WARFIELD
NEIGHBORHOOD
DESIGN GUIDELINES

downtown columbia

Prepared for **The Howard Hughes Corporation**

March 2012

Revised Apr 24, 2026

Magenta text and graphic outlines indicated revisions from the previously-approved version.

The revisions identified in this amended Design Guidelines document address site specific conditions associated with Parcel A-3 only.

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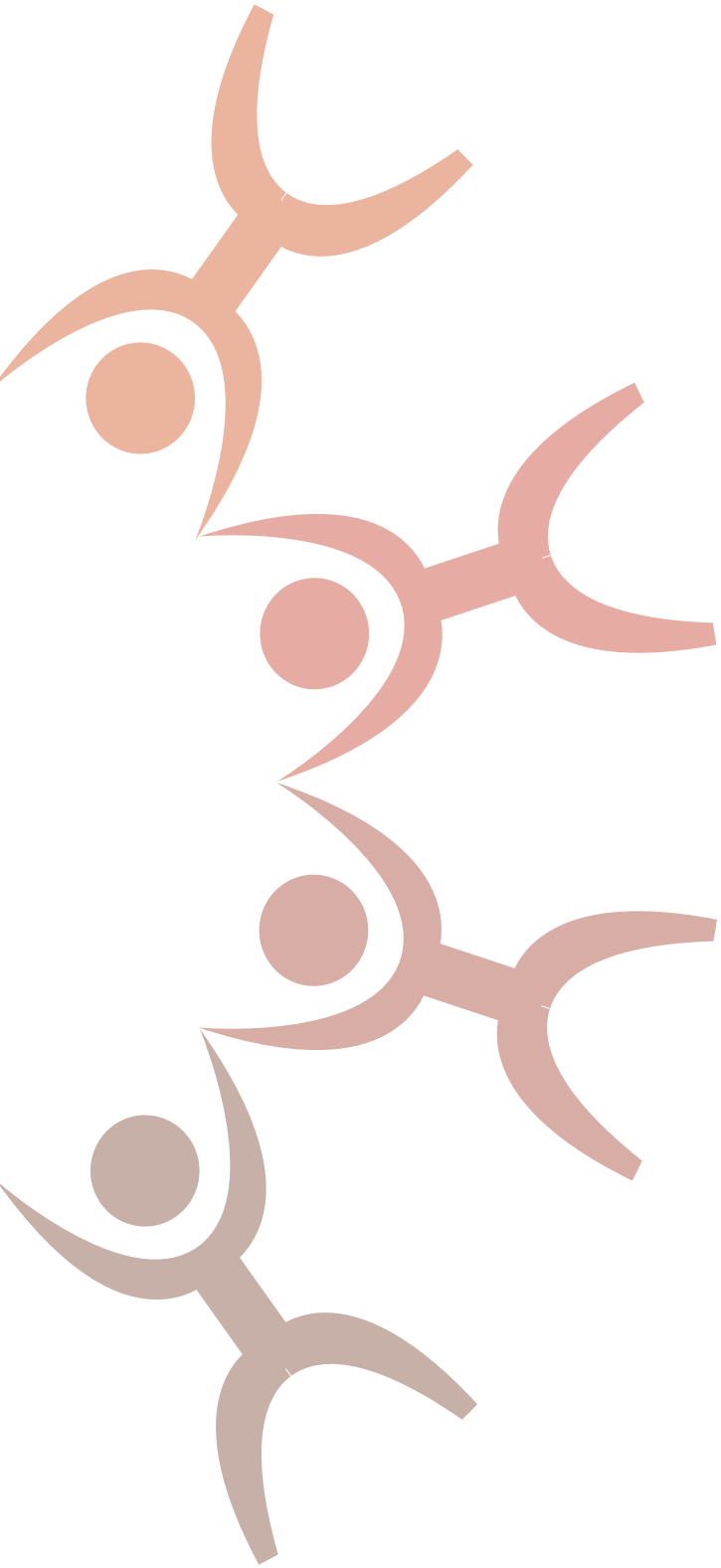

