An aerial architectural rendering of a city square. In the center is a large, circular fountain with water spraying upwards. The square is surrounded by multi-story buildings with varied rooflines and windows. There are trees and pedestrian walkways interspersed among the buildings. The overall style is a detailed, shaded architectural drawing.

January 25, 2018
DESIGN ADVISORY PANEL APPLICATION

OXFORD SQUARE

Bristol Court: Parcel 'W'

hord | coplan | macht



DEVELOPMENT TEAM

Master Developer / Applicant
Kellogg-CCP, LCC
c/o David P. Scheffenacker, Jr.

Architect
Henneman & Associates, LLC

Planning / Landscape Architect
Hord Coplan Macht, Inc.

Civil Engineer
Fisher Collins and Carter, Inc.



01 CONTEXT

02 SITE DESIGN

03 ARCHITECTURAL DESIGN

01.

CONTEXT



GUIDING PRINCIPLES

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.

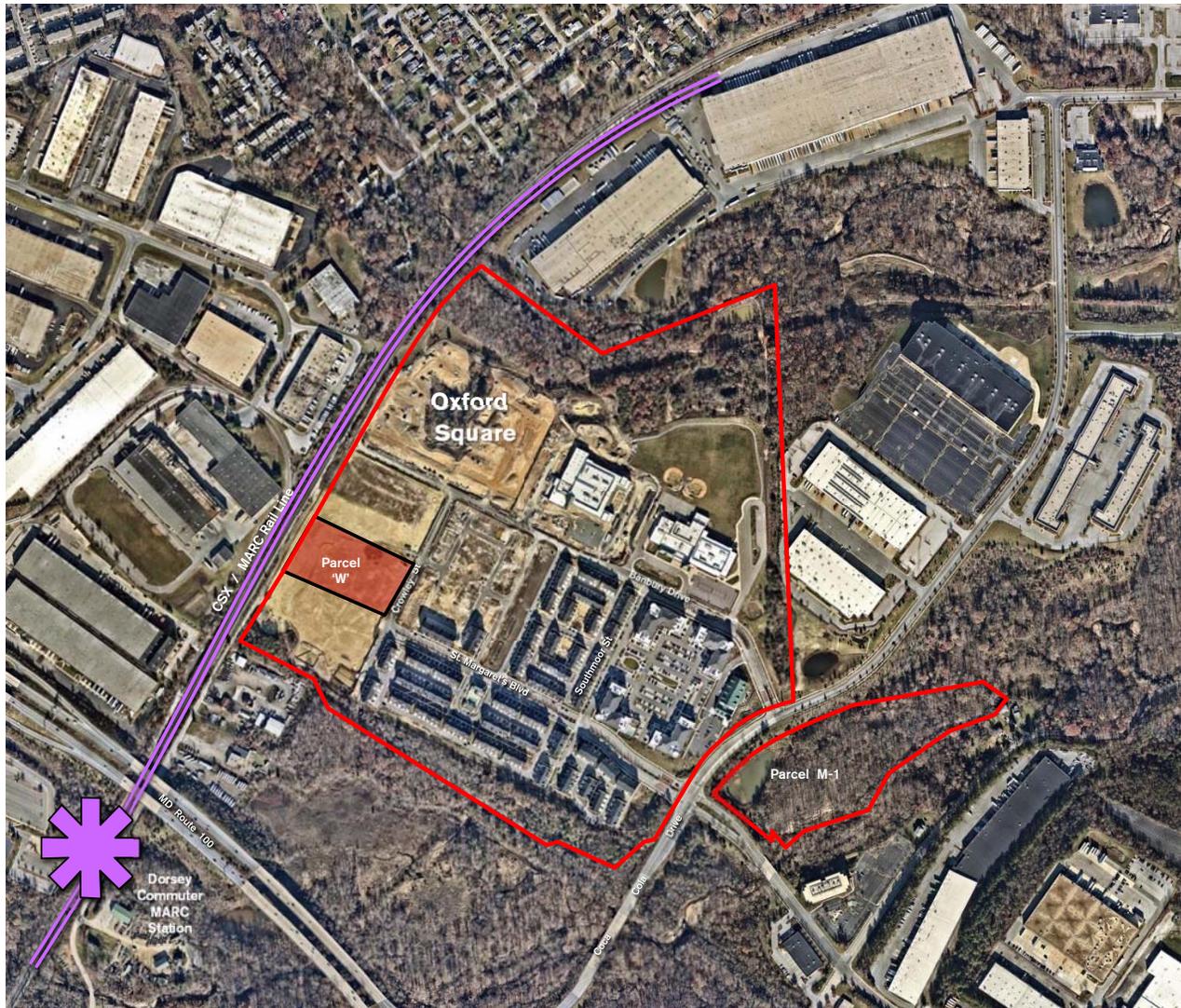
Oxford Square is a place of distinction. A pedestrian-oriented neighborhood, Oxford Square appeals to its residents, workers and visitors on a human scale. Fully accessible to the Dorsey MARC commuter rail station, Oxford Square blends a diversity of mutually beneficial uses into a "community of choice." 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



