

OXFORD SQUARE

The Yards: Parcel 'V'

Design Advisory Panel Application

December 21, 2017

Submitted by:
Kellogg-CCP, LLC

Development Team



Master Developer / Applicant

Kellogg-CCP, LCC

c/o David P. Scheffenacker, Jr.

Home Builder

US Home Corp

Architect

Middleburg Architectural Service

Mangan Group Architects

Planning / Landscape Architect

Hord Coplan Macht, Inc.

Civil Engineer

Fisher Collins and Carter, Inc.

Vision



Southmoor Street (January 2016)

Oxford Square is 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.

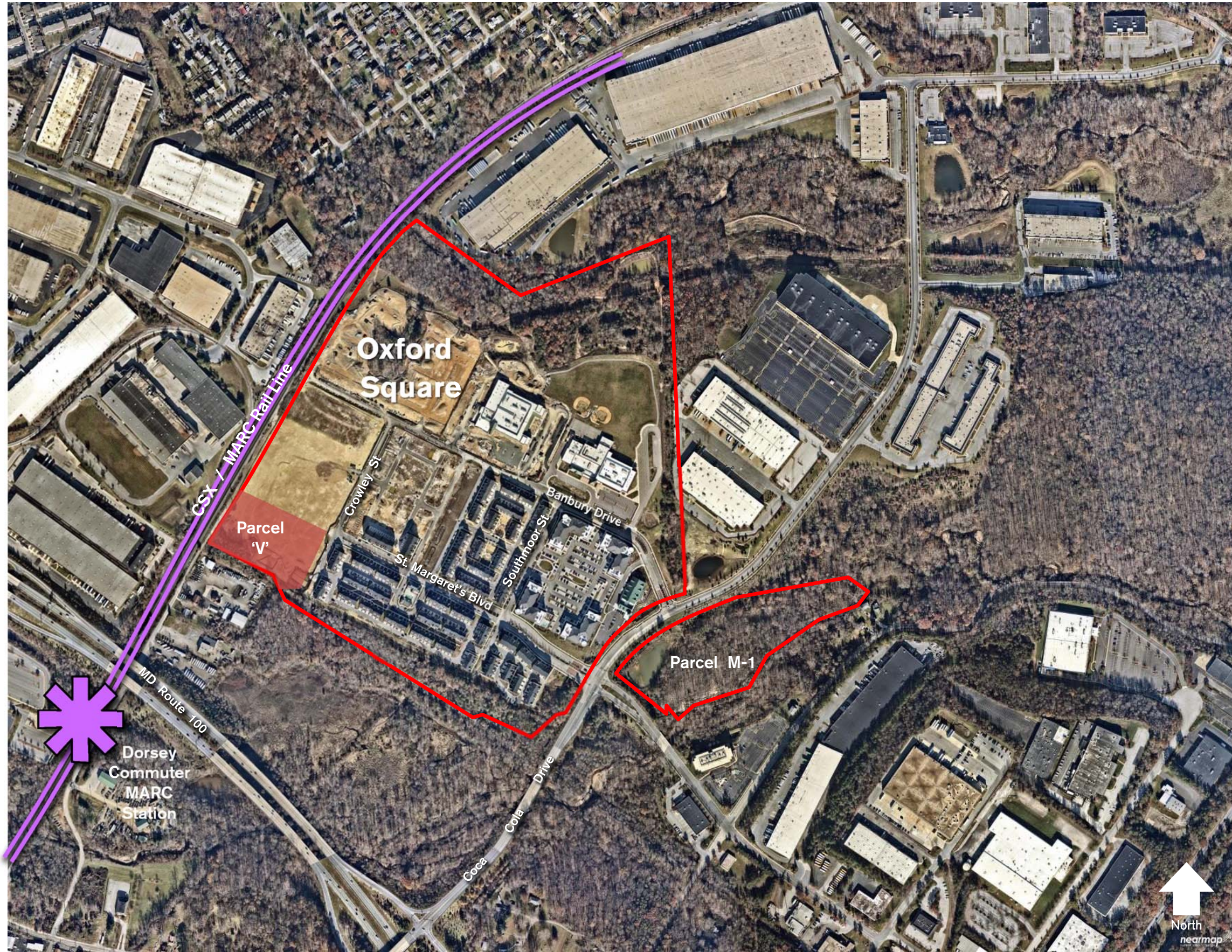
Oxford Square is a place of distinction. A pedestrian-oriented neighborhood, Oxford Square appeals to its residents, workers and visitors on a human scale. Fully accessible to the Dorsey MARC commuter rail station, Oxford Square blends a diversity of mutually beneficial uses into a “community of choice.” Oxford Square addresses 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. Complies with Howard County Green Neighborhood for Site and National Association of Home Builders (NAHB) National Green Building Program
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 (Dec 2017)

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. A pathway between St. Margarets Boulevard and the platform is under consideration. 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, 15,932 square feet of retail, a public middle and elementary schools.

