



Meeting Summary November 1, 2017

Attendance

Panel Members: Don Taylor, Chair
Bob Gorman, Vice Chair
Hank Alinger (recused for item #17-13)
Wei Wei Jia (excused)
Julie Wilson
Fred Marino
Sujit Mishra (excused)

DPZ Staff: Valdis Lazdins, Kristin O'Connor, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:05 p.m.

2. **Review of Plan #17-12 Waterloo Fire Station, Elkridge, MD**

Owner/Developer: Howard County, MD
Architect: Bignell Watkins Hasser Architects, P.C.
Engineer: Sill Engineering Group, LLC

Background

The 5.7-acre site, zoned M2, is located at 7645 Port Capital Drive. The Waterloo fire station is a 23,750 square-foot regional special operations fire station, designed to LEED silver standards. Site access will be off Port Capital Drive extended, which is part of a separate county road and streetscape project that includes sidewalks and street trees. A stormwater management (SWM) facility is currently under construction adjacent to the fire station site, along the Route 1 frontage, which is also part of a separate Department of Public Works capital project.

Applicant Presentation

The applicant gave a multimedia overview of the project. Howard County will construct a special operations fire station to be utilized for special and standard fire station operations, including truck bays and apparatus. The centralized location off Port Capital Drive allows easy access within the county and also to adjacent counties.

The extension of Port Capital Drive is currently under construction. The state police barracks, located next to the fire station site, will share access to Port Capital Drive extended. There are two parking lots; one for individual vehicles and the other for the fire department apparatus to enter and exit.

The facility includes six apparatus bays, four interior pod bays, and six exterior pod bays. The building is designed to accommodate 26 full time staff with standard living quarters, office space, training areas, dining areas, day rooms, and a patio for outside seating. The facility offers both interior and exterior

training areas. The building elevations are typical of a modern fire house and the architecture accommodates the movement of apparatus. The site plan includes four bio-retention facilities, designed for the 100-year storm, with a variety of landscaping.

Staff Presentation

No written public comments were received in advance of the meeting. This project is located within the Route 1 corridor and is subject to the requirements of the *Route 1 Manual*. Staff requested the DAP evaluate architecture, materials, scale, site layout, landscaping, and hardscaping. Additionally, staff asked the DAP to review the treatment of the SWM facility that fronts Route 1.

DAP Questions and Comments

The DAP noted this is an excellent project and it achieves a high standard of design.

Architecture:

The DAP recommended the color of the gable end, visible on the west elevation, be changed to the color of the brick, for consistency with the rest of the building.

The DAP confirmed with the applicant that no rooftop mechanical equipment will be visible from Route 1.

Amenity Spaces:

The DAP asked if a jogging trail could be added to the site. The applicant responded that there is an existing path located below the site and that a jogging trail could be examined around the fire station.

Site Design:

The DAP asked if there are sidewalks on the property. The applicant noted there are sidewalks along the front of the building, with the connections to Port Capital Drive.

The DAP asked if the outdoor storage area will be screened. The applicant responded that the storage pods are like commercial drop off storage containers. A truck will pick up equipment as needed, from the pods stored along the west building elevation in the pod storage bay, which is not visible from Route 1.

The DAP recommended the building perimeter sidewalk be pulled slightly away from the building to allow for landscaping and outdoor seating.

DAP Motions for Recommendations

DAP Chair Don Taylor made the following motion:

1. Change the color of the visible gable end on the east building elevation, so that it matches the brick. Seconded by DAP member Julie Wilson.

Vote: 5-0 to approve

DAP Vice Chair Bob Gorman made the following motion:

2. Add a jogging trail to the site plan. Seconded by DAP Chair Don Taylor.

Vote: 5-0 to approve

DAP member Hank Alinger made the following motion:

3. Pull the sidewalk away from the building to increase the landscaped areas and usable spaces around the building. Seconded by DAP Vice Chair Bob Gorman.

Vote: 5-0 to approve

3. Review of Plan #17-13 Roberts Property, Elkridge, MD

Owner/Developer: James Edwards Roberts/Elm Street Development
Architect: Lemay Erickson Willcox Architects
Engineer: Gutschick Little & Weber, P.A.

Background

The site, comprised of three parcels zoned CAC, B1, and R12, totaling approximately 35 acres, is located at 6725, 6767, and 6785 Washington Blvd.; north of Route 100. The applicant is proposing 408 housing units with a mix of 128 single-family attached and 280 multi-family units. The townhomes are three stories and vary between 16, 20, and 22 feet wide. The 16-foot wide units are rear loaded, with one garage and one driveway parking space. The 20 and 22-foot-wide units are front loaded, with two garage and two driveway parking spaces. The 280 multifamily units are spread through 14 buildings; ranging from 14 to 45 units each, and consist of one, two, and three-bedroom units.