LOCATION AND CONTEXT

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. Margaret's Boulevard and the platform is under consideration. The primary vehicular access will be along Coca Cola Drive at Park Circle Drive.

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 nearly 1,492 residential dwelling units, 15,932 square feet of retail, a public middle and elementary schools.

This is the eighth residential development at Oxford Square. This Site Development Plan and Design Advisory Panel submission is the development of Parcel 'W' (+/- 4.81 acres (SDP-15-001)). This phase of development will create 330 multifamily units.





MASTER DEVELOPMENT

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 'W' reinforces the conceptual framework of Oxford Square. Buildings will frame public and private streets. The sidewalk along Crowley Street will connect the northern and southern shared-use pathways and associated open spaces. South facing courtyards provide amenity space with good access to sun and light. Structured parking is located along the CSX tracks to buffer residents from noise and adjacent industrial properties.

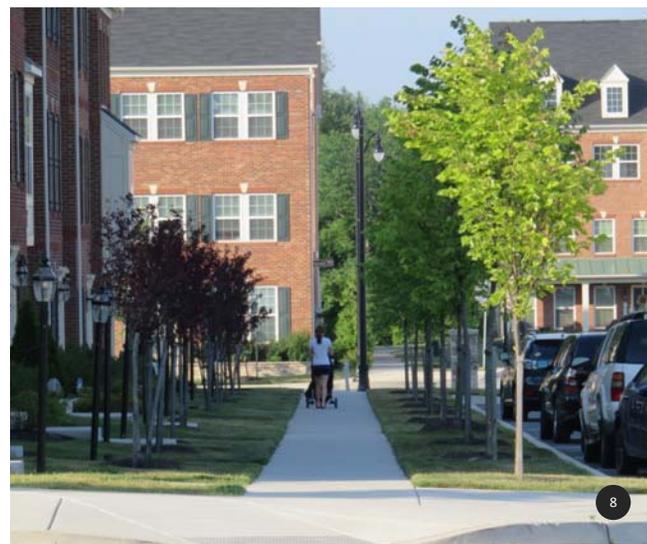
-  Civic / Community Amenities
-  View Corridors
-  Key Amenity / Open Spaces
-  Shared Use Pathway- Sidewalk Network
-  Proposed Path Connection to MARC Station



VIEWS OF THE DEVELOPMENT



VIEWS OF THE DEVELOPMENT

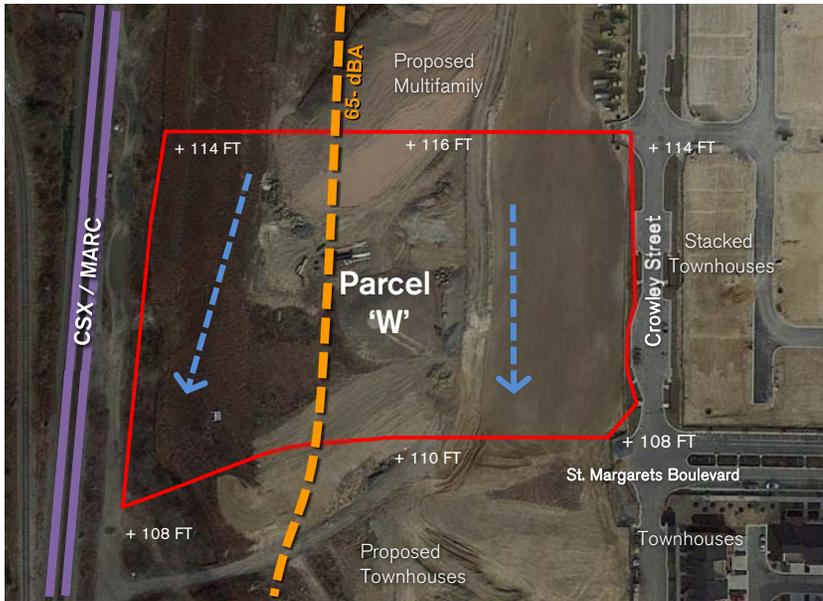


SITE ANALYSIS

Bristol Court development is located on previously disturbed land. The land consists of previously mass-graded land. Currently the site is being used for staging of construction.

