

PRESENTATION FOR THE HOWARD COUNTY
DESIGN ADVISORY PANEL
LAUREL PARK STATION
SKETCH PLAN REVIEW

APRIL 24, 2019



DESIGN COLLECTIVE
For illustrative purposes only, subject to change

EXISTING LOCATOR MAP



N Laurel Rd

Washington Blvd (Route 1)
N 2nd St (Route 1)

Davis Avenue

Whiskey Bottom Rd
Howard County
Anne Arundel County

Patuxent River

Laurel Racetrack
MARC Station

Laurel Race Track Rd

Existing
Clubhouse

Laurel
Park

Brock Bridge Rd

CITY OF LAUREL

Rt 198

Prince George's County

LAUREL PARK STATION BOUNDARY

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PROJECT GOALS/ OBJECTIVES AND KEY DESIGN STRATEGIES

Project Goals

- Create a mixed-use community that supports an active lifestyle with synergy with the new vision for Laurel Park
- Enhance regional transit offerings by serving as a new location for a MARC train stop
- Act as a keystone project to transform the Route 1 Corridor and the greater North Laurel area
- Develop a site that promotes community interaction, health, and environmental sustainability

Key Design Objectives

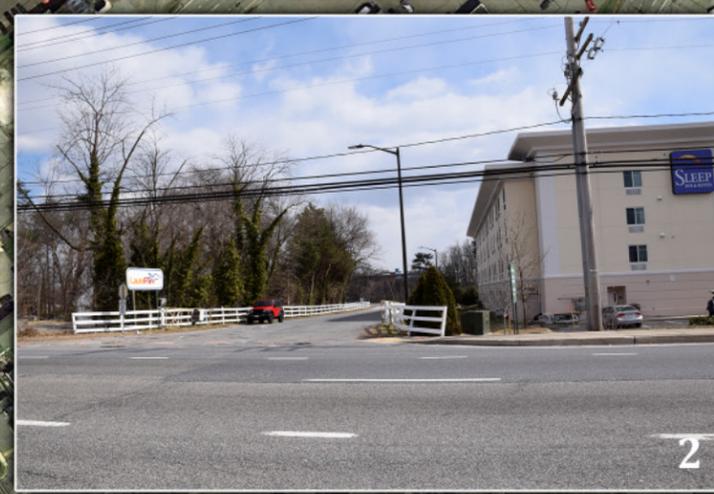
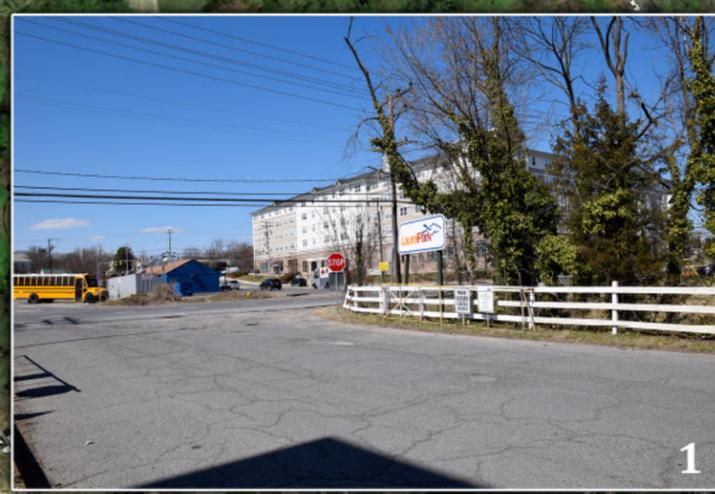
- Program uses to drive economic activity in an environmentally sensitive manner
- Focus on connectivity within the neighborhood, surrounding communities, and region guided by Complete Streets principles
- Place buildings and design frontages to promote street scale interactions and synergies among uses
- Provide a series of open/recreation spaces that appeal to a broad range of residents, employees, and visitors

EXISTING SITE CONDITIONS



Coastal Sunbelt Produce

EXISTING SITE PHOTOGRAPHY - WEST



EXISTING SITE PHOTOGRAPHY - EAST



CURRENT SITE CONDITIONS



Current State

- Parking lot for Laurel Park patrons and MARC commuters
- Laurel Park MARC Station is currently a “flag” stop
- CSX + MDOT have agreed to make this a full stop with a new platform

--- MASTER PLAN BOUNDARY



PROPOSED ILLUSTRATIVE PLAN - PHASE 1



Approved Development Summary

- Ryan Homes to build:
- 64 Condominium Units
 - 156, 2-over-2 Townhouse Condominiums
 - Sport/ Dog Park
 - Zen/ Community Garden