This is the seventh residential development at Oxford Square. This Site Development Plan and Design Advisory Panel submission includes the development of Parcel 'V' (+/- 6.201 acres). This phase of development will provide 56 townhouses.

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. Primary streets 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 'V' reinforces the conceptual framework of Oxford Square. Buildings will frame public and private streets. The sidewalk along Crowley Street will connect link the northern and southern shared-use pathways and associated open spaces. An internal open space provides common area for residents. St. Margarets Boulevard terminates on a landscape



-  Civic / Community Amenities
-  View Corridors
-  Key Amenity / Open Spaces
-  Shared Use Pathway- Sidewalk Network
-  Proposed Path Connection to MARC Station

Framework Plan

Context



1. Southmoor Street- View of Middle School (Summer 2017)



2. Village Retail & Daycare Building (Summer 2017)



3. St. Margarets Boulevard Gateway (Summer 2017)



4. Elementary School Under Construction (Summer 2017)



5. Townhouse Mews (Summer 2017)



6. The Lawn View Towards Pool House (Summer 2017)



Key Map



7. Southmoor Plaza- View West (February 2016)

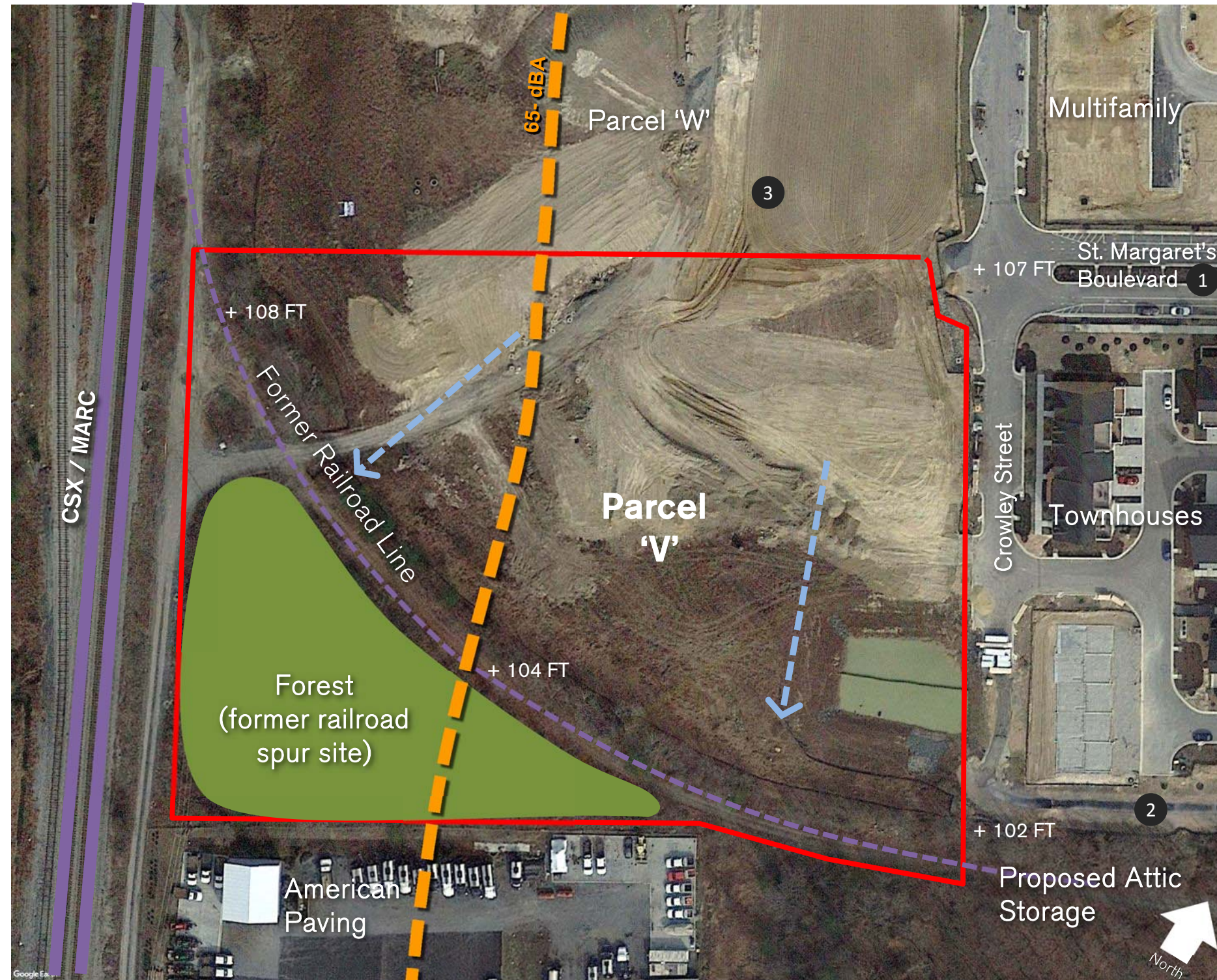
Environmental & Site Features

The Yard development is located on previously disturbed land. The land consists of previously mass-graded land and a former railroad spur. Currently the site is being used for staging of construction and contains temporary sediment traps.

Generally drainage is towards the southern property line.

This phase of development is outside the Thurgood Marshall/BWI Airport noise zone. The parcel is traversed by a 65 decibel noise contour generated from railroad activity. A noise wall along CSX line is proposed to mitigate unwanted sound.

Residential development is located north of the former railroad spur and minimize distribution to the existing forest stand.