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1.0 INTRODUCTION

1.1 Background

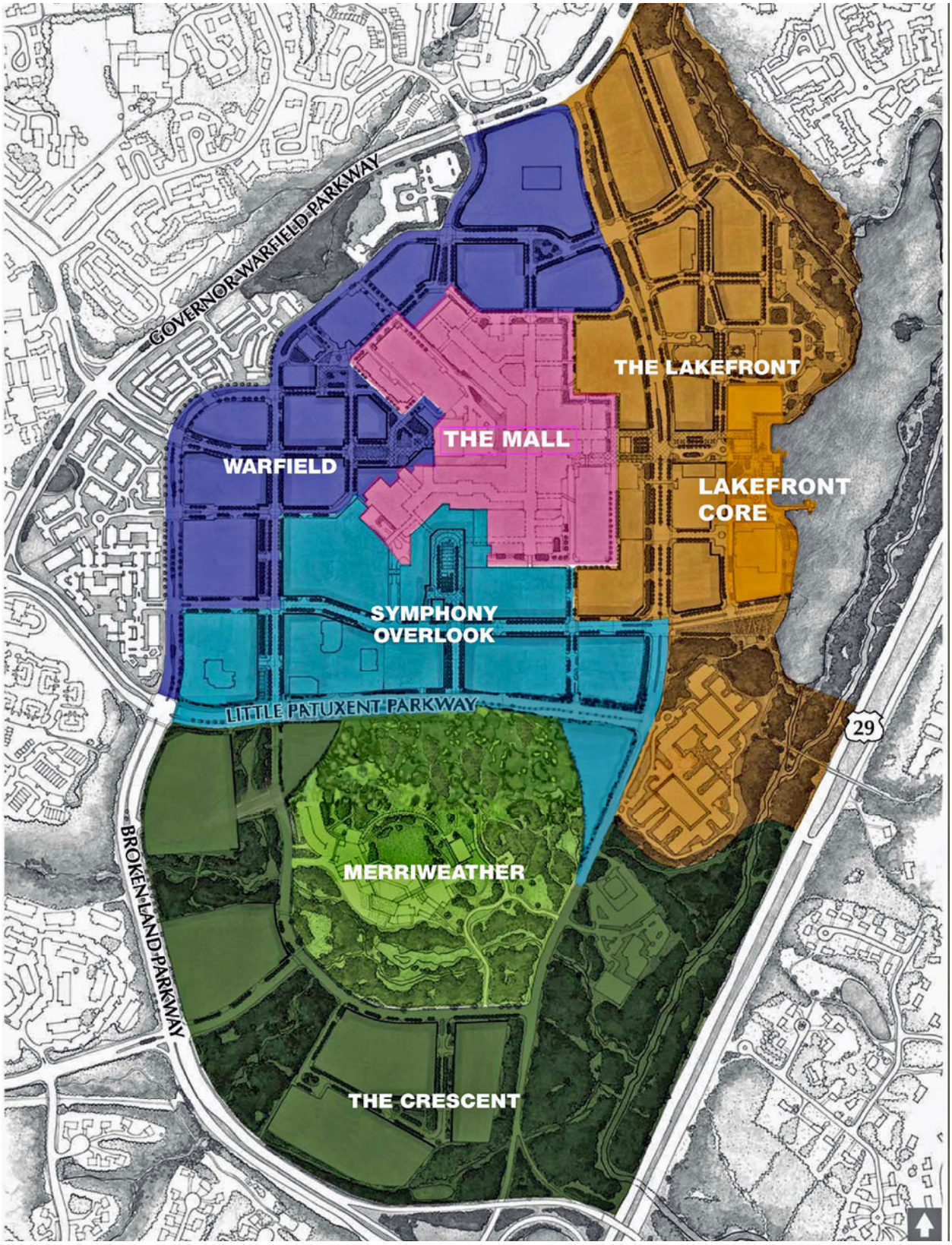
Howard County Council Bill No. 58-2009 formally adopted the Downtown Columbia Plan, a General Plan Amendment for the purpose of revitalizing and redeveloping Downtown Columbia. Resolution No. 138-2010 subsequently adopted the Downtown-wide Design Guidelines to ensure that Downtown Columbia will be attractive, aesthetically coherent, practical, environmentally sensitive, and of beauty and value.

In accordance with the Howard County Department of Planning and Zoning, Division of Land Development, all new development in Downtown must include a Final Development Plan (FDP) with accompanying documentation as prescribed in the *Application for Downtown Columbia Revitalization* checklist. Neighborhood Specific Design Guidelines are a component of this FDP requirement and checklist.

The *Warfield Neighborhood Design Guidelines* build upon and compliment the vision as described in the documents referenced above and others. These documents, identifying the required elements and expectations for the level of detail, include:

1. Bill No. 58-2009, *Downtown Columbia Plan, a General Plan Amendment*;
2. Resolution No. 138-2010, *Downtown-wide Design Guidelines*;
3. Bill No. 56 -2010, Sign Code Amendment specific to Downtown Columbia;
4. Final Development Plan: *Application for Downtown Columbia Revitalization* (2011); and
5. Bill No. 59-2009, *New Town Zoning District Amendment*

The *Warfield Design Guidelines*, although built upon the *Downtown-wide Design Guidelines*, further develop the character of this individual neighborhood, defining the details for achieving this character in materials and methods. As such, for the Warfield neighborhood only, the *Downtown-wide Design Guidelines* are replaced fully by the *Warfield Neighborhood Design Guidelines*.