--- APPROVED PHASE 1
- - - MASTER PLAN BOUNDARY



PROPOSED ILLUSTRATIVE PLAN - FULL SITE BUILD-OUT



- Approved Site**
Development Status
- 1,000 Residential Units
 - 127,000 sf Retail
 - 650,000 sf Commercial/Office
 - 22 Acres of Open Space
 - Community Spaces
 - Public Greens
 - New MARC Station
 - Path Network

--- APPROVED PHASE 1
- - - MASTER PLAN BOUNDARY



PROPOSED ILLUSTRATIVE PLAN - LAND USE



COLOR KEY

	RETAIL
	NEW MARC STATION
	OFFICE
	MULTI-FAMILY
	CONDOMINIUMS
	TOWNHOUSE CONDOMINIUMS
	PARKING GARAGES
	OPEN SPACE/ PARK
	APPROVED PHASE 1
	MASTER PLAN BOUNDARY

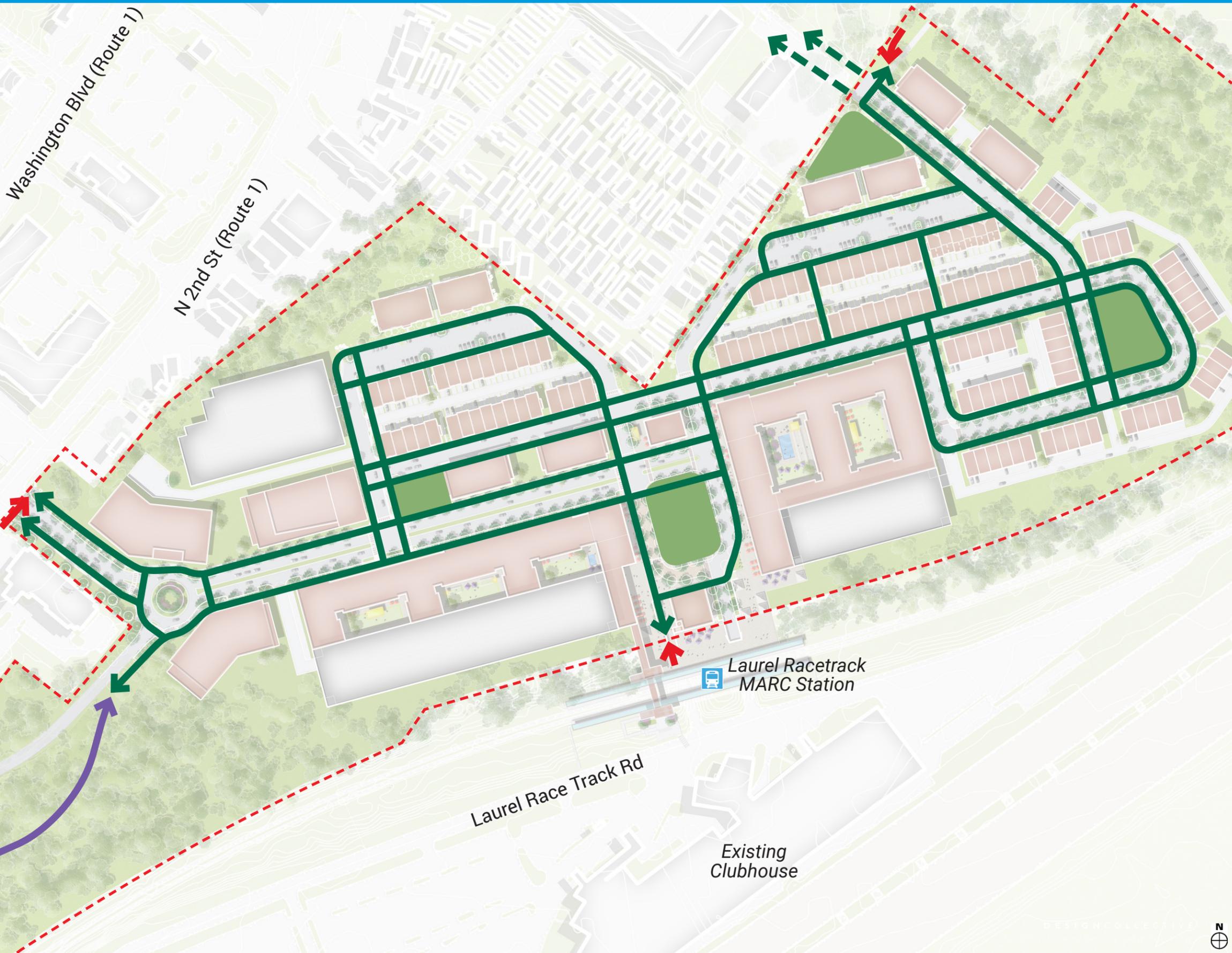


A KEYSTONE FOR ECONOMIC REVITALIZATION OF NORTH LAUREL



- Scale enables a major positive impact for the local economy
- Catalyst for enhanced development along the Route 1 corridor
- Spin-off development will result with new, energy-efficient buildings replacing older, commercial buildings