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 the CSX line is proposed to mitigate unwanted sound.



02.

SITE DESIGN



AERIAL VIEW

Parcel 'W'

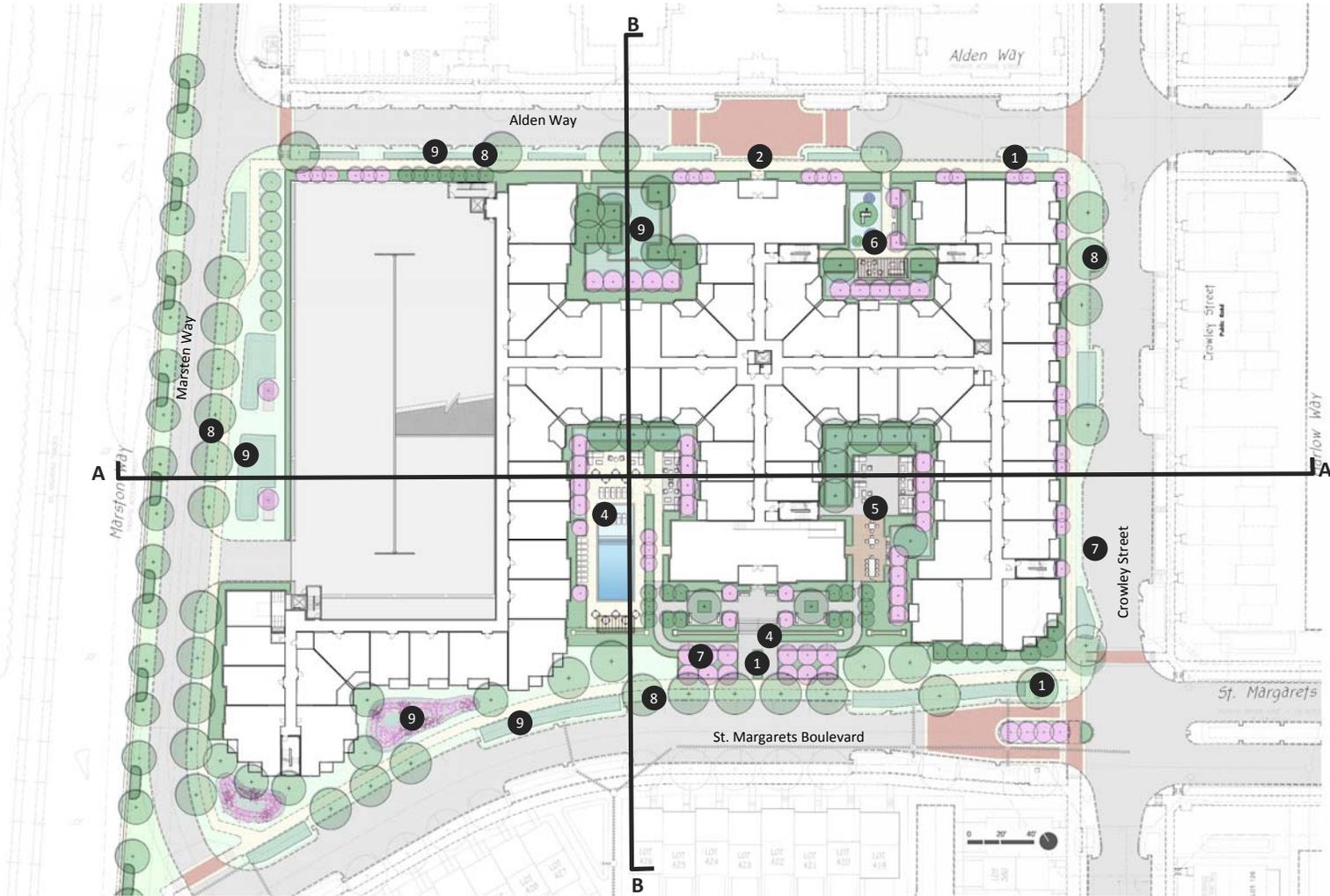


SITE DESIGN

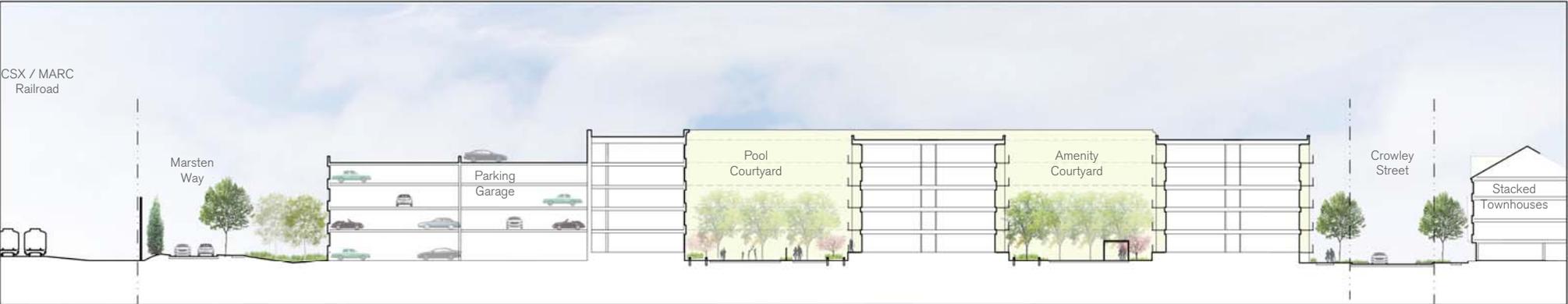
Features

1. Project Signage
2. Main Entrance Plaza (special paving)
3. Amenity Terrace (secondary building entrance)
4. Pool Courtyard
5. Amenity Courtyard
6. Tot-lot (Play) Courtyard
7. Bus Stop