Downtown-wide Design Guidelines; Neighborhood Diagram

Changes to neighborhood boundaries, as proposed in FDP submissions, are subject to Planning Board approval.

1.2 Purpose of the Warfield Design Guidelines

The Warfield Design Guidelines are comprehensive and complete and serve as the guide for the design and development of the Warfield neighborhood. All developent in Warfield shall comply with these guidelines unless amended by future FDP submissions. The previously prepared master plan for Downtown Columbia and the accompanying Downtown-wide Guidelines remain important reference documents, but specific quantiative and/or qualitative design considerations for Warfield are governed exclusively by the Warfield Design Guidelines. The revisions identified in this amended Warfield Design Guidelines document address site specific conditions associated with Parcel A-3 only.

The intent of these guidelines is to provide developers and designers with criteria for urban design, street design, pedestrian and bicycle circulation, open space design, architectural design, and signage and wayfinding design. Moreover, these guidelines provide a basis from which the County Staff, Planning Board, and the Design Advisory Panel (DAP) will evaluate development proposals for compliance with the vision for Downtown and Warfield specifically. The *Guidelines* are specifically prepared to ensure that all new development fulfills the vision for design excellence, sustainability, and unique neighborhood character as described in previous Downtown Columbia efforts and documents. Moreover, certain elements within the Warfield Design Guidelines are envisioned to be consistent throughout Downtown Columbia to create a coherent character. These elements include street lighting, benches, trash and recycling receptacles, tree grates, primary sidewalk material, Downtown Columbia permanent identification signs, neighborhood permanent identification signs, vehicular and pedestrian directions signs, and parking signs.

As a primary goal of the Downtown Columbia vision, sustainability has been elevated as a priority for all elements of design and, therefore, is integrated throughout the *Warfield Design Guidelines*. Specific sustainable criteria are incorporated in all sections, including Urban Design, Street Design, Amenity Space, Architecture, and Signage. Additionally, the *Downtown Columbia Sustainability Program Guidelines* are included in Appendix A.1 and cover Livability topics such as housing diversity, affordability and proximity, as well as Transportation topics such as transit access, transit routes, transit hub and stop amenities.

The *Warfield Design Guidelines* are not a prescription for a specific design mandate. Variations from these guidelines that conform to the goals of the *Downtown Columbia Plan* are permitted on the basis of unusual programmatic requirements, peculiar site or economic constraints, or architectural/site design merit as determined by the County and where shown on appropriately submitted documents.

Design review and approval are governed by County regulations as stipulated in the zoning ordinance and the FDP process for Downtown including the *Application for Downtown Columbia Revitalization*.

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by the *Warfield Design Guidelines*.

Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Warfield redevelopment.

Throughout this document, illustrative examples of building types, architectural design styles, open space design, streetscape, and similar are offered. These images are for illustrative purposes only and not intended to suggest a specific architectural style or design.

The *Guidelines* apply to all development within the boundaries of the Warfield neighborhood only. These guidelines may be modified from time to time with Howard County Planning Board approval through future FDP submissions.

1.3 The Vision for Warfield

Diagram A

Diagram B

Overview:

A primary goal for Warfield is to create a sustainable neighborhood through the creation of amenity spaces that allow residents to socialize, work, shop and play; the design of complete streets where residents can walk or bike to destinations or public transit; the design of buildings that are healthy and use natural resources more efficiently; and the creation of a healthy environment with clean water, clean air, and increased connections to the natural environment.

Warfield is envisioned as a sustainable mixed-use neighborhood with a family-oriented character that enables an appropriate transition from multi-family and single-family residential neighborhoods in the west and north to the central, more urban commercial core of Downtown. Essentially, Warfield is at the midpoint of the suburban to urban transect with predominantly residential and office uses and mid-rise building heights in the range of 4- to 15-stories tall, creating an appropriate and compatible transition from edge to center.

By definition, a transect across a city, town, or village comprises zones of urbanism including the neighborhood center (with the greatest mix of uses, densities, and public activities); the neighborhood general (with moderate mix of uses, densities, and activities); and the neighborhood edge (with largely residential, low density, and resident-oriented activities). Warfield, as one component of Downtown, has a neighborhood center and a neighborhood general zone. Just outside the boundary of the Warfield neighborhood, the neighborhood edge consists of the existing residential communities to the north and west. Within the Warfield neighborhood itself, a range of commercial uses including services, restaurants, and retail; a mix of building types; a variety of amenity spaces and amenities; and a diversity of pedestrian-oriented activities and functions should support users within the neighborhood as well as existing, nearby residents and tenants.