CONNECTIVITY AND OPEN SPACES

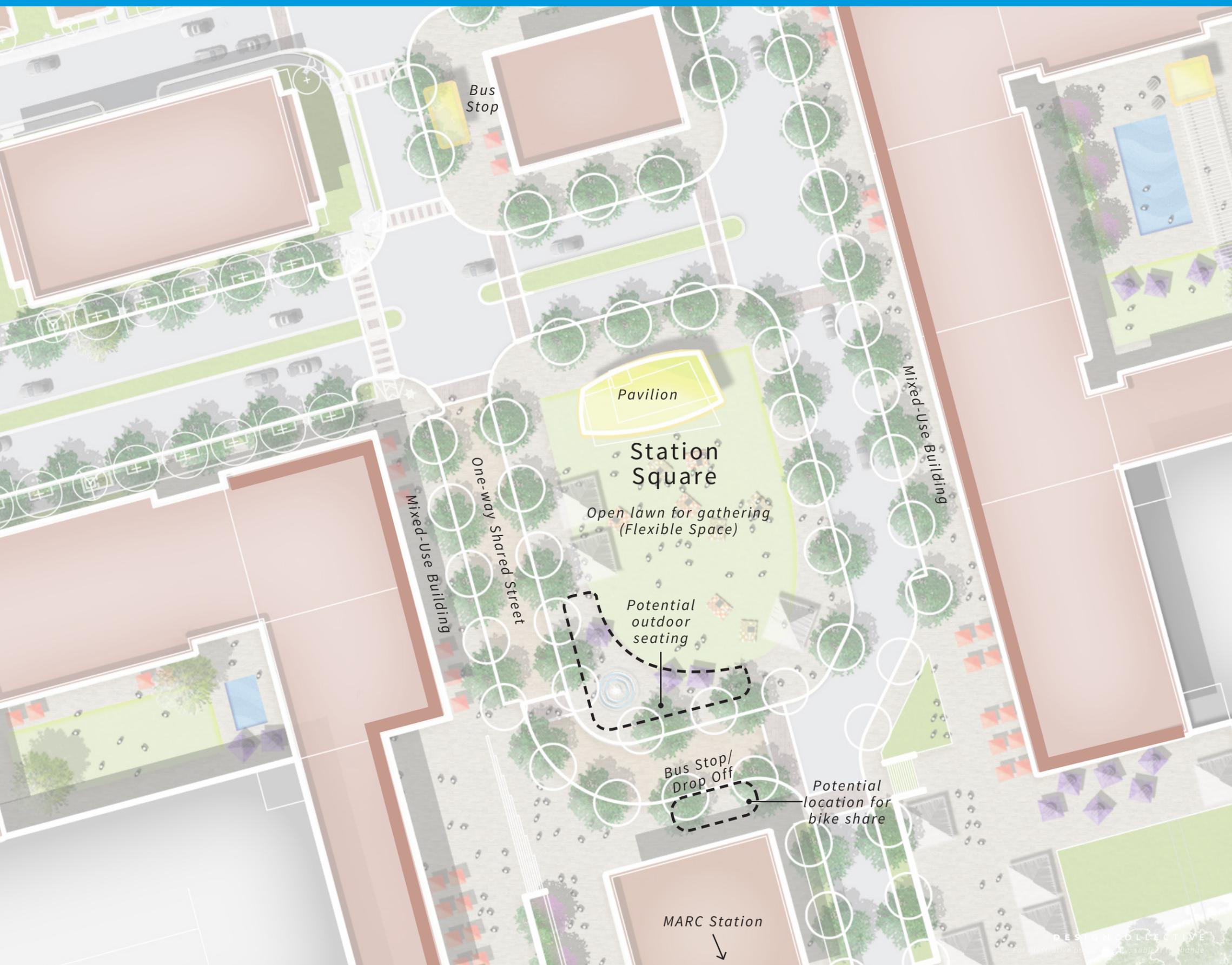


- Enhance connections to Route 1
- Create a network of pedestrian/ bicycle pathways
- Provide public spaces that are an extension of the pedestrian network
- Enhance existing tunnels
- Connect to MARC and to south side of tracks
- Include bike lanes along the boulevard
- Ensure that Laurel Park Station is visibly and physically accessible for all users

- PRIMARY OPEN SPACES
- EXISTING BIKE/ PEDESTRIAN PATH
- EXISTING PEDESTRIAN PATH
- PROPOSED PEDESTRIAN PATH
- - - MASTER PLAN BOUNDARY



COMMUNITY SPACE



- Create identifiable and high quality public spaces
- Create places for residents, visitors, and race track users to interact
- Ensure flexible design for events and programs
- Design Station Square to be an extension of the Clubhouse entrance and station platform
- Locate public transit facilities to support MARC users, kiss-n-ride, buses, etc.

