



LAKEFRONT CORE NEIGHBORHOOD IMPLEMENTATION PLAN

Prepared for **Howard Hughes Corporation**
January 2018
DRAFT: Planning Board Submission v.4.0

Prepared for:

The Howard Hughes Corporation

Prepared by:

D E S I G N C O L L E C T I V E

With support from:

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

Gutschick, Little & Weber, P.A.

Wells + Associates

Table of Contents

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

Like the rest of Downtown, the development within all blocks of the Lakefront Core Neighborhood will be market-driven and implemented over time. Accordingly, development within the Lakefront Core Neighborhood may occur in any sequence on parcels as shown on the Lakefront Core Neighborhood Block Plan on page 4. Lakefront Core development may also occur in Phases 1, 2, 3, and/or 4 of the overall Downtown Revitalization Phasing Progression. Currently, no development program is planned for the existing Teachers Building (Parcel G) or the Rouse Building (Whole Foods) (Parcel C).

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

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

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

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

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

The estimated, total development levels in the Lakefront Core Neighborhood are shown in the table on the facing page (131,139 sf retail/restaurant, 292,026 sf office, 28,385 sf other, and 509 du). These levels of development include both existing (to remain) and new development. There is an anticipated 155,733 sf of demolition within the Lakefront Core, including the 126,077 sf American City (Parcel E) building, 20,856 sf Exhibit Building (Parcel I), and 8,800 sf Copelands Restaurant (Parcel H). The Copelands parking deck (Parcel H) is also anticipated to be demolished. For the Lakefront Core Neighborhood, the Net New development levels are anticipated as 54,244 sf retail/restaurant, 104,423 sf office, and 509 du. However, as noted above, the timing and location of future development activity will be market-driven and, therefore, development within each phase of the Downtown Revitalization Phasing Progression may occur both within and outside the Lakefront Core Neighborhood and must be factored into future phasing calculations.

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

Lakefront Core: Anticipated Program Yield Per Area ^{(1)**}

PARCEL			Uses ¹																
			Non-Residential (SF)														NET NEW ³		
			Existing				Demolition				Proposed								
Parcel	Area (SF)	Area (Acre)	Retail/Rest.	Office	Other	Total	Retail/Rest.	Office	Other	Total	Retail/Rest.	Office	Other	Total	Retail/Rest.	Office	Other	Total	
B ⁵	61,953	1.42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	79,024	1.81	46,720	20,643	28,385	95,748	0	0	0	0	0 ⁴	0 ⁴	0 ⁴	0 ⁴	0	0	0	0	0
D ²	26,255	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	67,720	1.55	0	0	0	0	0	0	0	0	13,800	181,000	0	194,800	13,800	181,000	0	194,800	0
F ²	39,497	0.91	0	117,098	0	117,098	0	117,098	0	117,098	0	0	0	0	0	-117,098	0	-117,098	0
G	29,261	0.67	12,019	29,383	0	41,402	0	0	0	0	0 ⁴	0 ⁴	0 ⁴	0 ⁴	0	0	0	0	0
H	80,885	1.86	8,800	0	0	8,800	8,800	0	0	8,800	30,400	0	0	30,400	21,600	0	0	21,600	0
I	66,598	1.53	9,356	11,500	0	20,856	9,356	11,500	0	20,856	28,200	61,000	0	89,200	18,844	49,500	0	68,344	0
J ²	13,541	0.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	15,710	0.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EX ROW	43,988	1.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lakefront Core Total This FDP	524,432	12.04	76,895	178,624	28,385	283,904	18,156	128,598	0	146,754	72,400	242,000	0	314,400	54,244	113,402	0	167,646	0

PARCEL			Non-Residential (SF)							Residential (DU)		
			Ultimate							Existing	Proposed	Net
			Retail/Rest.	Office	Other	Total	Existing	Proposed	Net			
Parcel	Area (SF)	Area (Acre)	Retail/Rest.	Office	Other	Total	Existing	Proposed	Net			
B ⁵	61,953	1.42	0	0	0	0	0	84	84			
C	79,024	1.81	46,720	20,643	28,385	95,748	0	0	0			
D ²	26,255	0.60	0	0	0	0	0	0	0			
E	67,720	1.55	13,800	181,000	0	194,800	0	120	120			
F ²	39,497	0.91	0	0	0	0	0	0	0			
G	29,261	0.67	12,019	29,383	0	41,402	0	0	0			
H	80,885	1.86	30,400	0	0	30,400	0	305	305			
I	66,598	1.53	28,200	61,000	0	89,200	0	0	0			
J ²	13,541	0.31	0	0	0	0	0	0	0			
K	15,710	0.36	0	0	0	0	0	0	0			
EX ROW	43,988	1.01	0	0	0	0	0	0	0			
Lakefront Core Total This FDP	524,432	12.04	131,139	292,026	28,385	451,550	0	509	509			

(1) The non-residential and residential gross floor area, the number of residential units, and/or the land use approved for an individual parcel may be reallocated among other parcels within the FDP area and/or exceeded on a subsequent Site Development Plan (SDP) without amending this FDP, provided the total non-residential and residential gross floor area and the total number of residential units approved for all parcels within the FDP area are not exceeded.

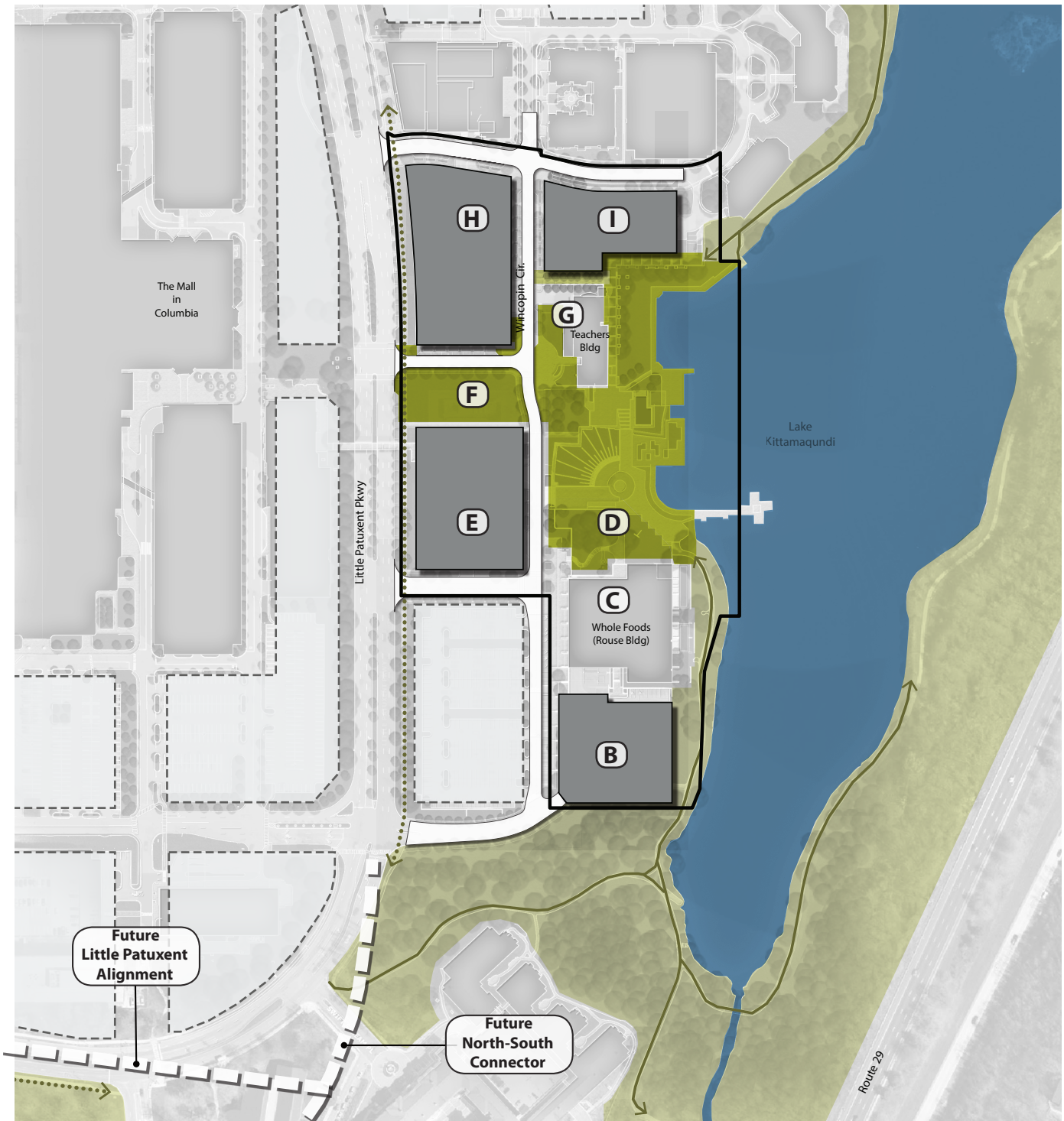
(2) Parcels D, F, and J are anticipated to provide Downtown Community Commons Primary and Secondary Amenity Spaces, possible future street improvements, and/or possible future road improvements and/or possible future street frontage for existing parcels.