Environmental and Site Features



1. St. Margaret's Boulevard (Summer 2017)



2. Southern Shared-Use Path (Summer 2017)



3. Future Development Sites Along CSX Tracks (Summer 2017)

Landscape Design



Landscape / Amenity Features

1. Neighborhood Signage (Piers)
2. Residential Mews / Lawn
3. Pedestrian Connection Node

Illustrative Landscape Plan



Landscape Design

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



Residential Courtyard: Flexible Lawn



Street Light Fixtures

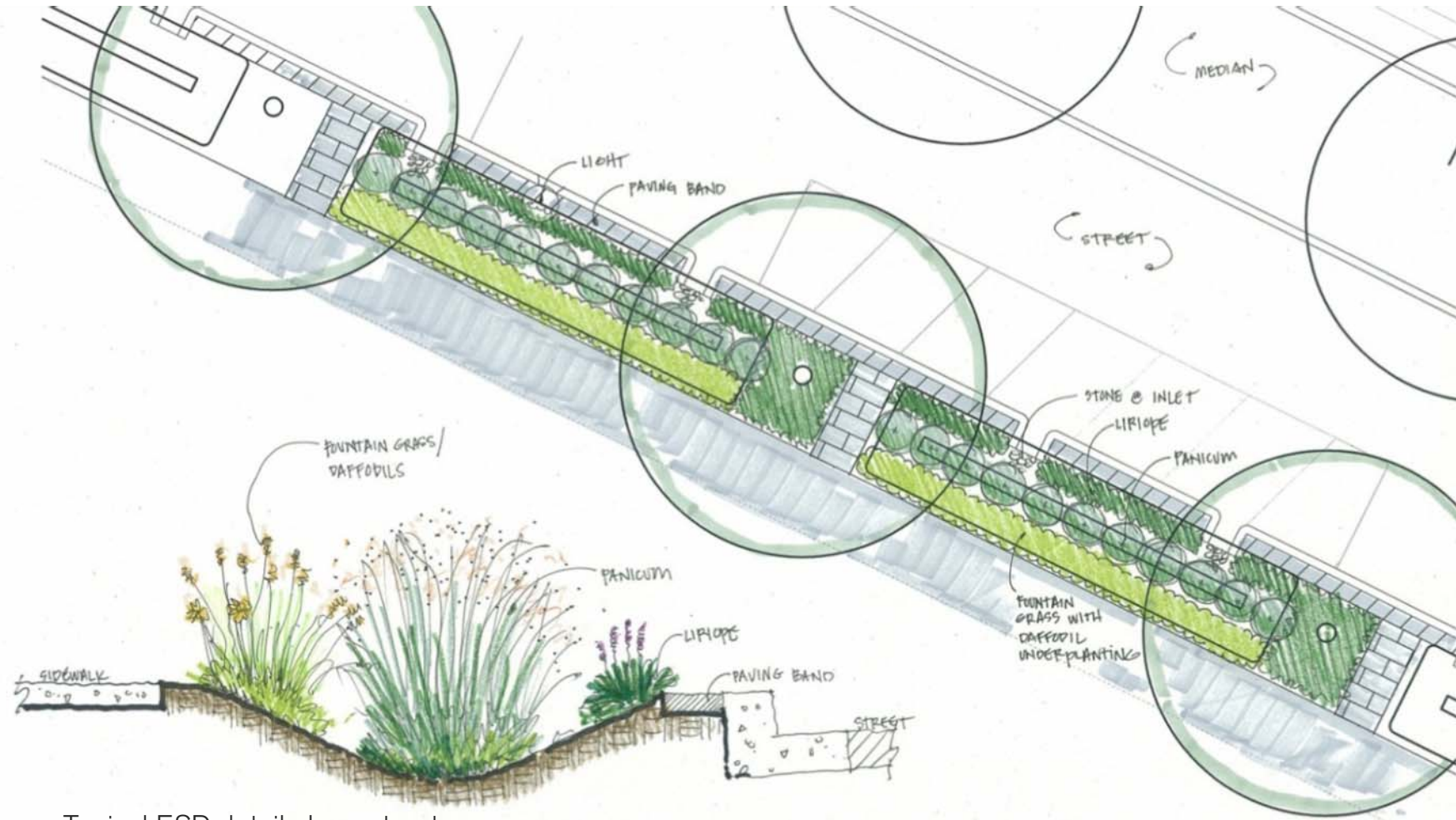


Piers (throughout Oxford Square)



Residential Site Walls (along St. Margaret's Boulevard)

Storm Water Management Strategies



Typical ESD detail along streets



Bio-Retention at Oxford Square



Entrance Gateway Median with Brick Accent, Cobble Gutter and Neighborhood Pier

Architectural Design



Typical Front Elevations of Cambridge Townhouse

Cambridge House

Unit Size: 20' x 40'

Building Height: 3- Story
+/-44' (midpoint of roof)

Parking: 4 spaces per unit
(rear garage & parking pad)

Exterior Materials: Brick Veneer,
Vinyl Siding,
Roof Shingles



Typical Front Elevations of Easton Townhouse

Easton House

Unit Size: 24' x 42'

Building Height: 3- Story
+/-38'-2" (midpoint of roof)

Parking: 4 spaces per unit
(rear garage & parking pad)

Exterior Materials: Brick Veneer,
Vinyl Siding,
Roof Shingles



Oxford Square Townhouses (Residential Mews)



Oxford Square Townhouses (St. Margarets Boulevard)