BUILDING PLACEMENT AND FRONTAGE



- Create a compelling boulevard terminus
- Frame Station Square and Boulevard with active building frontages
- Focus appropriate massing and scale at Station Square and along the Boulevard to create a TOD node
- Transition from the TOD node to lower-density, neighborhood scale
- Building frontages should reinforce connectivity, and block and street patterns

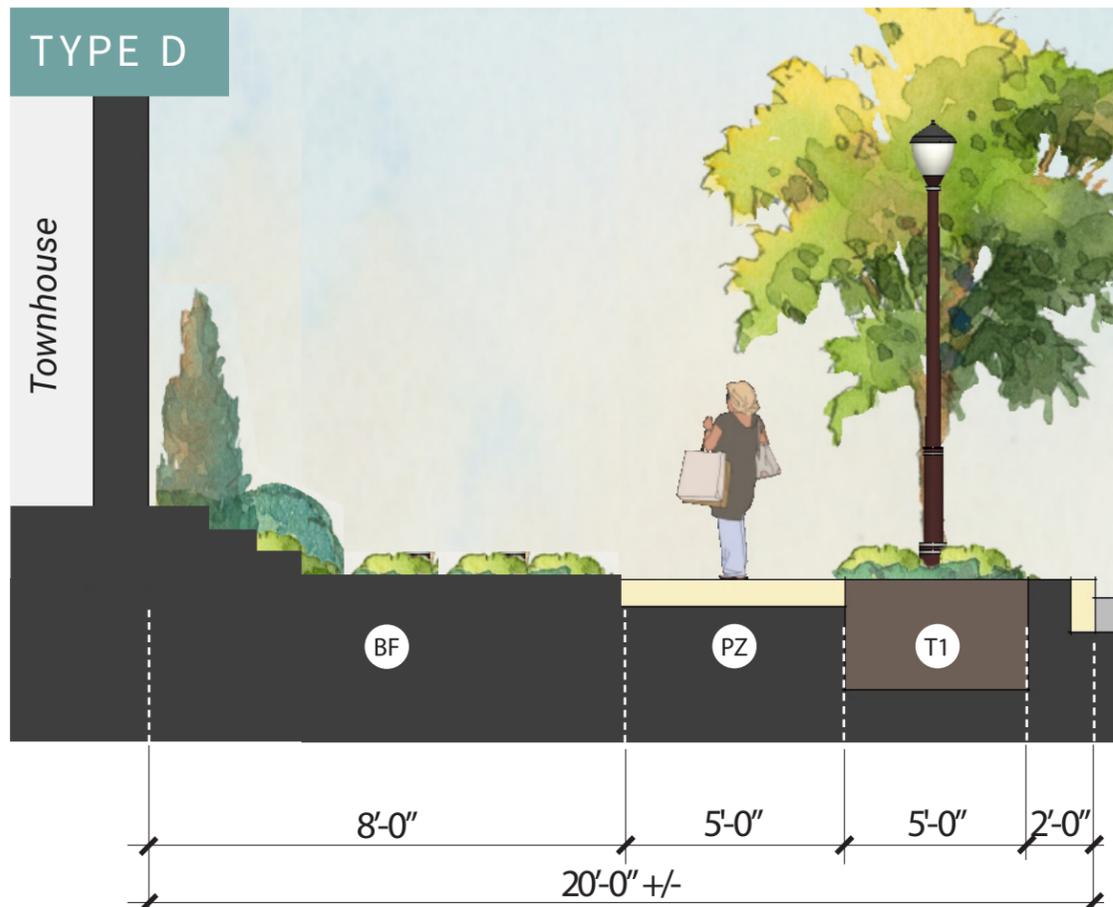
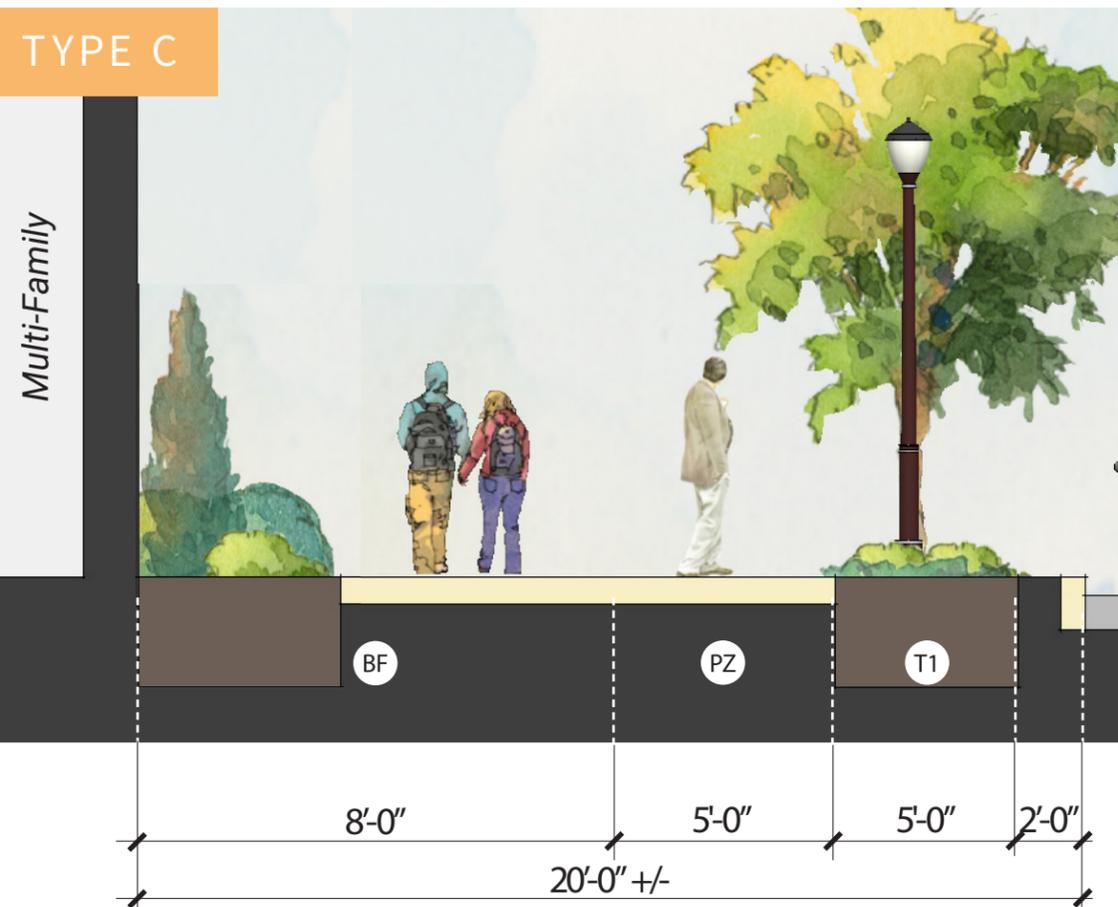
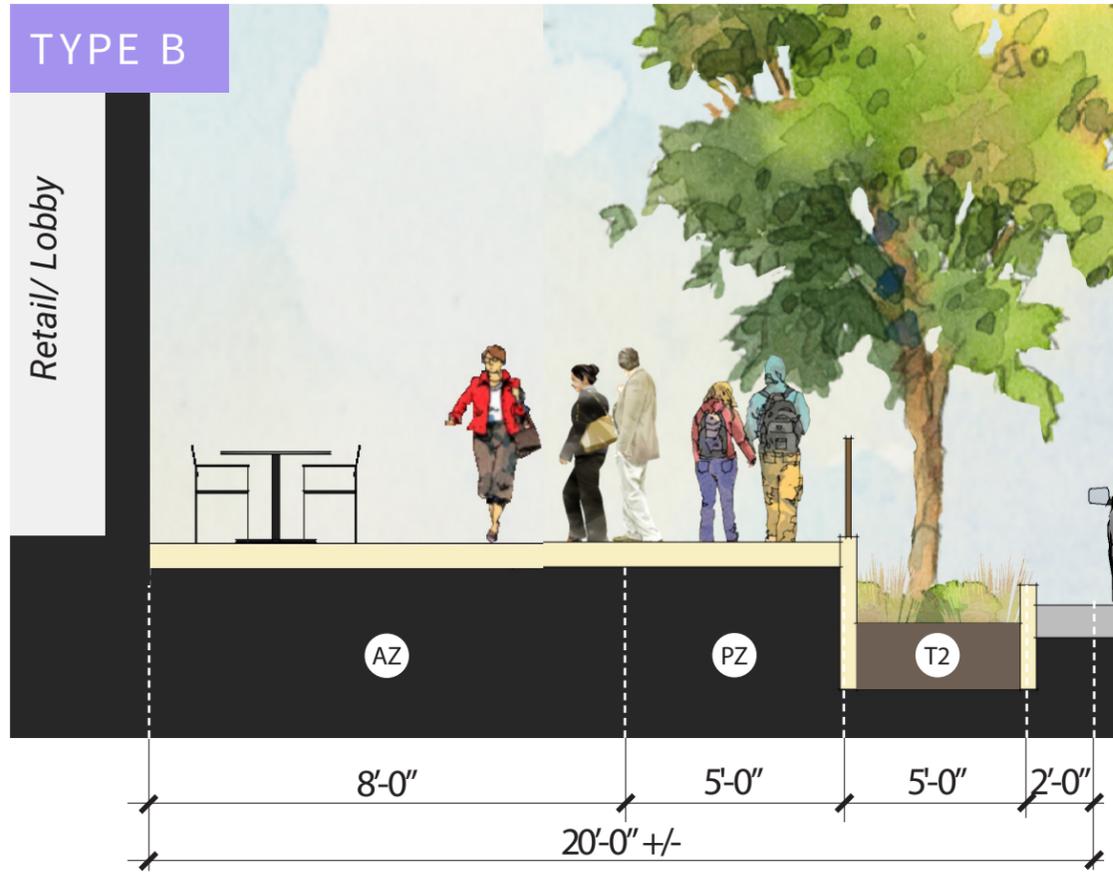
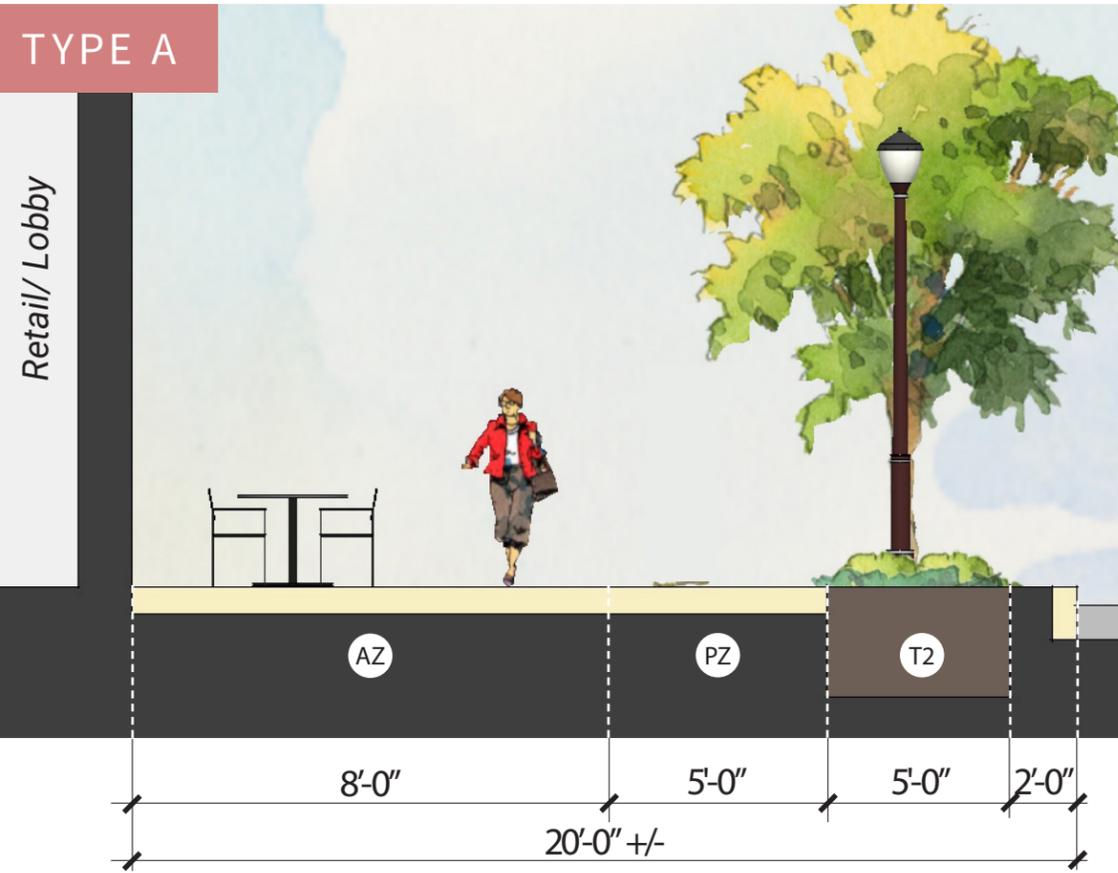
FRONTAGE TYPES