(3) Net new area to be used to calculate Downtown Revitalization square footage for phasing and CEPPA's.









(4) Existing uses to remain.

* 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, 146,754 sf of demolition is noted for which a demolition development credit is available pursuant to Section 125.0.A.0.e.(2).

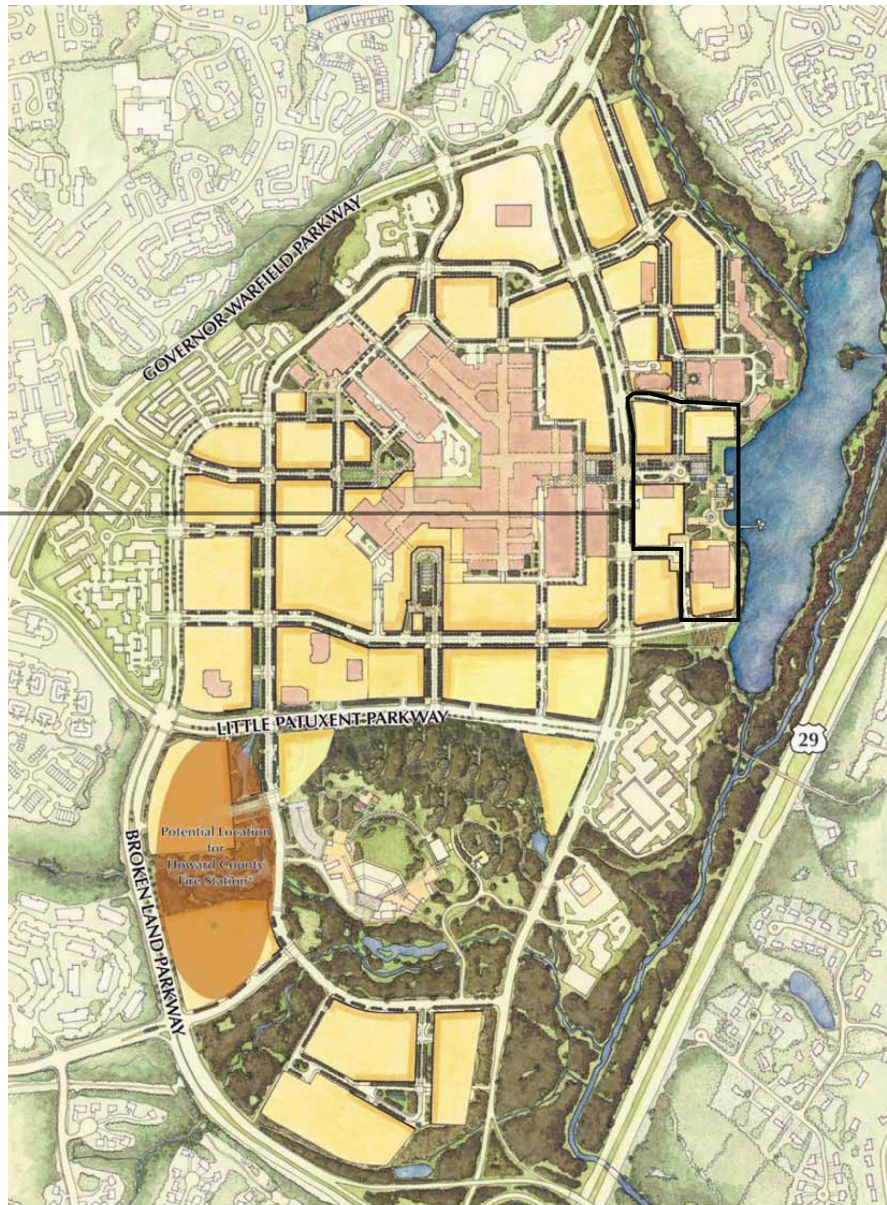
** Development within the Lakefront Core Neighborhood may occur in any sequence and will be market driven. Land uses and amounts are estimated and may occur on different parcels and amounts than shown in the table, provided the cumulative amount of development identified for each land use is not exceeded.



Lakefront Core Neighborhood Block Plan

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

See corresponding boundary on facing page



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

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

The street network has been adjusted to reflect the extension of Wincopin Circle to the south connecting to the Whole Foods Driveway, to provide greater connectivity and visibility to the lake and promote viable shops and restaurants facing the lake. The street network in Lakefront Core shall comprise both public and private streets. Streets that are anticipated to be private may have reduced right-of-way widths to accommodate pedestrian movement and outdoor dining opportunities, minimize impacts to adjacent land, and help create the walkable, vibrant urban character envisioned in the Lakefront Core.

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 ¹</i>
<i>Residential (du)</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>

¹ Approximate Square footage based on approved SDPs. Constructed square footage may vary.

As shown above, the Howard County Planning Board has approved Site Development Plans (SDP) for Downtown Revitalization comprising 817 total net new dwelling units, 102,997 sf of net new retail/restaurant uses, and 322,036 sf of net new office. Based on the approved Site Development Plans, construction to date includes: The Metropolitan Downtown Columbia apartments and associated retail space and the expansion of The Mall in Columbia (380 dus and approximately 51,000 sf of retail/restaurant); Ten.M and m.flats (437 du and approximately 30,000 sf of retail/restaurant); and One Merriweather and Two Merriweather office buildings (approximately 322,036 sf of office and 24,772 sf 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 Lakefront Core Neighborhood and other areas in Downtown. For example, under Phase I of the Downtown Revitalization Phasing Progression, building permits for not more than 1,479 total additional net new dwelling units (2,296 du – 817 du) may be approved until building permits for a total of at least 1,000,000 sf of net new office space, 300,000 sf of net new retail, and 100 net new hotel rooms have been approved in Downtown.¹ Because the Downtown Revitalization Phasing Progression factors in net new development throughout Downtown Columbia, the rate of development in the Lakefront Core Neighborhood will be influenced by development outside Lakefront Core.