8. Street Trees and Street Lights
9. ESDs (stormwater devices)

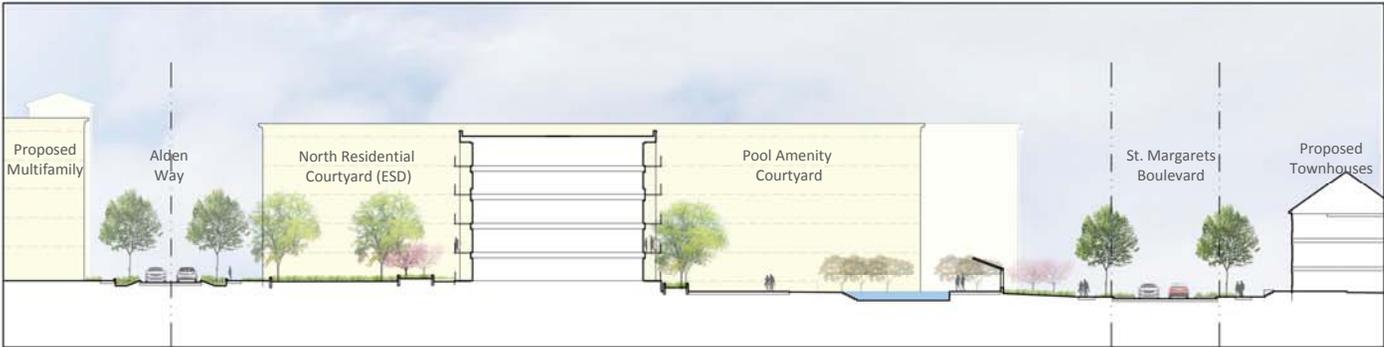
The open space and landscape design for Parcels 'W' will center around pedestrian connectivity, utilizing a common palette of materials and elements to define streetscapes, gateways and open spaces. Outdoor spaces will provide opportunities for social interaction and recreation, as well as storm water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