Warfield's neighborhood center zone includes the greatest mix of uses, retail, activities, and a welcoming, identifiable amenity space to accommodate public-oriented events. This center links north and south to the new, adjacent neighborhood blocks and west to the neighborhood edge and the existing residential. Warfield's neighborhood general zone, to the southwest and northeast of the center, includes predominantly residential and/or office uses, retail, and more passive amenity spaces,

similarly linking outward to the new neighborhood blocks and to the neighborhood edge and the existing residential. (see Diagram A and B, above)

Neighborhood Center:

Warfield's neighborhood center includes Twin Rivers Road extended, Warfield Plaza, Warfield Square, and the street that links these two greens, forming the core of the neighborhood center and the most active and vibrant area of Warfield. The existing theatre and restaurant are integrated components of the neighborhood center. The other existing restaurants and garage, though not literally within the neighborhood boundary, play a part in Warfield's neighborhood center. Twin Rivers Road extended, Warfield Plaza, Warfield Square, and the street that links these two open spaces are designed with streets that may be periodically closed to automobiles, creating a grand pedestrian-only zone for seasonal events, festivals, and markets. (see Diagram C, to the right)

The neighborhood center is envisioned to be very active and vibrant with the extension of Twin Rivers Road serving as Warfield's "Main Street." This new 2- to 3-block section of Twin Rivers Road will include ground level retail and restaurants that serve both the Warfield neighborhood and the broader community as a destination main street.

Linking to Wilde Lake Village in the northwest, a planned shared-use pathway will connect to Warfield, transitioning to bike lanes and urban sidewalks as it enters Warfield along Twin Rivers Road Extended. The terminus of Twin Rivers Road Extended includes an important public amenity space, Warfield Plaza, conceived to be similar to a village piazza or a traditional urban plaza. As envisioned in the *Downtown Columbia Plan*, the connection from Warfield to the Lakefront continues from the Plaza through the interior walkways, providing sheltered passage through the Mall, to the Promenade along Lake Kittamaqundi. (see Diagram D, to the right)

The street that extends northwest from Warfield Plaza, along the front of the existing row of restaurants and past the Theatre to Governor Warfield Parkway and Warfield Square, also becomes an important active, mixed-use, retail corridor and open space. Later phases of the Warfield neighborhood redevelopment will complete this street with new retail and restaurants.

Diagram C

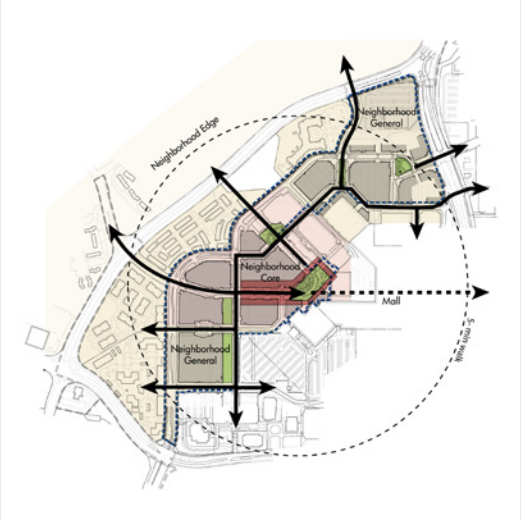


Diagram D

Neighborhood General:

Development blocks to the southwest and northeast of the center form Warfield's neighborhood general zones. The southwest neighborhood general zone provides a transition from the existing residential area west of Broken Land Parkway and Governor Warfield Parkway to the mall and future urban core. The northeast neighborhood general zone provides a transition from existing residential north of Governor Warfield Parkway and along Windstream Drive to the mall and future urban core. These areas also contain important, though more passive, amenity spaces. Together with Warfield Plaza and Square, these amentiy spaces define a connected urban ecological and community network.

The southwest neighborhood general zone is predominantly, residential, passive, and quiet. The Linear Green with the Promenade and playground, extending south from Parcel D towards Symphony Woods, is envisioned to be a residential-oriented amenity space, with adjacent retail that focuses on supporting surrounding resident needs. The buildings here are largely residential, transitioning to office buildings in Symphony Overlook. The buildings, landscape, streetscape, and hardscape should be designed to support a more quiet, residential portion of Warfield, compared to that of Warfield's neighborhood center and support enhanced urban ecology and green infrastructure connections to the natural resources area in Symphony Woods.

Warfield's northeast neighborhood general zone may include residential, retail, office, hotel, and other uses. This area of Warfield, similar to the southwest, may be less active compared to that of Warfield's neighborhood center, with retail focused predominantly at strategic locations and corners only.

Here, Warfield Green serves as an important amenity space and as the terminus of Sterrett Place extended. Post Office Square in Boston serves as a potential precedent, offering a serene environment, with mostly lawn and a trellis or other shade structure, and garden-like character. Thus, Warfield Green serves as an identifiable amenity space and creates a distinguishing character for the northwest area of Warfield. The building heights here, and particularly those framing Warfield Green and Warfield Mews, are envisioned to be 7- to 9-stories, as the master plan suggests, including sophisticated and stately architecture surrounding the garden-like greens and plazas.