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

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

THIS PAGE INTENTIONALLY LEFT BLANK

C. PHASING OF DOWNTOWN COMMUNITY COMMONS SPACES

Per the Primary Amenity Space Framework Diagram from the Downtown Columbia Plan, the following Primary Amenity spaces are required in the Lakefront Core 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.

• Lakefront Connection	68,600 sf*	(1.57 acres)
Within Lakefront Core	44,008 sf*	(1.01 acres)
• Lakefront Plaza	Existing	

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

The Lakefront Connection, a Primary Amenity Space within the Lakefront Core Neighborhood, is anticipated to be developed in conjunction with the private development of Parcel E and/or Parcel H. 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).

The Neighborhood Square and Veterans Monument shown on the plan on the facing page, will be designated as a 25,000 sf Downtown Neighborhood Square as required by Section 125.A.9.g.4(c) of the Howard County Zoning Ordinance. The final location, configuration, size, design, and character of all Secondary Amenity Spaces, including the Downtown Neighborhood Square, may be shown on the applicable Site Development Plan(s) and may vary from what is shown hereon. **(See I. Other on pp. 26-27 for additional information on the Neighborhood Square related to CEPPAs.)**

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 Lakefront Core, 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 Lakefront Core, as a result of the size of the required Primary Amenity Space, no additional Secondary Amenity Space is required to satisfy the 5% Downtown Community Commons requirement. Downtown Community Commons provided in excess of the 5% requirement (including both Primary and Secondary Amenity Space) can be credited towards the Downtown Community Commons obligation on a subsequent FDP per Section 125.0.A.9.g4(g).



Lakefront Core Neighborhood Amenity Space Plan

- 1

 PRIMARY AMENITY SPACE
 LAKEFRONT CONNECTION*
- 2

 LAKEFRONT PLAZA (EXISTING)
- 3

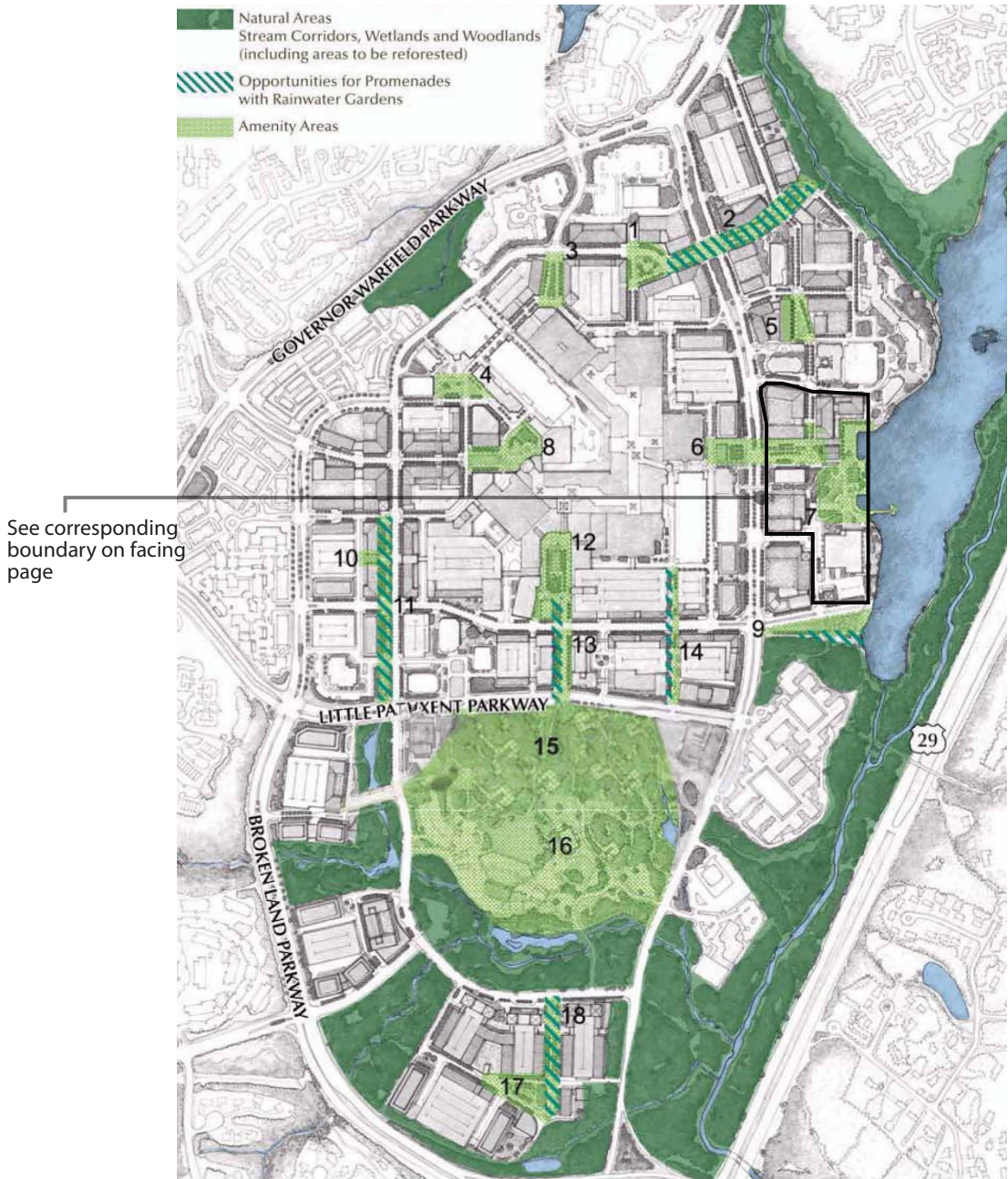
 DOWNTOWN NEIGHBORHOOD SQUARE
 and VETERANS MONUMENT**
- NATURAL AREAS
- EXISTING TRAIL/PATHWAY
- PROPOSED TRAIL/PATHWAY

REQUIRED 5% MINIMUM NET NEW DOWNTOWN COMMUNITY COMMONS 24,022 sf
 Less Proposed Primary Amenity Space of Lakefront Connection in LFC (44,008 sf *)
 Required Secondary Amenity Spaces 0 sf**

* The total Lakefront Connection area requirement per the DCP is 68,600 sf, including the area east of LPP up to the existing Teachers Building and the area west of LPP up to the existing Mall. For the Lakefront Core portion of the Lakefront Connection, a linear foot measurement was used to determine the correct percentage of the total area requirement. The Lakefront Core portion of the Lakefront Connection is 64% of the total (340' of the overall length of 530'), equating to a 44,008 sf requirement. (To note, of the 44,008 sf, 38,442 sf is HHC's minimum requirement; CA is responsible for the remainder.)

** As a result of the required Primary Amenity Space, no additional secondary amenity space is required. Downtown Community Commons provided in excess of the 5% requirement can be credited towards the Downtown Community Commons obligation on a subsequent FDP per Section 125.0.A.9.g(4)(g). The Neighborhood Square and Veterans Monument, shown on the plan, fulfills the requirement from Section 125.0.A.9.g(4)(c) of the Howard County Zoning Ordinance for a 25,000 sf community commons. The secondary amenity spaces shown herein are for illustrative purposes only; the final location, configuration, size, design and character of these spaces will be shown on the applicable Site Development Plan(s) and will vary from what is shown herein.

See pages 2-4 for additional parcel descriptions.



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

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

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

The Downtown Columbia Plan, General Plan Amendment, shown above, indicates that Lakefront Core’s amenity space network will include a Plaza as well as Natural Areas. The Lakefront Core Neighborhood Amenity Space Plan is guided by this intent, and locates the Primary Amenity Spaces within Lakefront Core.

