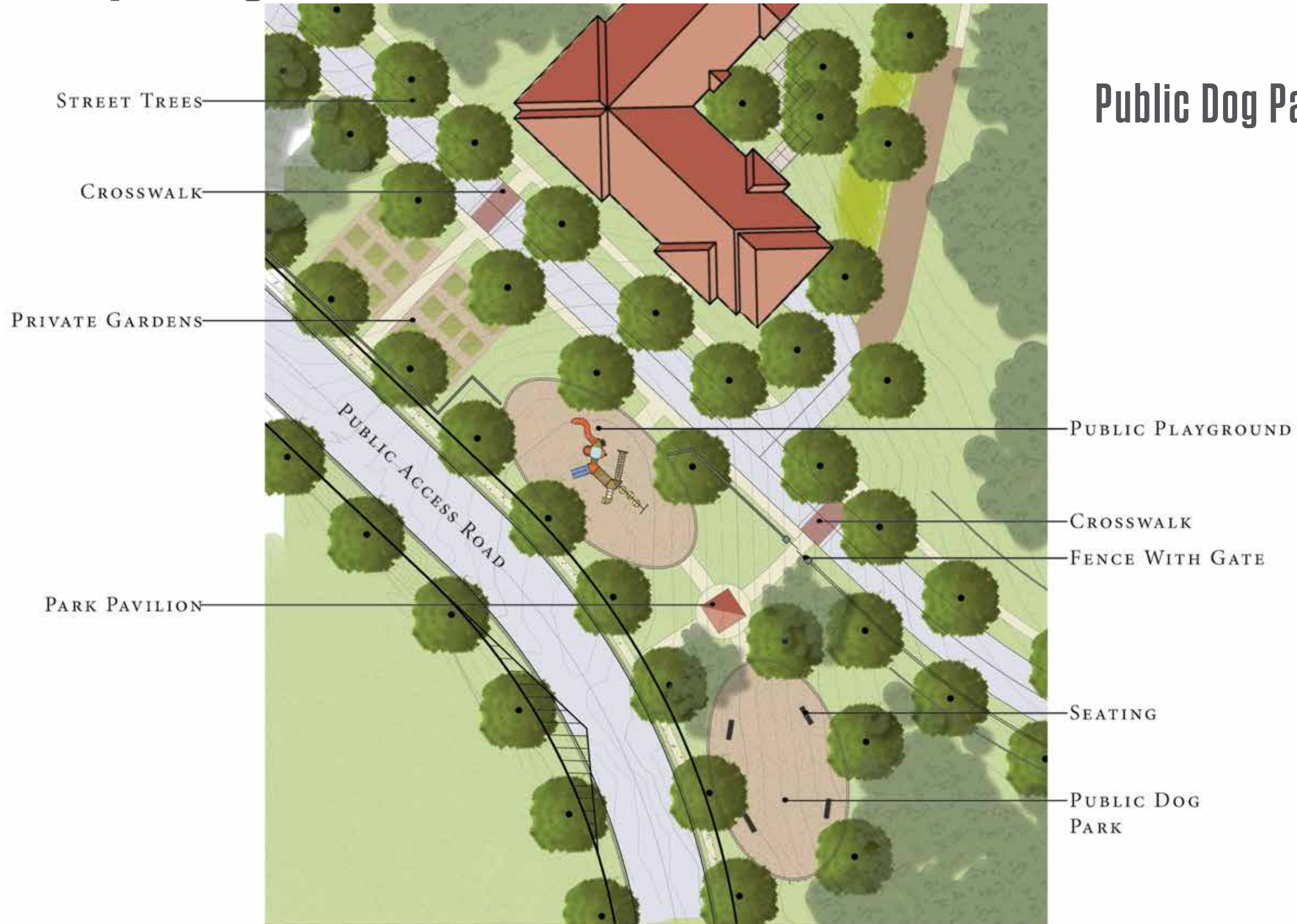






# Landscape Design

## Public Dog Park Concept Plan



# Landscape Design



TYPICAL PRIVATE RESIDENT COURTYARD (ANOTHER ERICKSON COMMUNITY)