SITE SECTIONS



Section AA



Cut line

Section BB



SITE MATERIALS



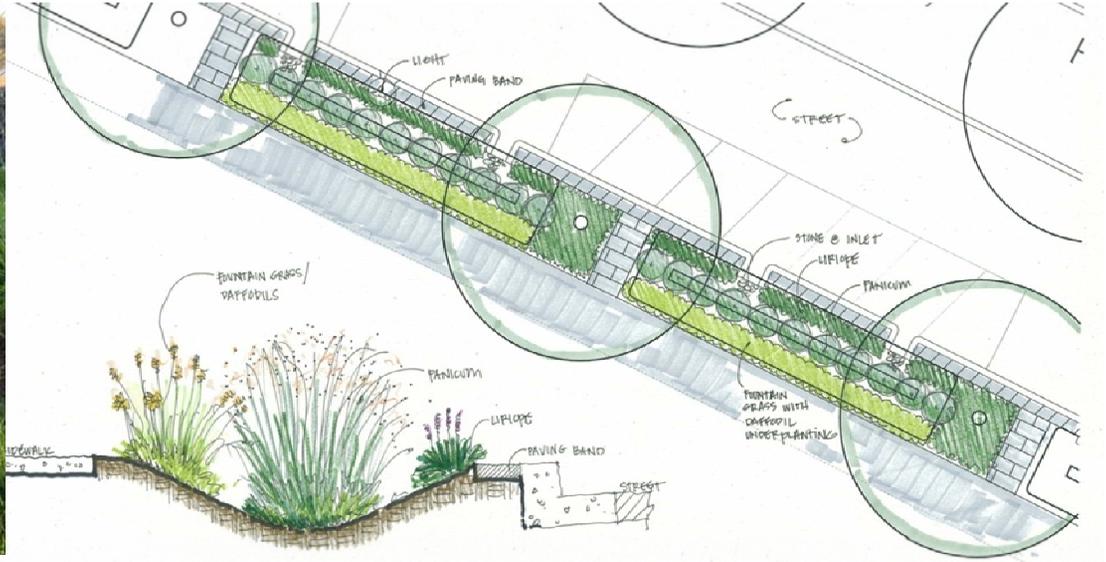
Walls, Piers & Streetscape

Landscape Elements

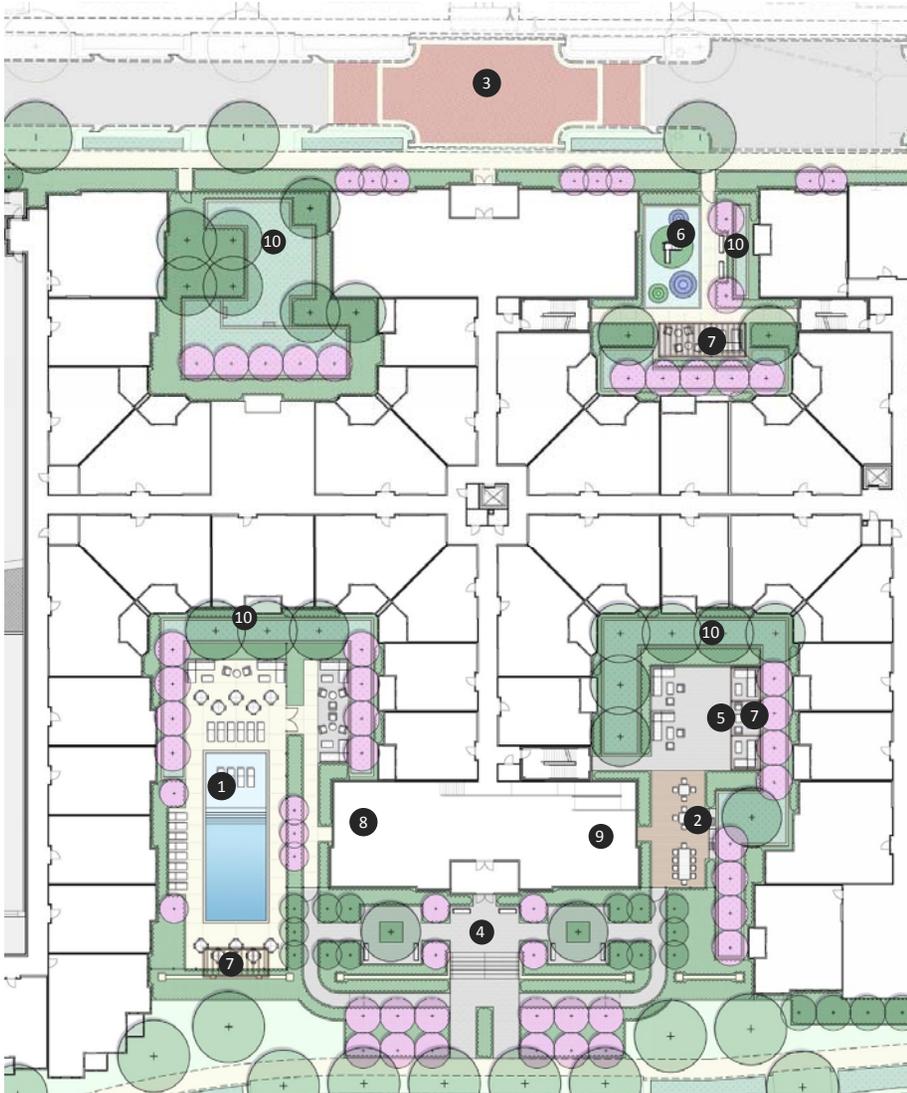


Paving Materials

Vehicle Plazas



**STORMWATER
MANAGEMENT
DESIGN**



COURTYARD DESIGN

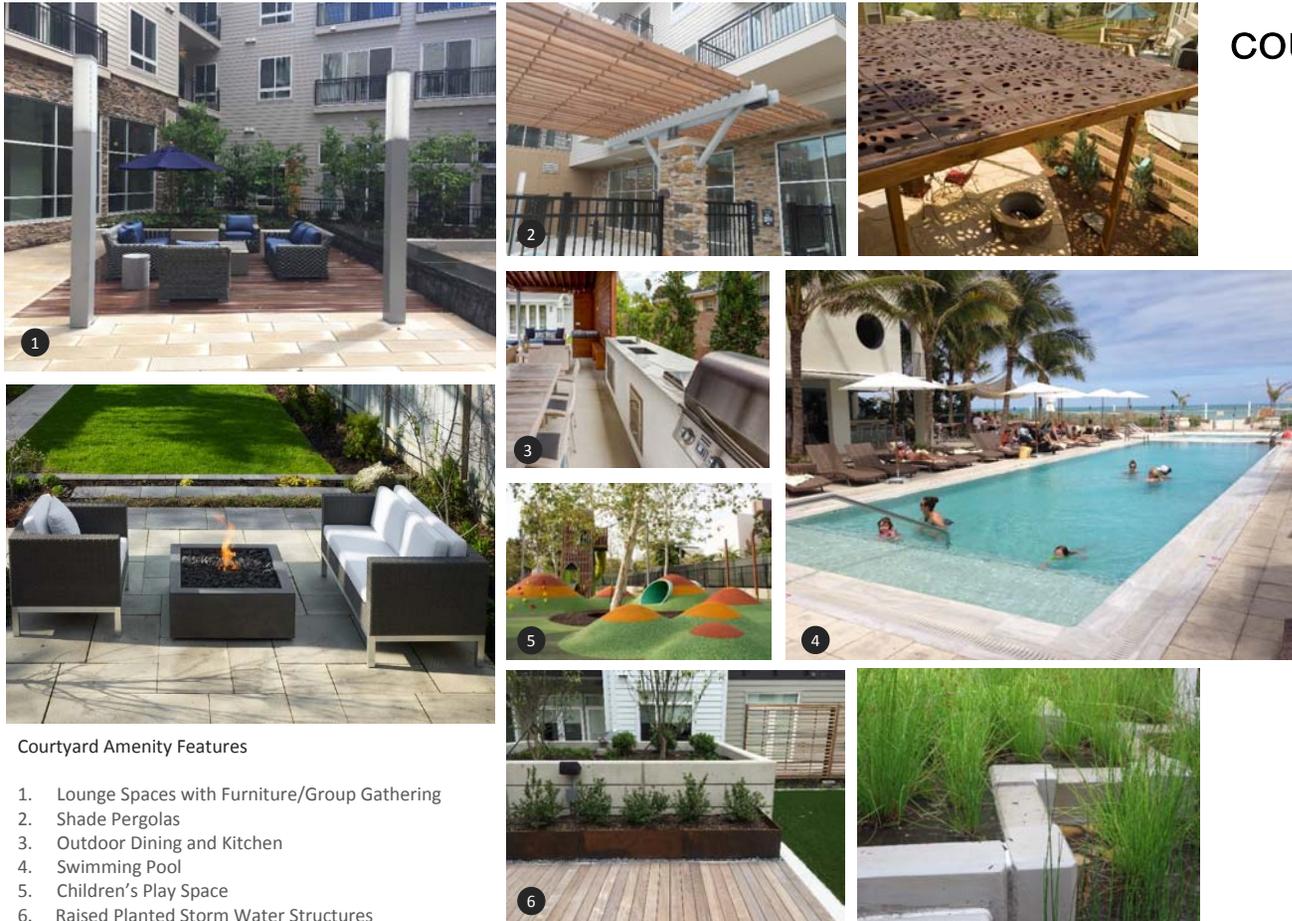
Features

1. Swimming Pool & Splash Deck
2. Outdoor Dining
3. Entrance Plaza / Drop Off
4. Amenity Terrace
5. Outdoor Gathering Space w/ Lounge Furniture
6. Tot-Lot
7. Shade Pergola
8. Fitness Room
9. Club Room
10. ESDs (stormwater devices)



hord | coplan | macht

COURTYARD PRECEDENT



Courtyard Amenity Features

1. Lounge Spaces with Furniture/Group Gathering
2. Shade Pergolas
3. Outdoor Dining and Kitchen
4. Swimming Pool
5. Children's Play Space
6. Raised Planted Storm Water Structures

03.

ARCHITECTURAL
DESIGN

CROWLEY STREET ELEVATION

Bristol Court is the final phase of multifamily development located in the burgeoning Oxford Square Mixed-Use Development currently underway in eastern Howard County. The project consists of a five story, 330 unit luxury rental apartment building attached to a five level precast parking structure with 499 parking spaces.