THIS PAGE INTENTIONALLY LEFT BLANK

D. PHASING OF THE TRANSPORTATION AND CIRCULATION FACILITIES

The street network serving the Lakefront Core Neighborhood includes Little Patuxent Parkway, Wincopin Circle North, Wincopin Circle South, Whole Foods Driveway, and Moore Circle. These roadways would serve the site, chiefly via full-movement intersections. Outside of the immediate Lakefront Core, the area would be served by the larger Crescent Neighborhood Phase 2 road network and its associated improvements.

Curbside parking is proposed along the east side of Little Patuxent Parkway between Wincopin Circle North and the Whole Foods Driveway. It is acknowledged that Little Patuxent Parkway provides a key link within Downtown, but providing on-street parking in concert with the redeveloped site would begin to shift suburban traffic conditions to a more urban boulevard character, as envisioned by the Downtown Columbia Plan.

Internal to the Lakefront Core neighborhood a network of streets will serve local access to the various parcels. Wincopin Circle is designated as a Street Type 3 and would provide two (2) travel lanes with the potential for on-street parking. Wincopin Circle would connect to Little Patuxent Parkway at two (2) locations. As part of the Lakefront Core Neighborhood development, Wincopin Circle is proposed to be extended south to the Whole Foods Driveway. This new connection would remove the existing circular drop-off/pick-up area in front of the Teachers Building, add to the future grid pattern of streets, and provide a continuous north-south connection to Moore Circle. The Whole Foods Driveway would also serve the site as a Street Type 3 with two (2) general travel lanes. Moore Circle, at the southern terminus of the Lakefront Core, is designated as a Boulevard and is ultimately planned to provide four (4) travel lanes and potential on-street parking. It is planned to remain as a two-lane roadway under near-term conditions with the development of the Lakefront Core.

Vehicular access to the development parcels would be provided from Wincopin Circle, its planned extension, and the Whole Foods Driveway. The existing driveway on Little Patuxent Parkway that provides direct access to the existing Copeland's parking garage would be eliminated. Loading facilities are also planned to be located along Wincopin Circle in accordance with the Downtown Columbia Plan.

As described previously, the buildout of the Lakefront Core neighborhood is anticipated to coincide with the streets associated with the Crescent Neighborhood Phase 2 road network. Phase 2 of the Crescent Neighborhood includes the construction of Merriweather Drive from Little Patuxent Parkway to Symphony Woods Road, the construction of Symphony Woods Road from Little Patuxent Parkway to Merriweather Drive, and the extension of Hickory Ridge Road from Broken Land Parkway to Merriweather Drive (it excludes the future extension of Symphony Woods Road to Broken Land Parkway identified in the Phase 3 road network plan). No other major master plan improvements are anticipated with the development of the Lakefront Core Neighborhood with the exception of the potential need for site frontage and access point improvements.

There is the potential that a new traffic signal may be warranted along Little Patuxent Parkway at either the Wincopin Circle North or Wincopin Circle South intersections serving the Lakefront Core Neighborhood. It is preferable that a traffic signal be installed at the Wincopin Circle South intersection to improve both vehicular access and provide an at-grade crossing for pedestrians adjacent to the planned amenity space and future pedestrian connection to the Mall Neighborhood. The ultimate determination for signalization, and access configuration will be identified through the Lakefront Core traffic analyses.

The extension of the Downtown Columbia connected pedestrian and bicycle network would be created with the development of Lakefront Core Neighborhood. A shared-use path would be provided on the east side of Little Patuxent Parkway along the site frontage. Sidewalks and marked crossings would be provided within the neighborhood that connect to facilities along Little Patuxent Parkway and would provide pedestrians and cyclists with safe access to the waterfront while promoting alternative transportation modes. In addition, the existing and/or future transit stops would be incorporated into the overall design given the significance of transit in Downtown.

Howard County is in the process of implementing a pilot bikeshare program, with three stations located within Downtown Columbia of which one will be located within the Lakefront Core Neighborhood. The connectivity provided by the extension of the bicycle network would allow this station to connect to others located on the west side of the Mall and One Merriweather located on the southeast corner of the Little Patuxent Parkway/Broken Land Parkway intersection.

It is anticipated that the remaining streets identified in the Downtown-wide Design Guidelines and any associated pedestrian and bicycle facilities within the Lakefront Core 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 bikeway construction (by others) consistent with the following Street, Pedestrian, and Bicycle Circulation Plans might also be desirable or necessary to facilitate an important vehicular, pedestrian, or bicycle connection.



Lakefront Core Neighborhood Street Framework Plan

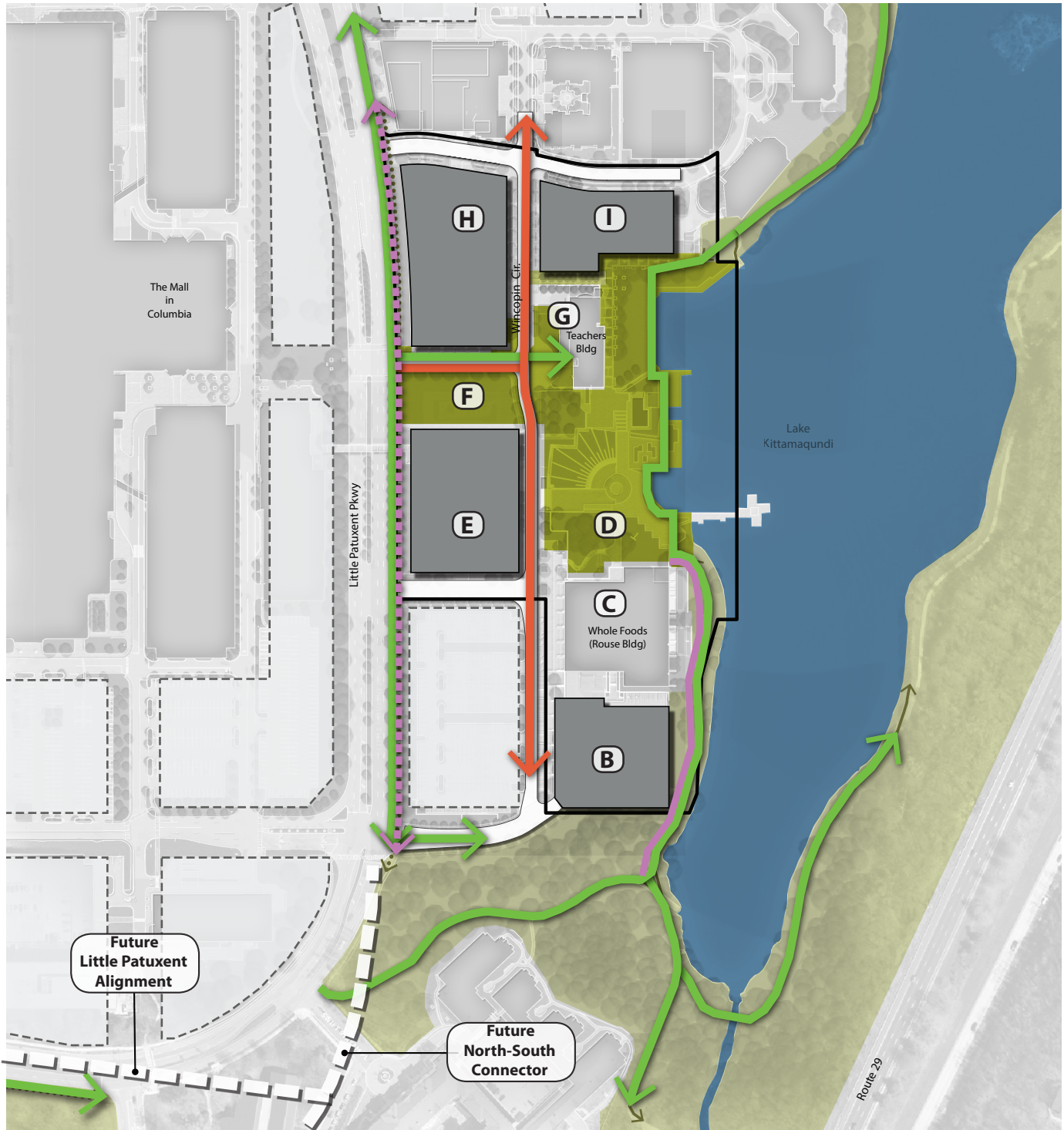
- BOULEVARD - Minor Arterial/ Major Collector*** (4 LANES W/ MEDIAN*)
- BOULEVARD 2 - Minor Arterial/ Major Collector*** (6 LANES W/ MEDIAN*, PARALLEL PARKING)
- STREET TYPE 3 - Minor Collector/ Local Street*** (2 LANES*, PARALLEL PARKING (Optional))
- STREET TYPE 3B - Minor Collector/ Local Street*** (2 LANES*, PARALLEL PARKING (Optional), SPECIAL PAVING)
- EXISTING TRAIL/PATHWAY
- PROPOSED TRAIL/PATHWAY