# Landscape Design

## Dog Park, Park Pavilion, and Playground Precedents



# Landscape Design

## Site Lighting Precedents



POTENTIAL LIGHTING ON CLARKSVILLE PIKE

Peter Lagerwey



INTERNAL SITE LIGHTING



INTERNAL SITE LIGHTING

# Landscape Design

## Site Furnishing Precedents



BENCH IN CLARKSVILLE PIKE AND PUBLIC ACCESS ROAD



SITE BENCH



BIKE RACK



FENCING



FENCING WITH STONE PIERS

# 05.

## Community Enhancements

# Community Enhancements

In addition to providing a truly integrated continuing retirement community for seniors of Howard County, the Applicant is proposing a number of significant Community Enhancements. The proposed transportation enhancements provide much needed infrastructure improvements aimed at alleviating existing issues relating to traffic congestion, signalization, and safety along this section of Route 108- Clarksville Pike. The proposed Streetscape enhancements reflect the first step in the implementation of the Clarksville Pike Streetscape Plan and Design Guidelines

## Proposed Streetscape Enhancements

- New multi-use pathway along Route 108
- Development of a new public linear park with bench/ seating areas
- Creation of a public dog park
- Creation of a new public playground
- Possible improvements to pedestrian connectivity north and south of the subject site (pending right of way availability and State/County approval)

## Proposed Transportation Enhancements

- Clarksville Pike road widening to improve capacity and turning movements
- Realignment of Sheppard Lane to improve safety
- Widen Sheppard Lane to provide two lane approach to Clarksville Pike
- Install signalization at intersection of Clarksville Pike and Linden Linthicum Lane
- Construction of a new public access road on southern boundary of the site with the ability to connect to adjoining commercial properties
- Provide synchronization and interconnection of traffic signals on Clarksville Pike

## CEF Zoning Intention

CEF Zoning Regulations	Development Proposal
Greater design flexibility and a broader range of development alternatives than the existing zoning district	✓
Provide features and enhancements which are beneficial to the community in accordance with Section 121.0.G.	✓
Provide a higher quality of site design and amenities than is possible to achieve under the standard provisions of existing zoning district requirements	✓
Encourage creative architectural design with the most favorable arrangement of site features, based on physical site characteristics and contextual sensitivity to surrounding developments	✓
Serve as a transitional area by providing a mix of uses compatible with the surrounding community or developments	✓
Encourage aggregation of underutilized properties	✓