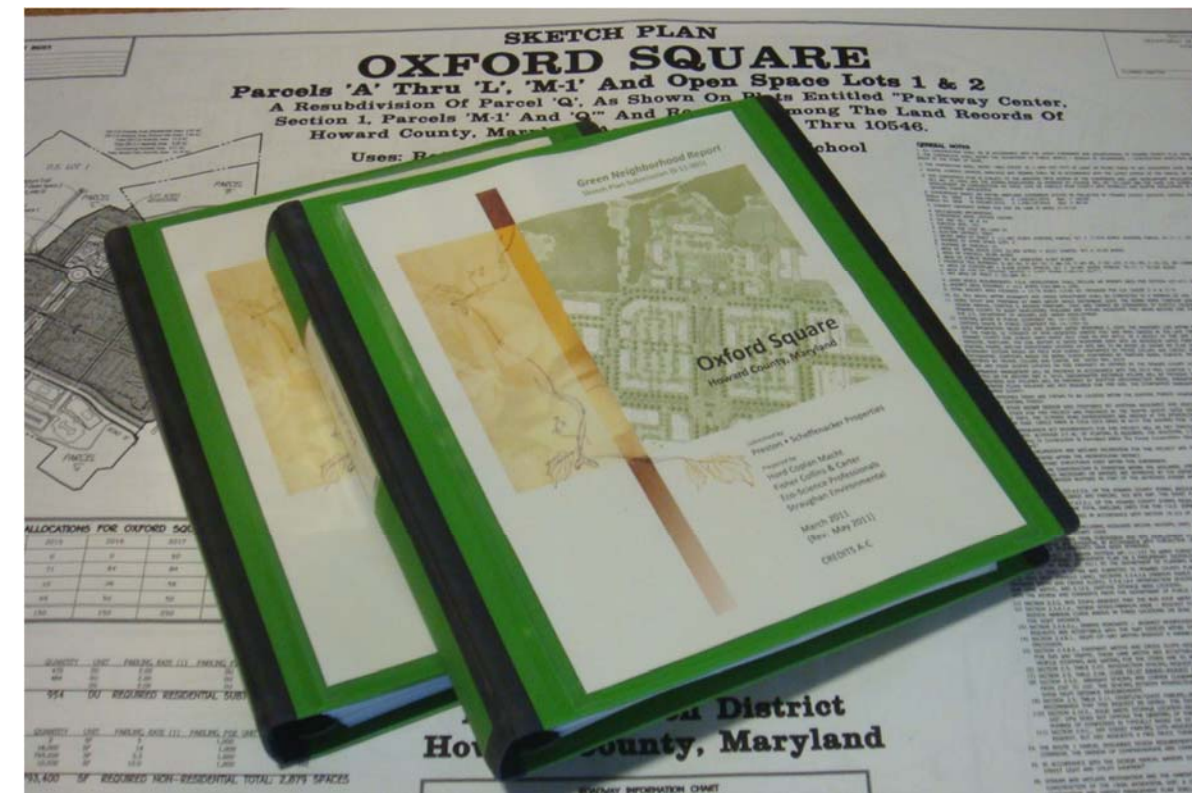
Oxford Square Townhouses (Southmoor Street)

Green Neighborhoods

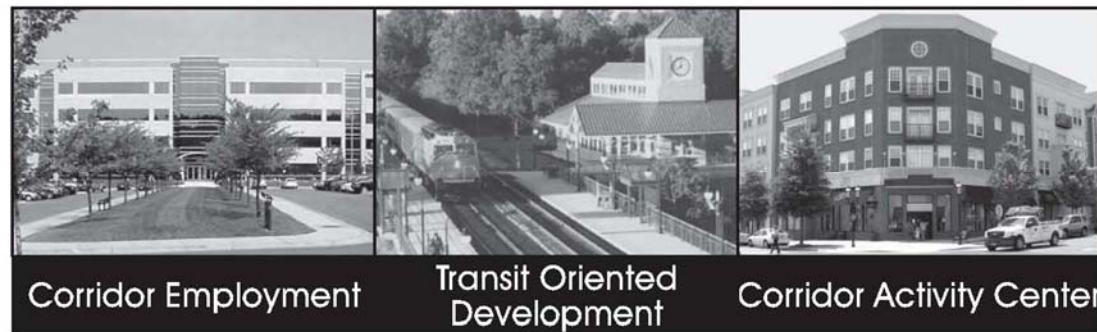


The Applicant of Oxford Square intends on achieving the minimum requirements and goals for the Green Neighborhood for Site program, although this development is not located within the Green Neighborhood