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

**Alleys, Common Access Easements (CAE), or private streets may be placed within blocks for internal circulation, servicing, and parking. Final locations of these roadways will be proposed at the SDP phase.

*** A dashed Boulevard and Street Type 3, as shown, identify future extension of streets adjacent to or providing access to the Lakefront Core, as shown in the Downtown Columbia Plan. Currently these streets are either access drives or private drives.

See pages 2-4 for additional parcel descriptions.



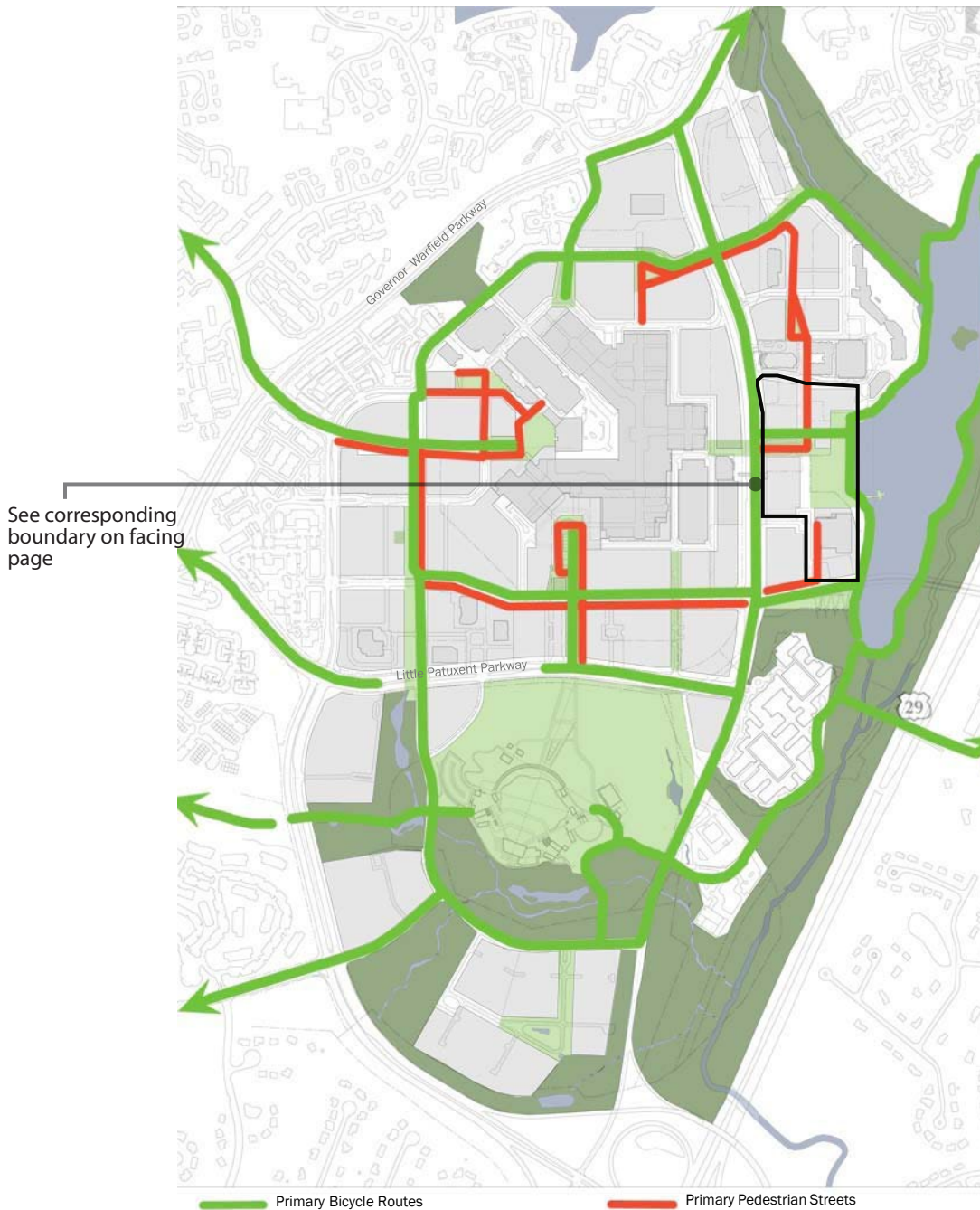
Lakefront Core Neighborhood Bicycle and Pedestrian Plan