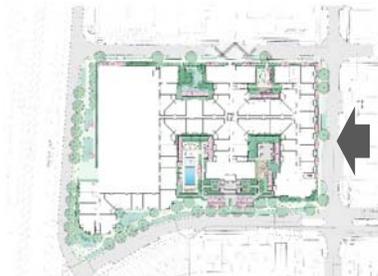
The design elements of Bristol Court take their queue from it's sister building, Dartmoor Place, sited directing across Alden Way. The opposing facades form a mirror image of each other and reinforce the highly desired "paths & nodes" spatial experience along the street. Like Dartmoor Place the 5-story residential structure extends out from the parking garage as a center spine with wings extending out to the surrounding streets forming a series of open courtyards with views into and extending out from the vibrant courtyard spaces. This building configuration creates an inclusive, open and inviting backdrop fostering greater levels of social interaction between the residents and surrounding community.

The building materials are taken from the same pallet as Dartmoor Place. Contrasting hues of masonry clad most of the building's end caps and constitute roughly 30% of the exterior cladding. The remainder are a combination of vinyl and fiber cement siding with varying profiles, colors and textures. At least 50% of the residential apartments will have exterior balconies with expansive patio doors and energy efficient vinyl windows. Balcony guardrails will be prefinished metal for durability and longevity.