# Community Enhancements: Streetscape

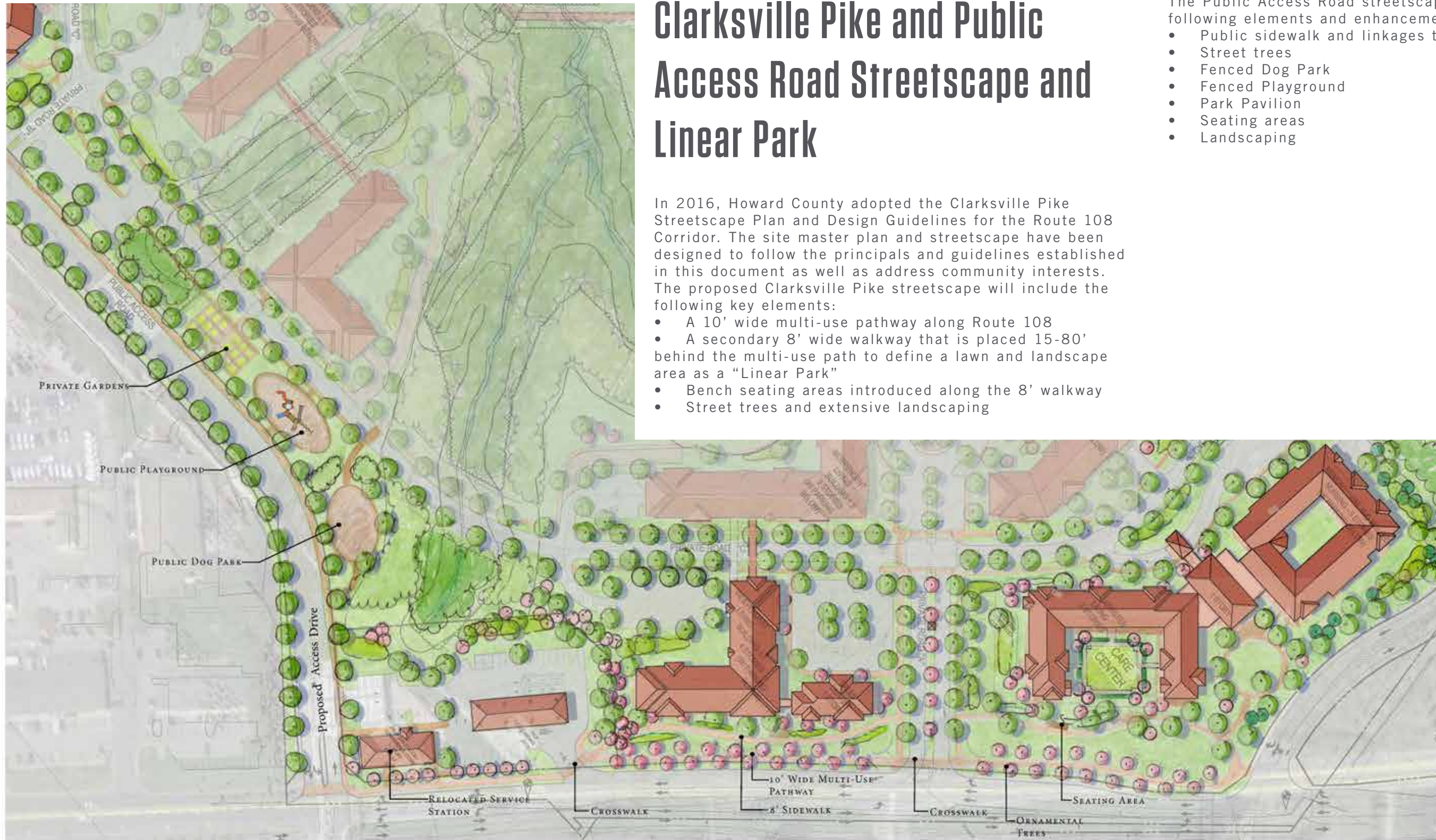
## Clarksville Pike and Public Access Road Streetscape and Linear Park

The Public Access Road streetscape will include the following elements and enhancements:

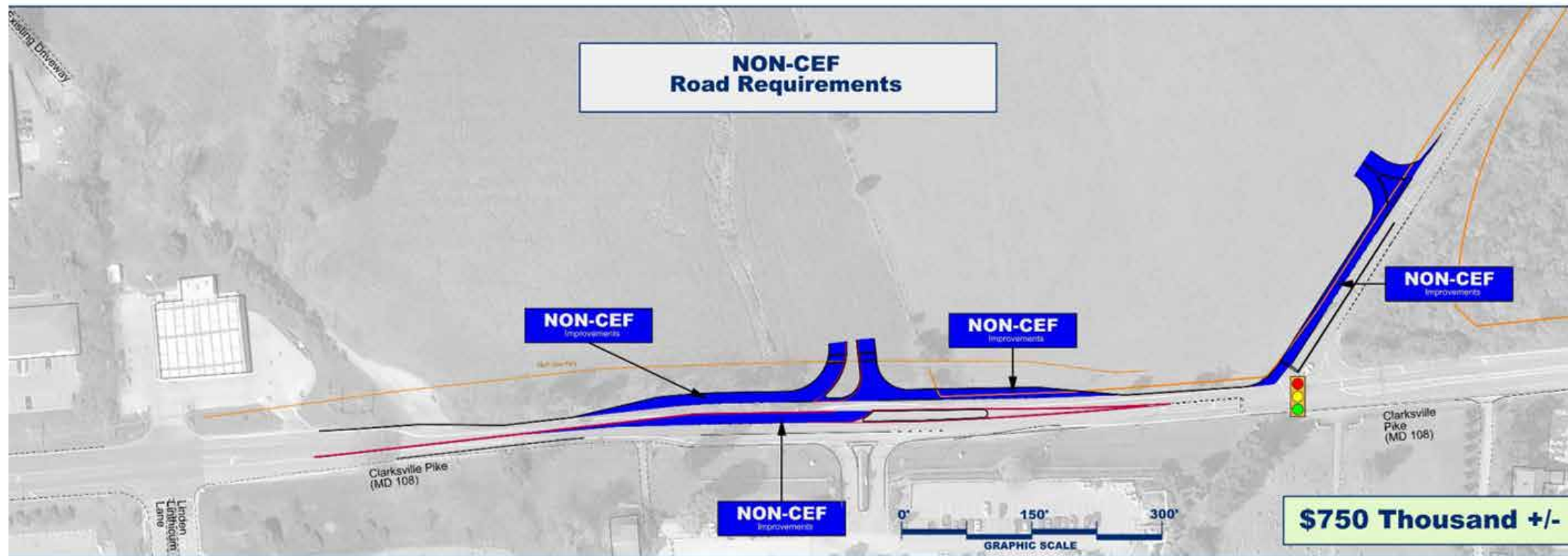
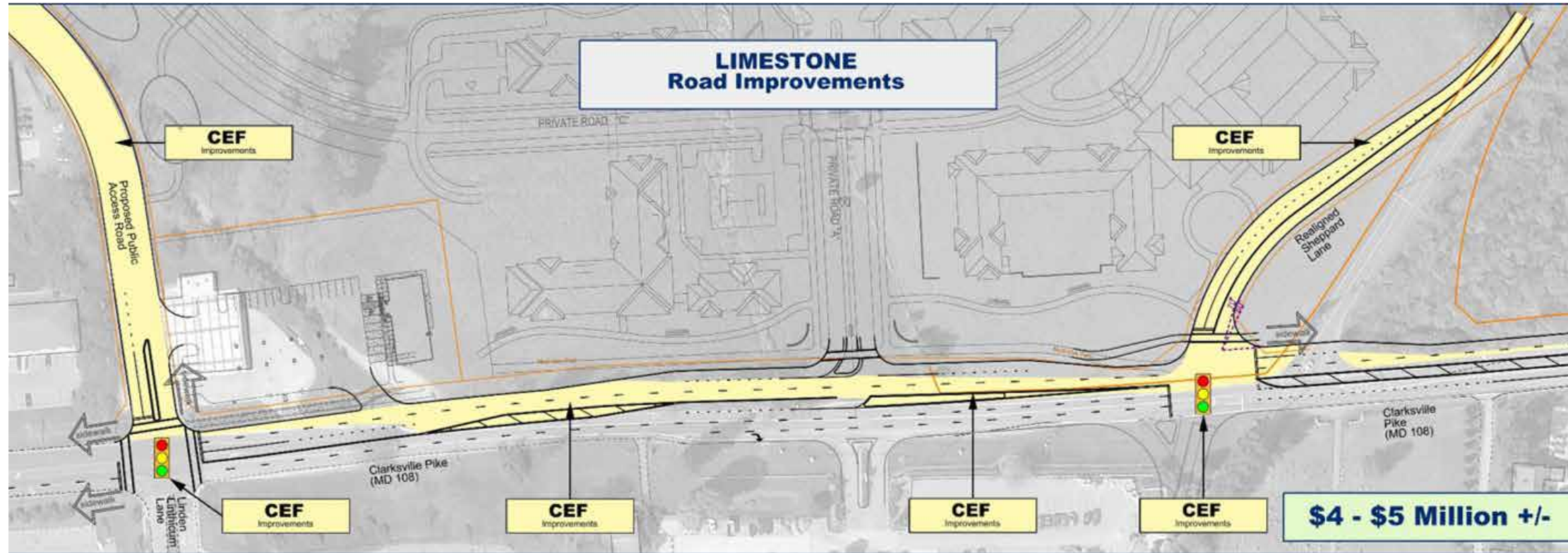
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- Park Pavilion
- Seating areas
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In 2016, Howard County adopted the Clarksville Pike Streetscape Plan and Design Guidelines for the Route 108 Corridor. The site master plan and streetscape have been designed to follow the principals and guidelines established in this document as well as address community interests. The proposed Clarksville Pike streetscape will include the following key elements:

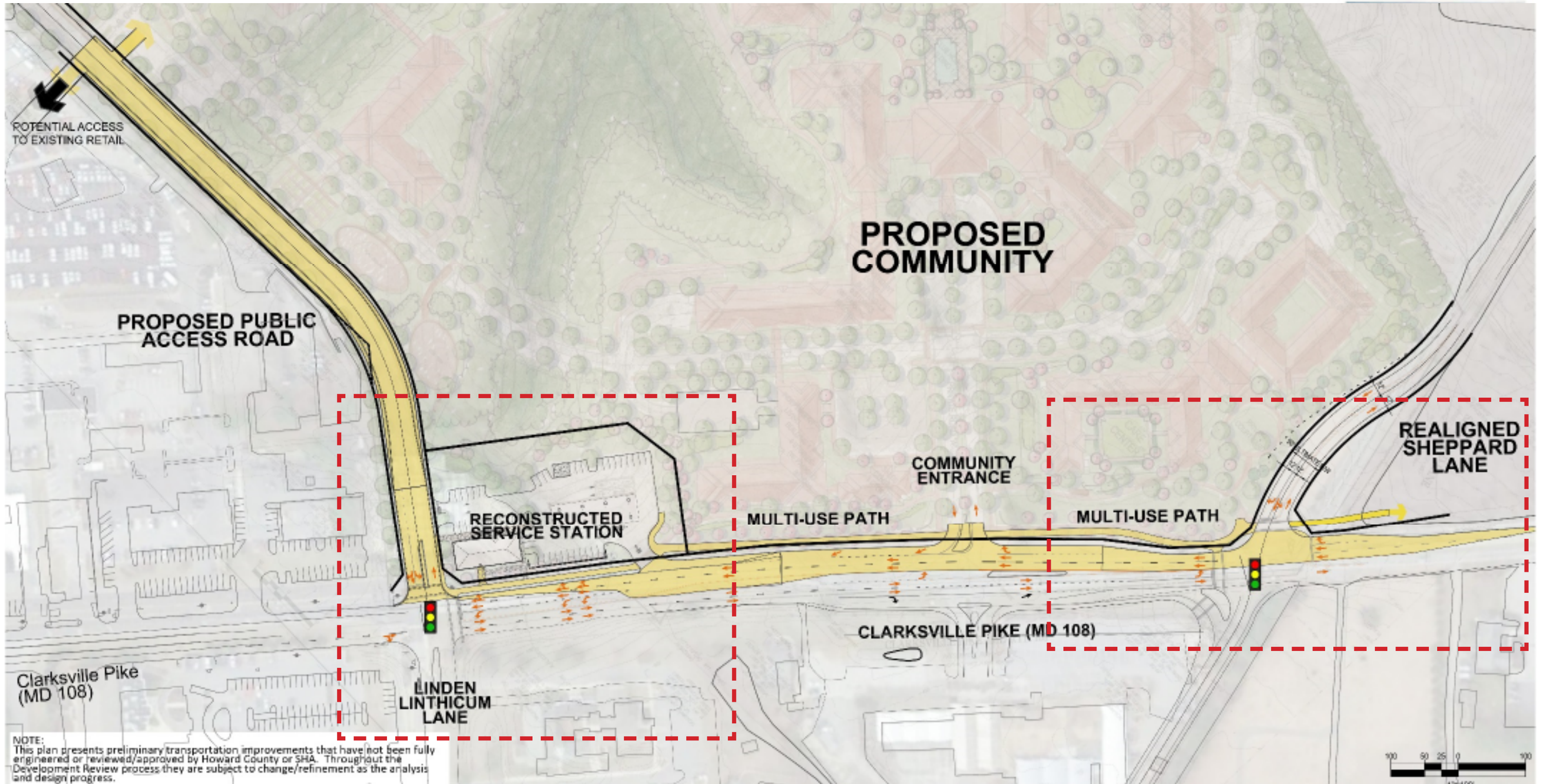
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