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

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

** 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.

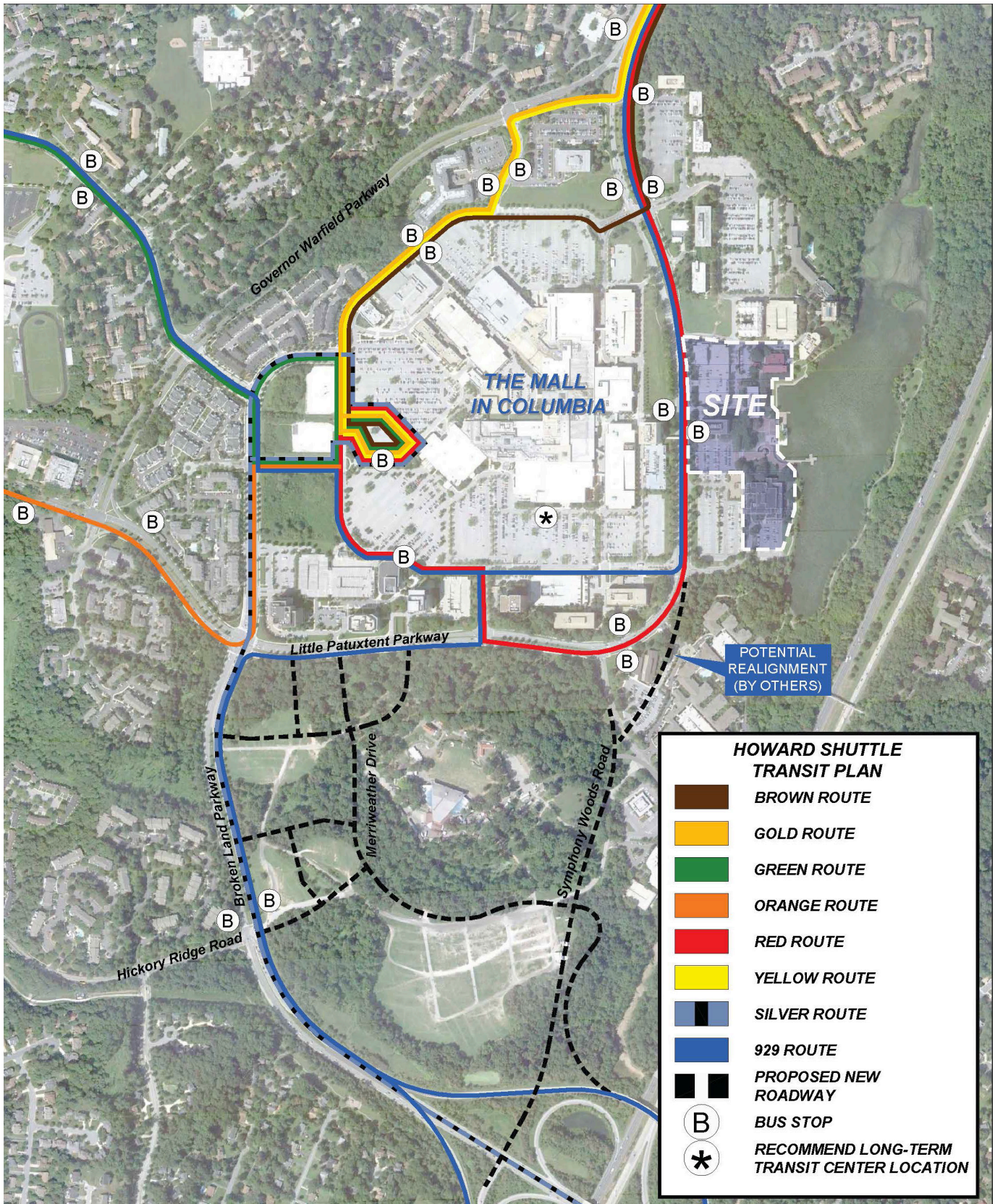
See pages 2-4 for additional parcel descriptions.



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

The Pedestrian and Bicycle Circulation Plan above indicates desired locations for Primary Bicycle Routes throughout Downtown (shown in green); the Primary Pedestrian Streets (shown in red) indicate streets envisioned to have potentially heavy foot traffic and retail frontage. Accommodating bicyclists and pedestrians is essential to creating the multi-modal character desired for Downtown. The Lakefront Core Neighborhood Bicycle and Pedestrian Circulation Plan shown on the facing page is guided by this intent.

To note, in addition to the Primary Bicycle Routes, the plan on the facing page also shows both the existing shared-use path along the lakefront as well as a proposed shared-use path along Little Patuxent Parkway. Within Lakefront Core, all Street Type 3 roadways will be designated as shared lanes. Shared lane bicycle facilities are located on streets with a design speed of 25 mph or lower and signed to allow bicycle use of the full lane. Primary Pedestrian Streets have been identified in Lakefront Core similar to the Downtown Columbia Plan, with the addition of the Wincopin Circle Extension along the Lakefront Plaza, to provide greater connectivity and visibility to the lake and promote viable shops and restaurants facing the lake.



Howard Shuttle Transit Plan - Existing Routes and Stops

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

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

Additionally, a 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 in relation to the possibility of bus rapid transit service in Downtown.

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

The phasing of the infrastructure is dependent on the order in which the parcels are developed. Each parcel requires some infrastructure improvements or relocation, however, the improvements on each parcel can be done independently of the other parcels. There is an existing water main in Little Patuxent Parkway and in Wincopin Circle. Sewer service is existing in Wincopin Circle and along the lake.

Storm drainage infrastructure is anticipated to originate from each development parcel through an underground storm drain system and connect to the existing storm drain in Wincopin Circle or the existing parking lots. The existing storm drain ultimately outfalls into the lake.

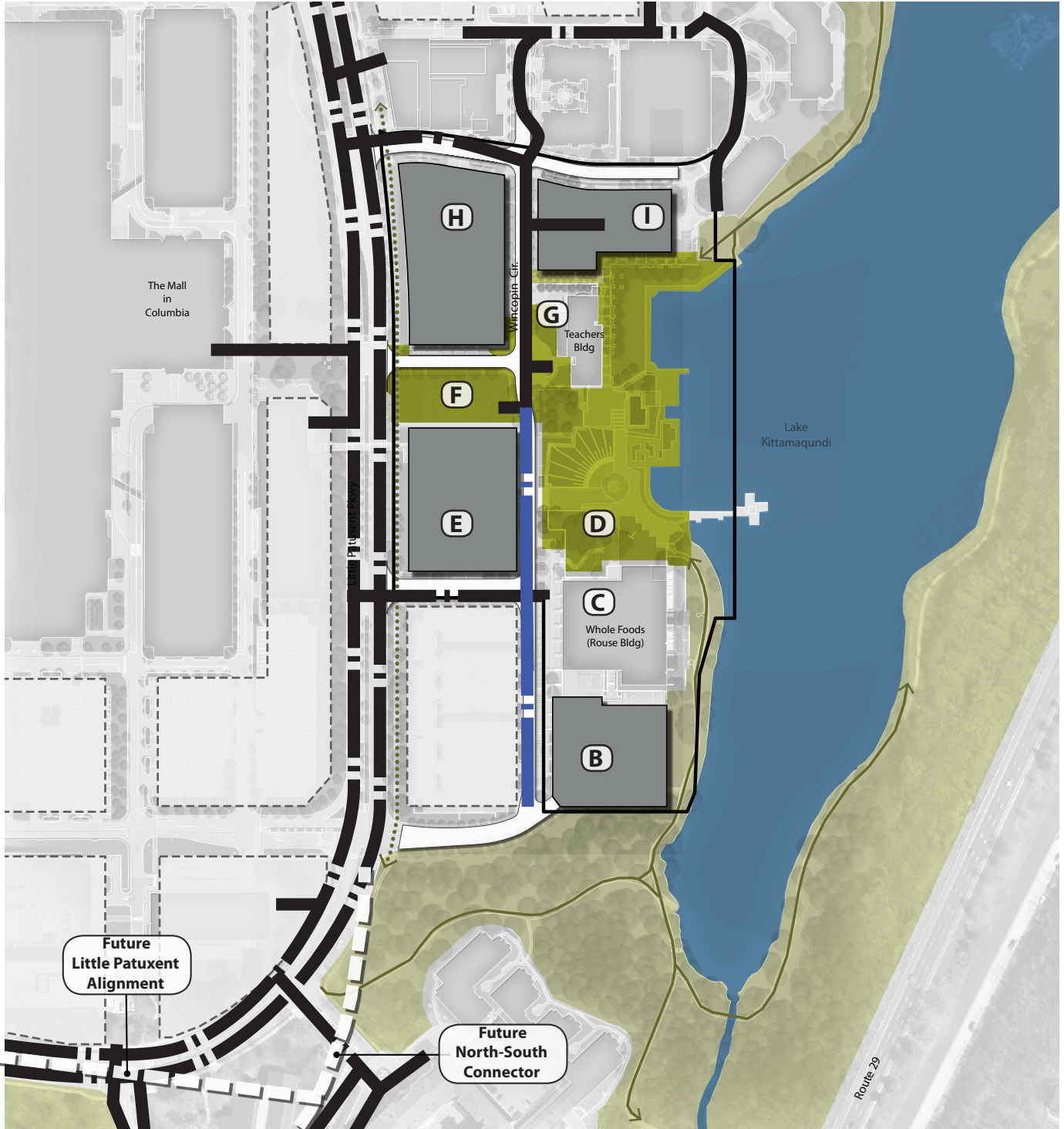
The following is an outline of the infrastructure required for each parcel:

Parcel B: This parcel will require the relocation of an existing 16" sewer main that runs through the existing parking lot. The relocated sewer will run along the east side of proposed building and tie back into the existing main in the open space lot to the south. The existing 8" water main serving Whole Foods will be extended to the south to serve this parcel.