Applicant Presentation

The applicant gave a multimedia overview of the project. The site has an extensive history of being used for auto salvage and storage, residential uses, and a contractor yard. Adjacent properties include single-family and multi-family neighborhoods, as well as commercial uses. The applicant conducted an environmental assessment and determined that remediation of the site will be required, should the CEF zoning be granted. The site drops between 50' and 80' in elevation from Route 1, depending on the location. Two stream tributaries run through the site and topography and environmental features play a large role in the way the site has to be designed.

The site will be accessed from Route 1 in two locations and some interior streets will be public and others private. Along the Route 1 frontage an acceleration/deceleration lane and streetscape amenities will be installed; consistent with the requirements of the *Route 1 Manual*. The design of the clubhouse and apartment buildings is similar to other projects developed by Elm Street; however, the design of the townhomes is conceptual at this stage, since a builder has not yet been selected. Trash and recycle pick up will be handled privately, with trash and recycle bins for townhomes located in alleys. Apartment trash and recycle areas will be centralized at a single location, with a trash compactor.

Amenities include a clubhouse and pool (open to apartment residents only), sidewalks, crosswalks, walking paths, greenspace, tot lots, and a pedestrian park along Route 1.

Staff Presentation

No written public comments were received in advance of the meeting. The project is located within the *Route 1 Manual* study area and is subject to DAP review and the requirements and recommendations in the *Manual*. Additionally, the applicant is proposing a Community Enhancement Floating (CEF) district. DAP review and recommendations are one step in the CEF petition and the subsequent land development review process.

Route 1 Manual requirements for CEF projects include ROW section and streetscape improvements.

Section 121.0 of the Howard County Zoning Regulations state the CEF District is established to encourage the creative development and redevelopment of commercial and residential properties. This is achieved through flexible zoning, so that the proposed development complements and enhances the surrounding uses and creates a more coherent, connected development.

Staff requested the DAP evaluate the site layout, architecture, amenity spaces, pedestrian and vehicular connectivity, noise mitigation strategies, treatment of the Route 1 frontage, sustainable design elements, and compatibility with surrounding residential neighborhoods.

DAP Questions and Comments

The DAP recognized this site is difficult, due to existing conditions and topography, and commended the applicant for taking on such a challenging effort. The DAP chair stated that the project seems consistent with the objectives of the CEF zone, based on the conceptual design.

Site Design

The DAP asked if the applicant had considered relocating the two 45-unit apartment buildings, at the southern end of the site along with their parking, closer to the front of the site. This would place townhomes where the two apartment buildings are currently proposed. The DAP asked if this might alleviate a long, circuitous drive to the back of the site for apartment residents. The applicant responded that the location of the buildings was determined, in part, by adjacent uses, since apartment buildings are located nearby on neighboring properties. The DAP encouraged the applicant to further study the location and configuration of the residential buildings and recommended breaking up the large parking lot at the southern end of the site if it was determined that the two apartment buildings could not be relocated.

The DAP asked if the applicant had considered relocating the clubhouse at the terminus of the main access drive, instead of locating it partially behind the apartment buildings.

The DAP asked if the applicant had considered a different location for the 36-unit apartment building east of the pool area. Its current location could be a good for a centrally located and visible amenity space.

The DAP noted the access road to Route 1, across from Ducketts Lane, may have queueing issues, since it is the only full movement access into the site. They asked to look at reconfiguring this road, allowing it to hug the edge of the site along the southeast, before making a turn into the site. The applicant responded that they would check on traffic queueing.

Architecture

The DAP noted that since the design of the townhomes is still conceptual, they are not able to provide comments. However, the DAP encouraged the applicant to look at nearby examples of great architecture to help guide the design of the townhomes.

The DAP recommended masonry be used on townhouse facades that would be visible from Route 1, for both aesthetic and noise mitigation purposes. The DAP also recommended that the six parking space garage either be relocated, or appropriately designed if it was determined to be visible from Route 1.

Amenity Spaces

The DAP questioned whether the pedestrian park along Route 1 would be enjoyable, given the roadway noise. They encouraged the applicant to rethink the amenity and green space locations so that they could better serve future residents.

DAP Motions for Recommendations

DAP Vice Chair Bob Gorman made the following motion:

1. Review the location of internal streets and drives and site access and consider how best to distribute density relative to the access. Seconded by DAP Chair Don Taylor.

Vote: 4-0 to approve

DAP member Fred Marino made the following motion:

2. Re-evaluate the locations of amenity and green spaces relative to motion number one to enhance these spaces. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

3. Re-design the large apartment parking lot to reduce its apparent scale. Seconded by DAP member Fred Marino.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

4. Enhance the visual termini of all project streets to improve aesthetics. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP Member Fred Marino made the following motion:

5. Reflect *Route 1 Manual* requirements for landscape, lighting, and streetscape amenities in the design of the project. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

4. Other Business and Informational Items

The DAP will meet on November 15th. Staff also anticipates projects for review on December 6th and December 20th.

5. Call to Adjourn

DAP Chair Don Taylor adjourned the meeting at 8:16 p.m.