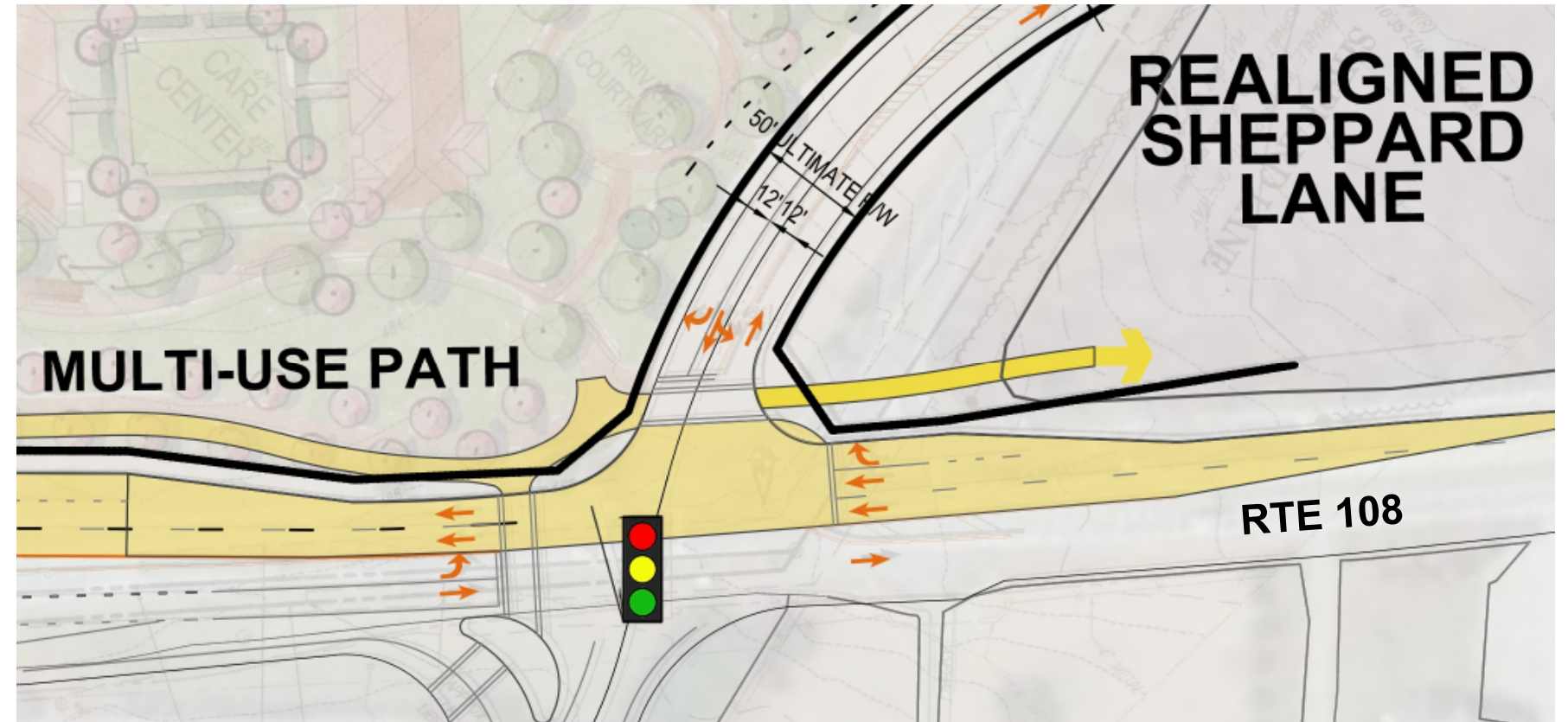
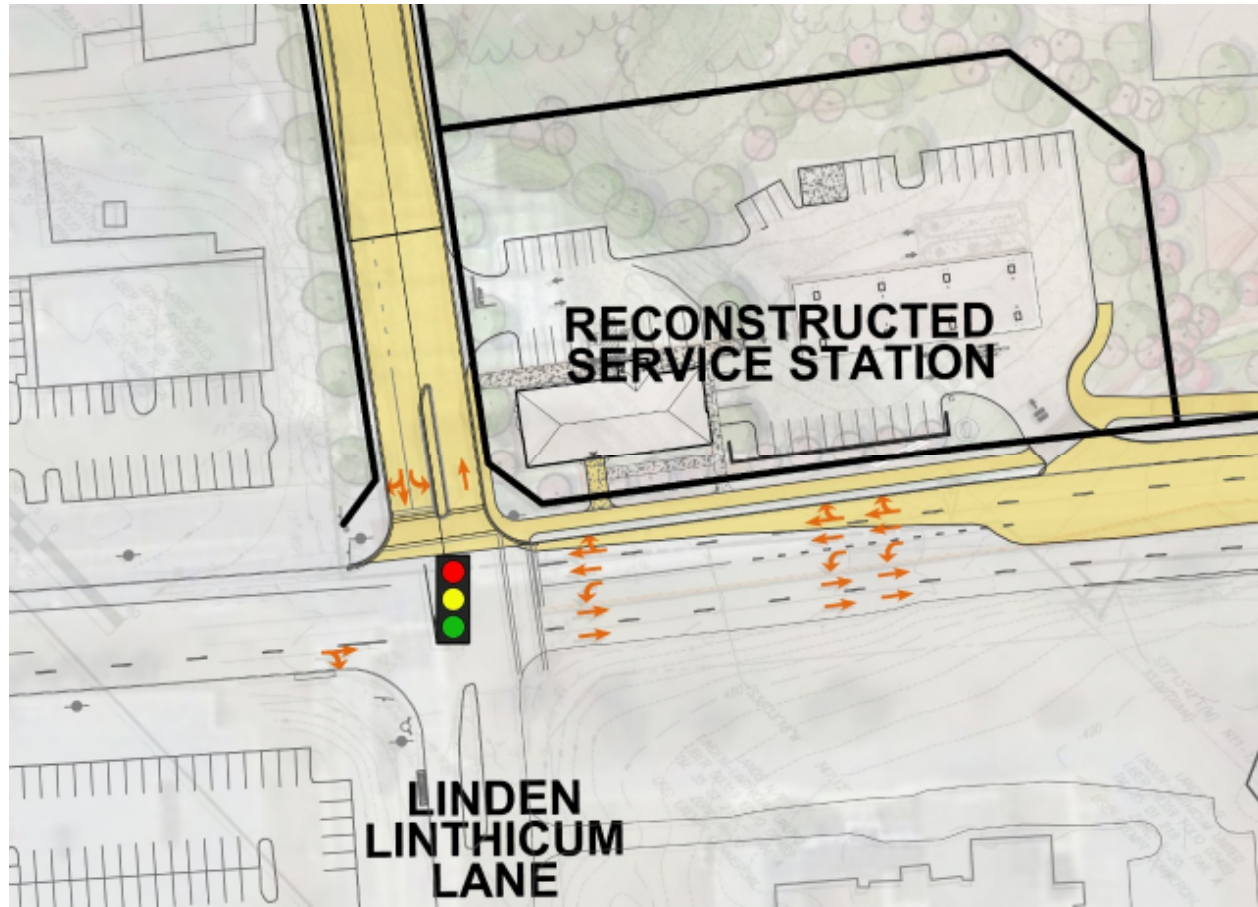
# Community Enhancements: Traffic