Windstream Drive extended serves as the primary connection to and from existing residential to the north and, similarly to Twin Rivers Road, terminates at an amenity space, Warfield Mews. Like Warfield Green, the Mews is envisioned as a quiet, passive amenity space that supports neighborhood functions and less intense activities.

As the main amenity spaces in the neighborhood, Warfield Plaza, Square, Green, and Mews offer opportunities to express the identity of the neighborhood. Differentiated from the standard street furnishings and lighting, the amenity spaces may have unique selections that highlight the character of these spaces. Walking along and engaging in these places, the resident or visitor will remember these distinctive features, referencing them in memory and in conversation. In a true urban sense, the amenity spaces portray the essence of the neighborhood and, along with the streets, provide the framework from which the place evolves.

Given the vision for Warfield, with physical and visual connectivity to adjacent neighborhoods via streets, view corridors, and open spaces, it is important to support the notion of Warfield being the center of a broader community. Design features, from streetscape to signage, should advance the vision of Warfield as a walkable, family-oriented, mixed-use neighborhood with distinct zones of urbanism, physically and visually connected to its context and nearby communities. (see Diagram D)

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2.0 URBAN DESIGN

2.1 Urban Design Introduction

Overview

Warfield is envisioned as a compact, pedestrian-oriented, mixed-use neighborhood within Downtown where housing, offices, shops, hotels, restaurants, entertainment, services, civic, and cultural uses are all integrated. The Warfield Neighborhood acknowledges the existing adjacent residential neighborhood and mall uses. Buildings range from 4- to 15-stories in height with shared parking facilities typically located internally to the block. Amenities, such as plazas and greens, are incorporated throughout the neighborhood. The Urban Design Criteria include design standards to ensure this vision.

Purpose

The Urban Design Criteria specify those physical elements of the plan that collectively, through careful placement, define the physical characteristics and visual appearance of the public realm. The Urban Design Criteria describe how buildings and the street interface, including the placement of buildings and structures, building heights, and bulk standards.

Sustainability Goals

One of the objectives for the development of Downtown Columbia is to create a vibrant, walkable, and economically sustainable community in which to live, work, and play, by creating a dense and compact mixed-use neighborhood. A sustainable neighborhood should create an urban ecology through an integrated green infrastructure network that includes trees, vegetation and amenity spaces.

Primary sustainability measures for urban design include:

- Use mixed-use development to integrate housing, business, services, retail and community space.
- Provide safe and secure access between housing and diverse services, transportation, and recreation areas.
- Create spaces for active and passive recreation to promote human health and well being.
- Promote walkable neighborhoods for economic vitality and healthy lifestyles.
- Create a green infrastructure network through urban forestry, soil health conservation, integrated stormwater management, and patches of native habitat.

For reference, the Downtown Columbia Sustainability Program and Guidelines, as developed for the Downtown-wide Design Guidelines, can be found in Appendix A1.

Components

The Urban Design Criteria include the Regulating Plan Diagram showing the recommended block configuration for the Warfield Neighborhood. Within the Regulating Plan, primary and secondary streets are located. Primary streets accommodate the major pedestrian movements and main entrances to commercial buildings, have a focus on ground level retail, and connect major destinations. Secondary streets allow flexibility within the plan and provide locations for residential building entrances and needed services entries.

Block Standards provide guidelines for the block configuration, block length, frontage coverage, terminated vistas and gateway thresholds within Warfield. Building Form provides requirements for setbacks, building form and massing, as well as a Building Height Diagram. Building Form also includes guidelines for parking and services and primary building entrances.