boundaries as defined in the Sketch Plan (S-15-001). This site program requires a minimum of 90 points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



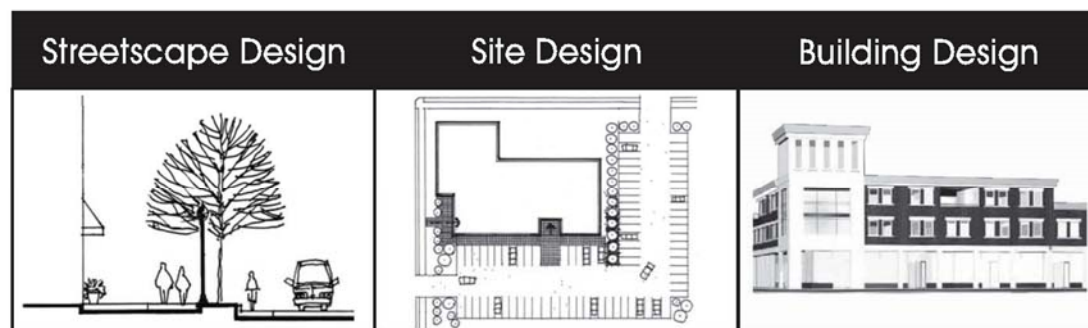
Conformance to the Route 1 Manual



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 schools, 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.