# Community Enhancements: Traffic



# Community Enhancements: Traffic



Intersection	Required APF Improvements for 1200 CCRC + 240 ALF units	Proposed CEF Improvements for 1200 CCRC + 240 ALF units	Benefits and Enhancements
MD 108 at Linden Linthicum Lane	<b>None Required</b> - Linden Linthicum Lane is classified as a Local Road and would be exempt from APF Requirements	<ul style="list-style-type: none"> <li>Construct Proposed Public Access Road</li> <li>Install Signalization</li> <li>Provide Additional Thru Lanes to the East</li> </ul>	<ul style="list-style-type: none"> <li>This road will not only provide access to the site, but will also permit potential connectivity at a signalized intersection to MD 108 for Clarksville Commons and other retail developments.</li> <li>Signalization will allow existing homeowners and business customers easier access to MD 108.</li> <li>Widening of MD 108 will enhance traffic operations for all roadway users.</li> </ul>

Intersection	Required APF Improvements for 1200 CCRC + 240 ALF units	Proposed CEF Improvements for 1200 CCRC + 240 ALF units	Benefits and Enhancements
MD 108 at Sheppard Lane	Widening of Sheppard Lane to provide 2 lanes approaching MD 108	<ul style="list-style-type: none"> <li>Provide a Continuous Left Turn Lane along EB MD 108</li> <li>Realign the intersection</li> <li>Widen Sheppard Lane to provide 2 lanes approaching MD 108</li> <li>Provide an additional lane along WB MD 108</li> </ul>	<ul style="list-style-type: none"> <li>The extension of the existing left turn lane will enhance operations along MD 108 by eliminating the blocking of thru traffic that occurs today.</li> <li>Safety and operations are enhanced with an intersection that is closer to perpendicular.</li> <li>This improvement will allow right turning traffic more efficient access to MD 108.</li> <li>This improvement will allow westbound traffic to more efficiently proceed through the Sheppard Lane intersection.</li> </ul>