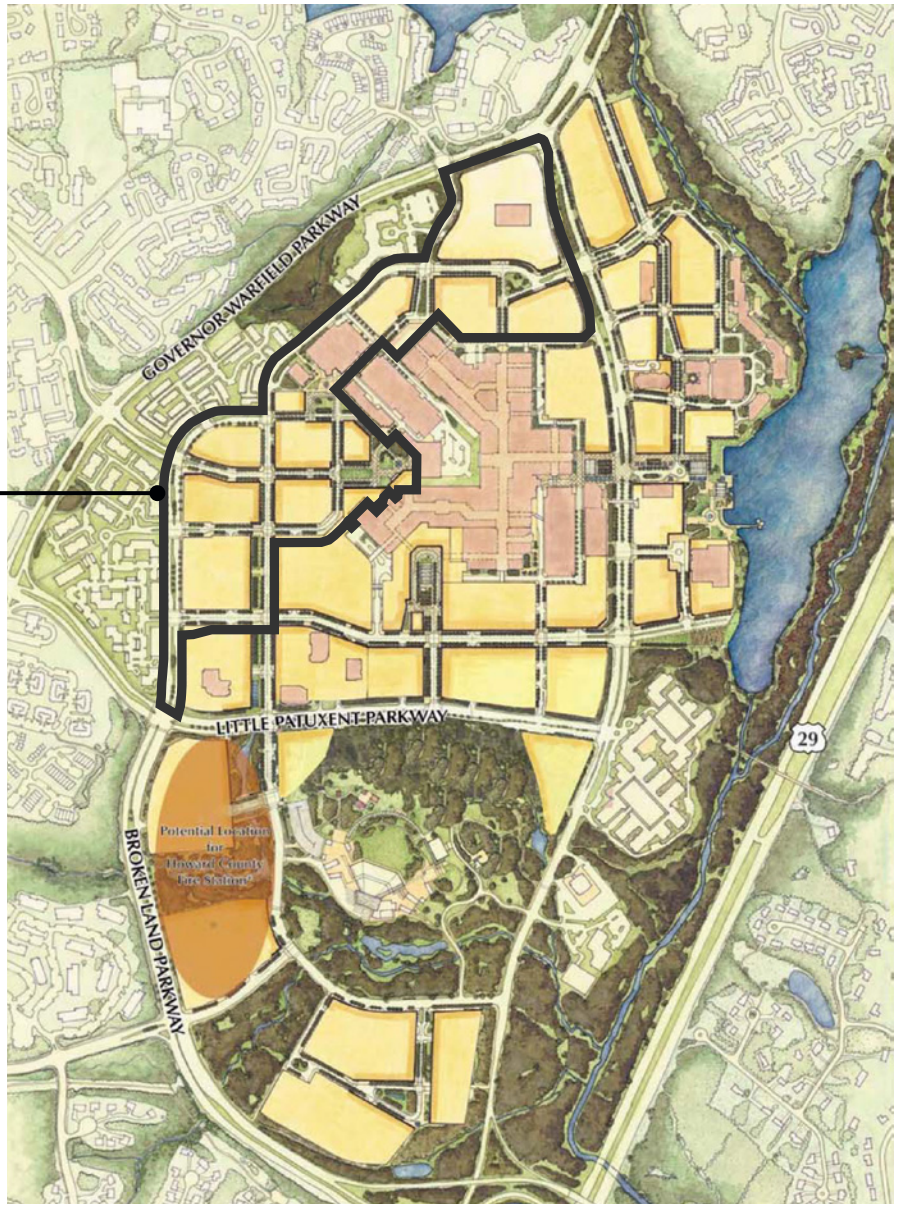
Warfield Neighborhood Regulating Plan

KEY

- PROPOSED NEIGHBORHOOD BLOCKS
- EXISTING MALL STRUCTURES
- PROPOSED AMENITY SPACES
- PRIMARY STREETS
- SECONDARY STREETS

***See Street Design for further criteria on Street Types, p. 29 and 34-39.**

*See p. 27-28 for variations in street types and configuration as shown in the Downtown Columbia Plan, General Plan Amendment - Street Framework Plan.



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 Warfield have altered the block configuration as follows:

The blocks within the Mall Ring Road (in the area closet to the west mall entrance) have been reconfigured to reduce the amount of infrastructure required as well as combine Blocks W-6 and W-7. This arrangement creates a flexible block allowing for an internal parking facility fully wrapped by a use, such as retail, office or residential . The reconfigured block would require a pedestrian connection, alley, or service lane bisecting the block to meet maximum block and building length requirements.