COLOR KEY

Red	FRONTAGE TYPE A
Purple	FRONTAGE TYPE B
Orange	FRONTAGE TYPE C
Teal	FRONTAGE TYPE D
Red dashed line	MASTER PLAN BOUNDARY

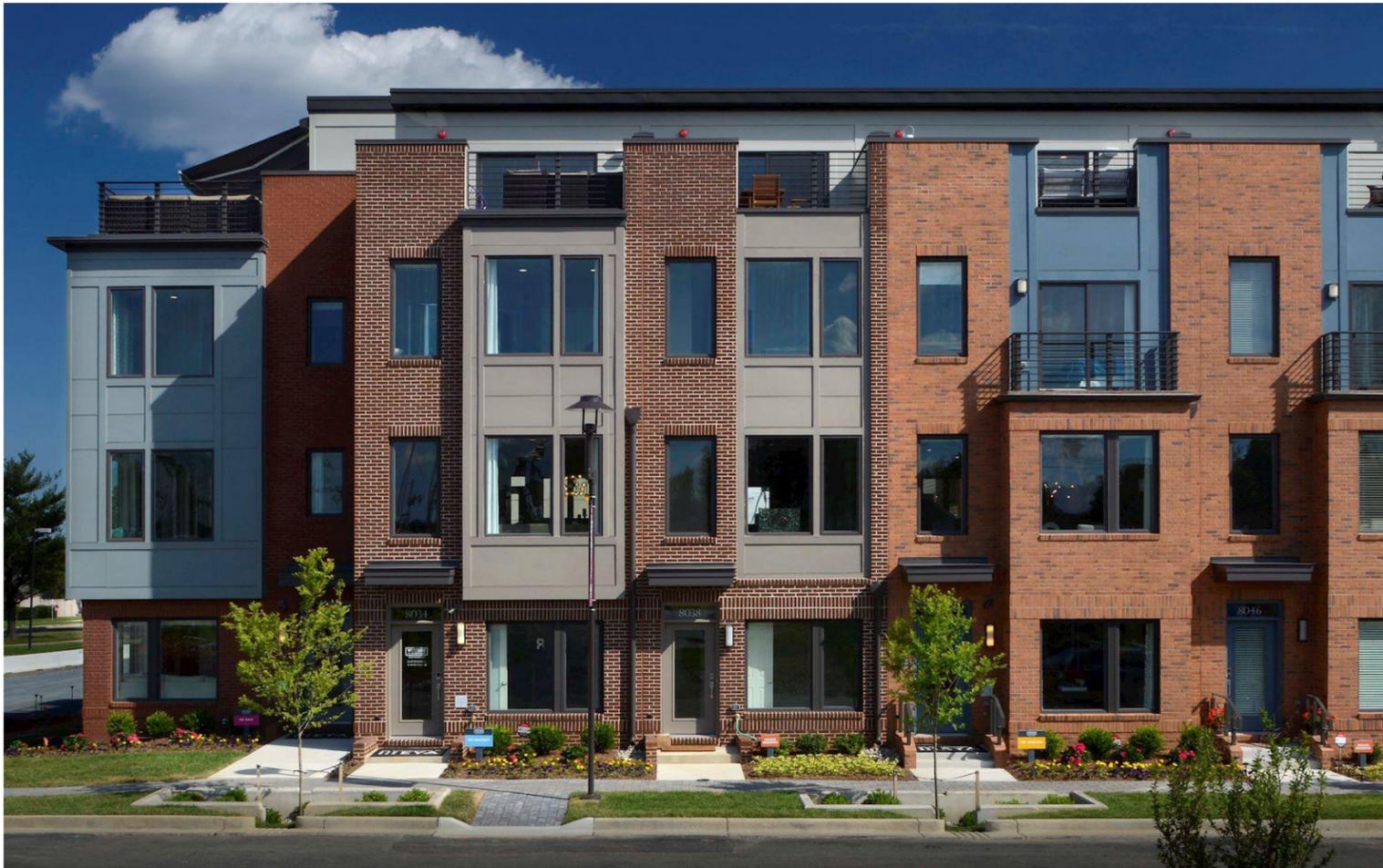
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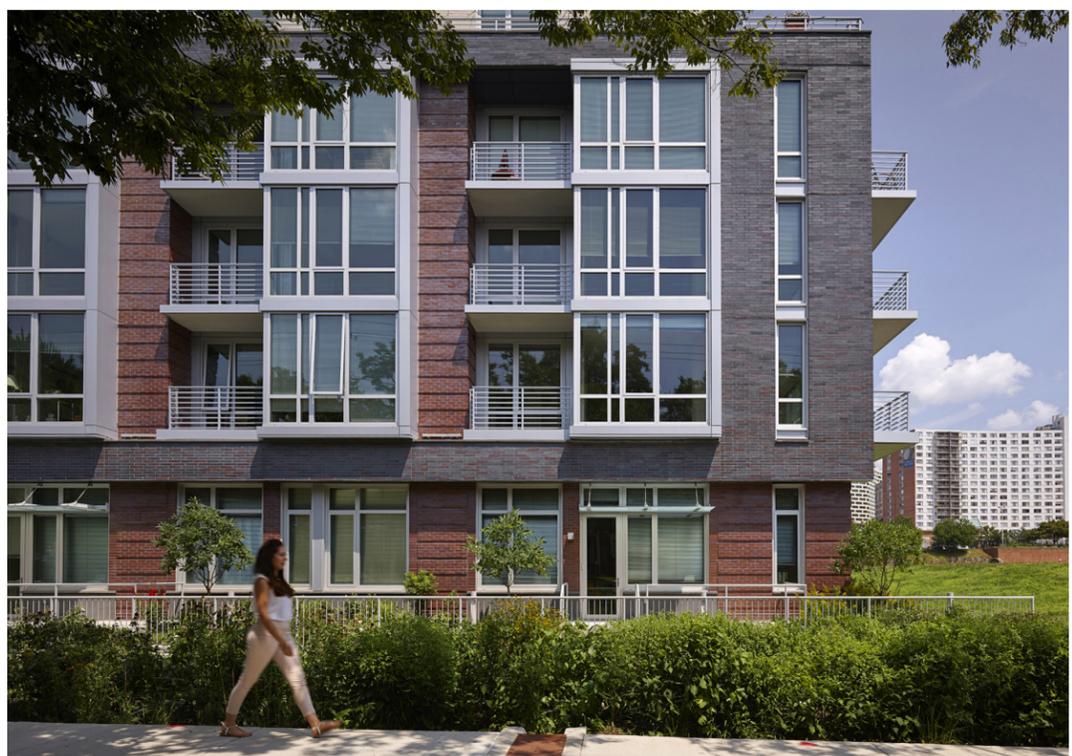
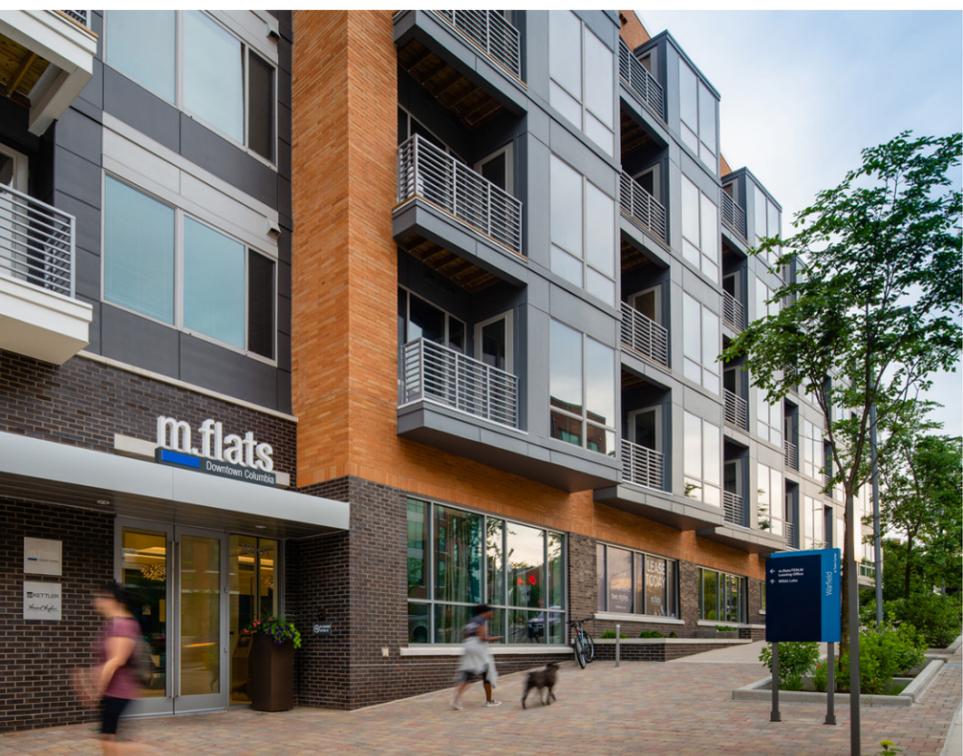
- T1 Planting Zone: Continuous Strip
- T2 Planting Zone: Tree Planter/ Grates
- PZ Pedestrian Zone
- BF Building Frontage: Planted
- AZ Amenity Zone: Hardscape

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ATTACHED RESIDENTIAL PRECEDENTS



MULTI-FAMILY RESIDENTIAL PRECEDENTS



OFFICE SPACE PRECEDENTS



RETAIL SPACE PRECEDENTS



COMMUNITY SPACE PRECEDENTS



NEIGHBORHOOD GREENS AND PLAYSCAPE PRECEDENTS



EYE-LEVEL PERSPECTIVE



AERIAL PERSPECTIVE