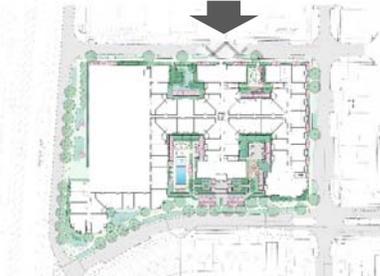
Bristol Court, in combination with Dartmoor Place, exemplifies the development goals sought by the development team. It provides product diversity and thereby reinforces and enhances the sense of community or place at Oxford Square. The buildings provide the necessary backdrop for defining the public realm and activating the street level. Most importantly Bristol Court creates a robust and viable living alternative to it's inhabitants, the citizens of Oxford Square and surrounding community as a whole.



0 4 8 16 32



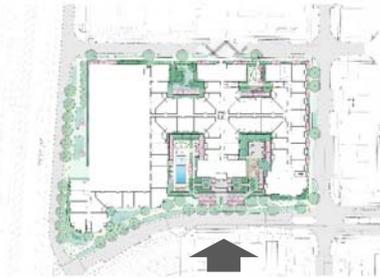
ALDEN WAY ELEVATION



ST MARGARETS BOULEVARD ELEVATION



0 4 8 16 32





ROUTE 1 MANUAL

Howard County, Maryland

July 2009



CONFORMANCE to ROUTE 1 MANUAL & SUSTAINABILITY

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.

The Applicant of Oxford Square intends on achieving the requirements and goals for the Green Neighborhood for Site program. 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