Warfield Neighborhood Block Plan

KEY

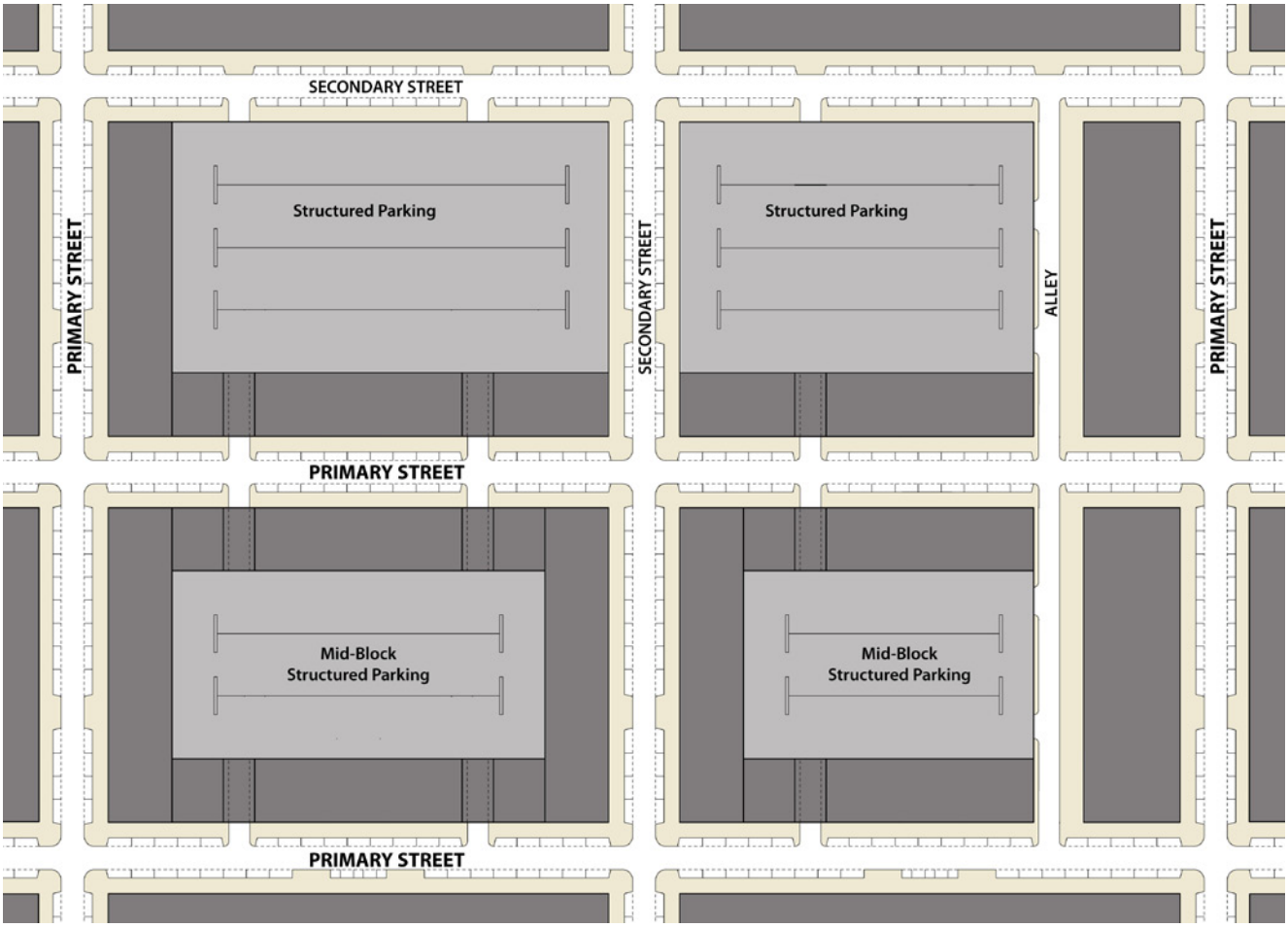
- WARFIELD BLOCKS
- FUTURE BLOCKS
- EXISTING BUILDINGS
- AMENITY SPACES
- NEIGHBORHOOD BOUNDARY

2.2 Block Standards

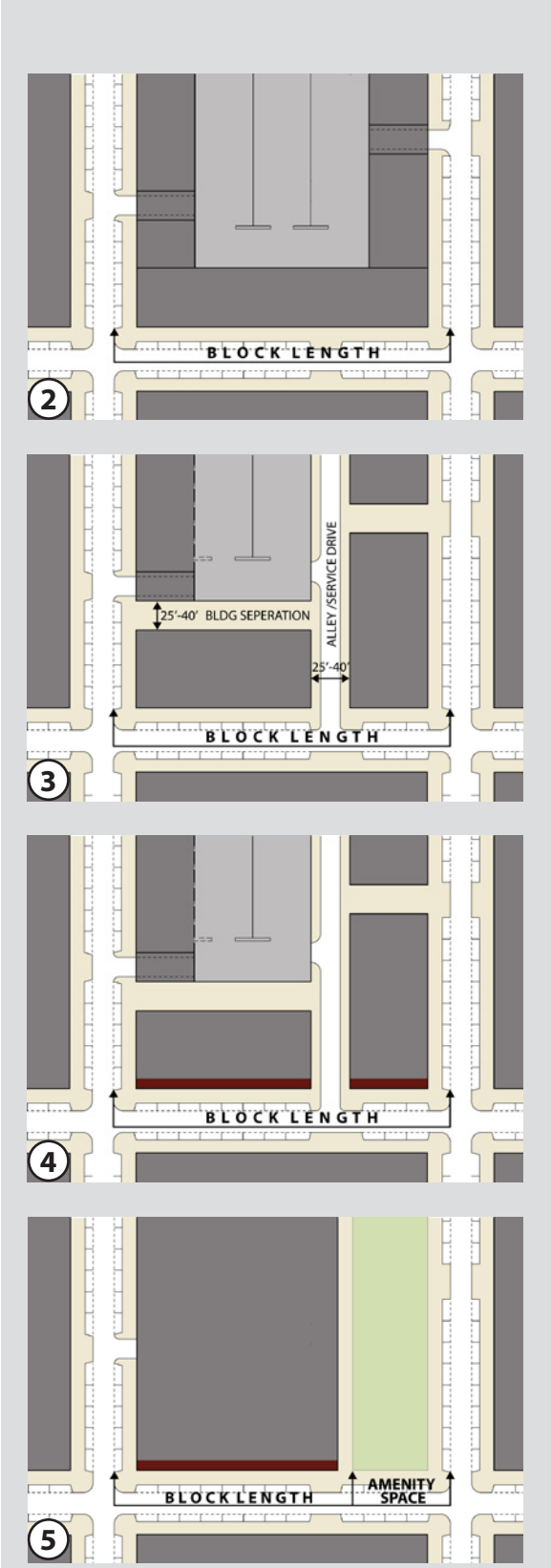
Block Configuration (1)