Parcel E: This parcel will require construction of the Wincopin Circle Extended, the private street that connects to the Whole Foods Driveway and entrance. The water and sewer lines in Wincopin Circle will be extended within the new private street to serve this parcel.

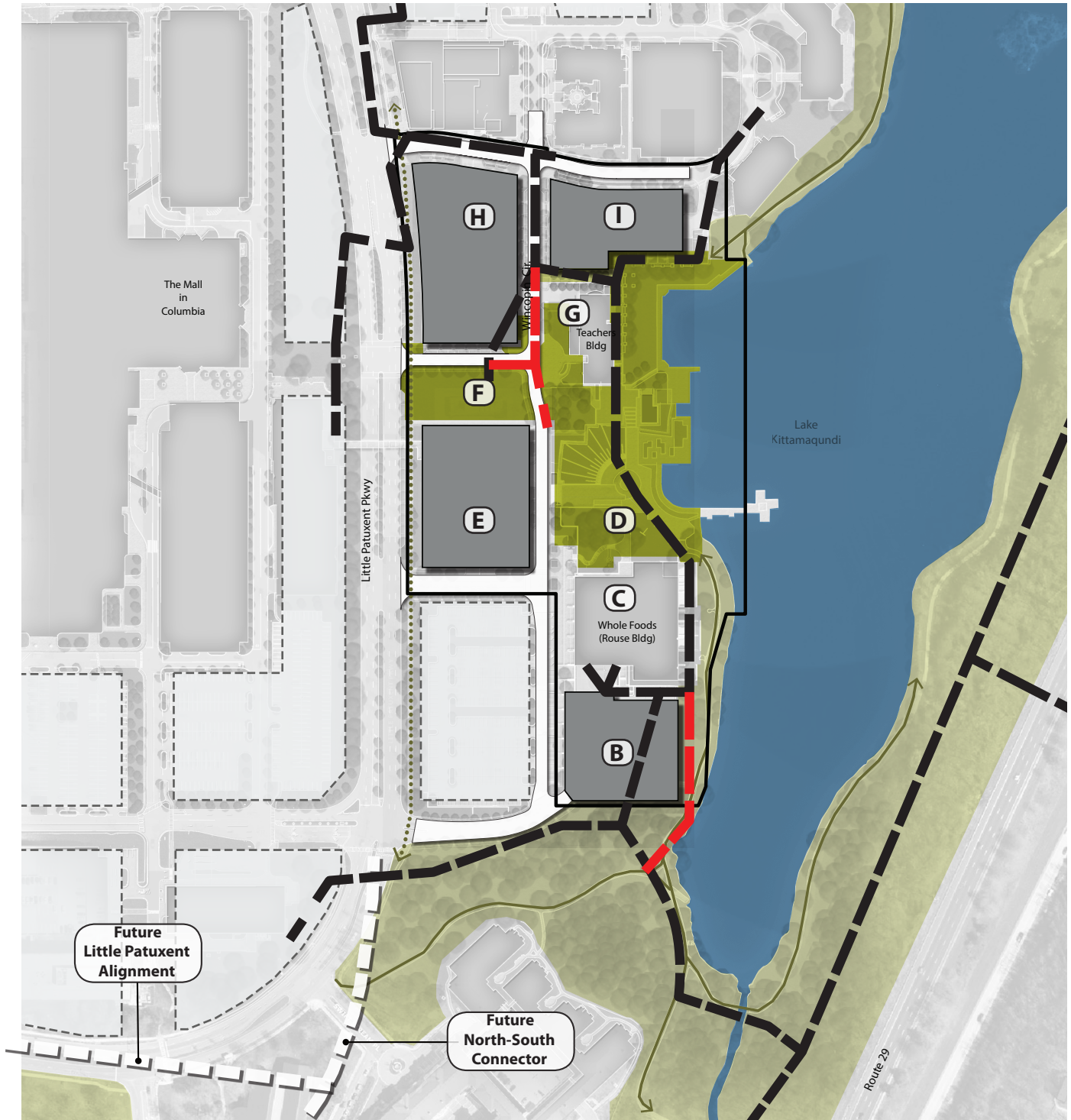
Parcel H: This parcel will require the relocation of the exiting 8" sewer that runs under the parking deck and a 60" storm drain pipe that runs from Little Patuxent Parkway to the lake. If Parcel E has been constructed, the existing 8" sewer can be abandoned. If Parcel E has not been constructed, the 8" sewer has to be relocated to Wincopin Circle. The 60" storm drain will be rerouted so that it runs south along Little Patuxent Parkway and then follows Wincopin Circle east and then north tying back into the existing 60" pipe.

Parcel I: This parcel requires the removal of an 8" water main that serves the existing building. The water for the proposed building will tap into the existing main in Wincopin Circle.



Lakefront Core Neighborhood PUBLIC WATER PLAN - EXISTING AND PROPOSED

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



Lakefront Core Neighborhood PUBLIC SEWER PLAN - EXISTING AND PROPOSED

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

F. BENCHMARKS FOR TRANSPORTATION AND CIRCULATION FACILITIES

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

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

G. BENCHMARKS FOR ENVIRONMENTAL RESTORATION

BEST MANAGEMENT PRACTICES FOR SYMPHONY STREAM AND LAKE KITTAMAQUNDI

Remediation Locations

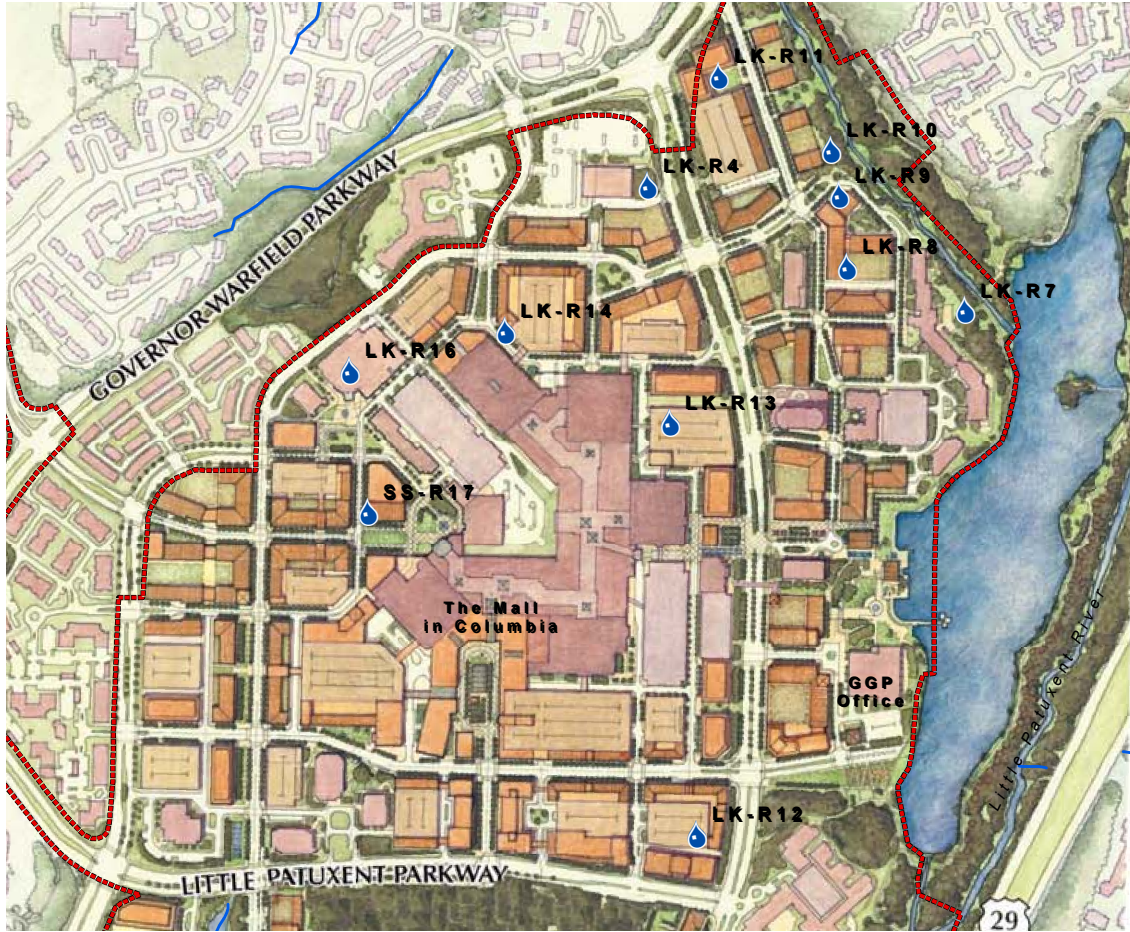
General Growth Properties and its ecological consultant Biohabitats, performed watershed assessments for the three Columbia sub watersheds of Symphony Stream, Wilde Lake, and Lake Kittamaqundi located up stream of *Downtown Columbia's Town Center Merriweather and Crescent Environmental Enhancements Study*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

The 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 the Lakefront Core 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, by its Decision on December 1, 2016, the Howard County Planning Board approved an alternate schedule for completion of CEPPA 15. Environmental restoration within Restoration Areas 3-7 and SS-S5 (offsite) must be completed prior to the issuance of the first use and occupancy permit for a building in Crescent Neighborhood Development Area 3. HRD must also provide quarterly monitoring reports keeping DPZ apprised of its status and to identify any potential delays to complete the work.



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

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

Stormwater Retrofits Table

H. BENCHMARKS FOR DOWNTOWN ARTS, CULTURAL AND COMMUNITY USES

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

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

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

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

We further note that CEPPA 8 (satisfied) required establishment of a Downtown Arts and Cultural Commission to support the development of Downtown Columbia as an artistic and cultural center. CEPPAs 16, 20, and 21 describe improvements to Merriweather Post Pavilion, and CEPPA 24 required the transfer of the Pavilion to the Downtown Arts and Culture Commission. The Pavilion has been transferred to the Commission, and its renovation is underway.

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

I. OTHER

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

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

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

Additionally, because development phasing is inextricably linked to market forces and third party approvals, 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.

This Neighborhood Implementation Plan contemplates alternative CEPPA timing for CEPPAs 19 and 22. Specifically, the timing for each CEPPA will be reversed so that CEPPA 22 will be satisfied in accordance with the timing for CEPPA 19 (i.e., prior to issuance of a building permit for the 2,600,000 sf of development) and the timing for CEPPA 19 will be satisfied in accordance with the timing for CEPPA 22 (i.e., prior to issuance of a building permit for the 3,900,000 sf of development).

Community Enhancements, Programs and Public Amenities (CEPPAs) Tracking Table		
Downtown Columbia Plan		
Satisfied		
CEPPA	Trigger	Notes
1.Environmental assessments	Prior to Submission of First FDP	Satisfied; completed by HHC in 2015
2.Environmental sustainability program	Prior to Submission of First FDP	Satisfied
3.Rt. 29 interchange study	Prior to Submission of First FDP	Satisfied
4.Downtown-Wide Design Guidelines	Prior to Approval of First FDP	Satisfied
5.Transportation feasibility studies	Prior to Approval of First FDP	Satisfied
6.Downtown Columbia Partnership	Prior to Approval of First FDP	Satisfied
7. Environmental restoration phasing/initial SDP	Prior to Approval of First FDP	Satisfied
8.Downtown Arts and Culture Commission (DCACC)	Prior to Approval of First FDP	Satisfied
9.Fire Station	Prior to Issuance of the First Building Permit	Satisfied, See FDP-DC-CRESCENT-1A
10.\$1.5 Million housing fund payment	Upon Issuance of the First Building Permit	Satisfied
11.\$1.5 Million housing fund payment	Upon Issuance of the First Building Permit for the 400 Residential Unit	Satisfied
12.Downtown pedestrian pathways	Prior to Issuance of a Building Permit for the 500,000 th SF of Development (Pathway SDP only)	Satisfied, by bond per alternative compliance approved 8/20/15
13.Rouse Building covenants	Prior to Issuance of a Building Permit for the 500,000 th SF of Development	Satisfied
Future CEPPAs		
14.Transit Center	Prior to Issuance of a Building Permit for the 1,300,000 th SF of Development	Pending; Alternative Compliance approved November 16, 2017 by Planning Board.
15.Environmental restoration	Prior to Issuance of a Building Permit for the 1,300,000 th SF of Development	See Alternative Compliance approved December 2, 2016
16.Phase I Merriweather improvements	Prior to Issuance of a Building Permit for the 1,300,000 th SF of Development	Satisfied
17.School site or equivalent	Upon Issuance of a Building Permit for the 1,375 th Residential Unit	Pending
18.Wilde Lake pathway	Prior to Issuance of a Building Permit for the 2,600,000 th SF of Development	Pending
19.Lakefront Terrace	Prior to Issuance of a Building Permit for the 2,600,000 th SF of Development	Pending
20.Phase II Merriweather improvements	Prior to Issuance of a Building Permit for the 2,600,000 th SF of Development	See Alternative Compliance approved November 4, 2016
21.Phase III Merriweather improvements	Prior to Issuance of a Building Permit for the 3,900,000 th SF of Development	See Alternative Compliance approved November 4, 2016
22.Downtown Neighborhood Square to County	Prior to Issuance of a Building Permit for the 3,900,000 th SF of Development	Pending
23.\$1 Million funding for Downtown shuttle	Prior to Issuance of a Building Permit for the 5,000,000 th SF of Development	Pending
24.Transfer of Merriweather to DCACC	Prior to Issuance of a Building Permit for the 5,000,000 th SF of Development	Satisfied
25.*Downtown Columbia Partnership funding (ongoing)	Prior to Each FDP	On-Going
26.Removed	N/A	Removed by passage of C 52-2016
27.**Housing fund payments (ongoing)	Additional CEPPA Contribution	On-Going
*Actual amount is escalated with the Consumer Price Index for All Urban Consumer (CPI-U) for the Washington-Baltimore Area, published by Bureau of Labor Statistics, Department of Labor, beginning April 6, 2011 and adjusting annually.		
**Actual amount is escalated with the Engineering New-Record Building Cost Index, beginning April 6, 2011 and adjusting annually.		

DESIGN COLLECTIVE

ARCHITECTURE
PLANNING
INTERIORS
LANDSCAPE ARCHITECTURE
GRAPHICS

601 EAST PRATT STREET, SUITE 300
BALTIMORE, MARYLAND 21202
TEL 410.685.6655 FAX 410.539.6242

312 BLACKWELL STREET, SUITE 100
DURHAM, NORTH CAROLINA 27701
TEL 919.381.9322 FAX 919.381.9323

WWW.DESIGNCOLLECTIVE.COM