With the goal of emulating the best vibrant downtowns, Warfield should reflect the urban form found in these precedents. In such places, the streetscape is fairly continuous and breaks between buildings are limited. Building mass predominantly defines the perimeter of each block.

Warfield Neighborhood is characterized by a highly interconnected local street network that allows for reduced congestion and promotes walkability. The neighborhood should provide a variety of block sizes to encourage development of a mix of housing forms and densities, and commercial and employment uses. (see p. 13 and p. 21)



(1) Block Configuration Diagram - Various block configurations based on primary and secondary street frontage. For Primary and Secondary Streets, see Warfield Neighborhood Regulating Plan, p.11.



Block Length

Block length is measured between street right-of-ways (from curb to curb, excluding alleys and service drives). Required Amenity Spaces may be subtracted from the block length.

(2) Average Block Length 400' or less
Maximum Block Length 550'

(3) Long blocks (450' or greater) should have a pedestrian way, alley or driveway that provides through access to another street or mid-block parking garage.

* When alleys, service drives, or pedestrian passages are required, building separation shall be 25'- 40' wide.

Careful attention shall be given to breaking long blocks into shorter, pedestrian-scaled sections by introducing some variety in color and materials and through the use of special tower elements, bays, or varying facade designs to give the impression of multiple building forms.
(see Architecture section, p.125)

Frontage Coverage

Frontage is the way a building engages the public realm. Maintaining "street walls" along frontages is important, particularly for infill construction.

(4) Building frontages shall be 80-100% of block length.

(5) Amenity Space shall be deducted from the block length dimension.

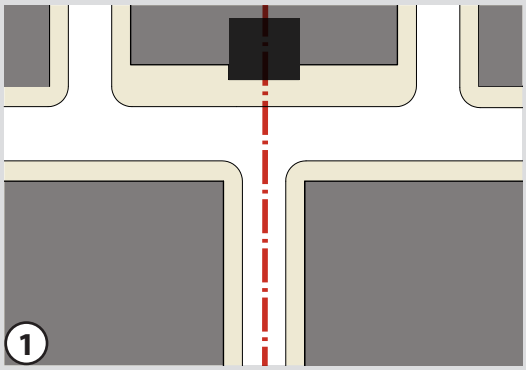
Terminated Vistas (1)

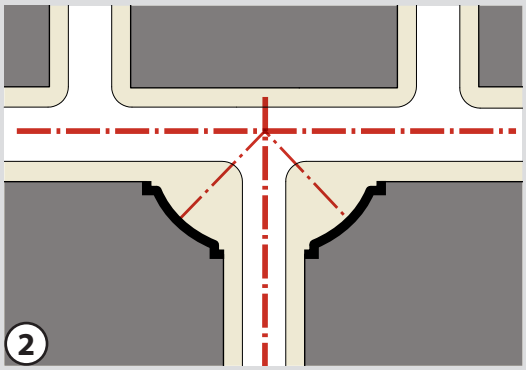
Buildings that terminate a street or important vista shall have special articulation and massing, such as a special façade, lobby entrance, bay window, tower element or similar. Civic buildings are encouraged on such prominent sites and shall be given priority for building elements such as towers, monumental staircases and similar.

Gateway Threshold (2)

Buildings that act as gateway markers for the neighborhood shall respond in design with the appropriate corner elements that announce Warfield Neighborhood and welcomes visitors. The gateway threshold can be expressed by bookmarking elements on neighboring buildings, by towers, by recessed corner elements, and similar.

(see Architecture section, Building Form, p.134-139)





Warfield Neighborhood Gateways and Vistas Diagram

KEY

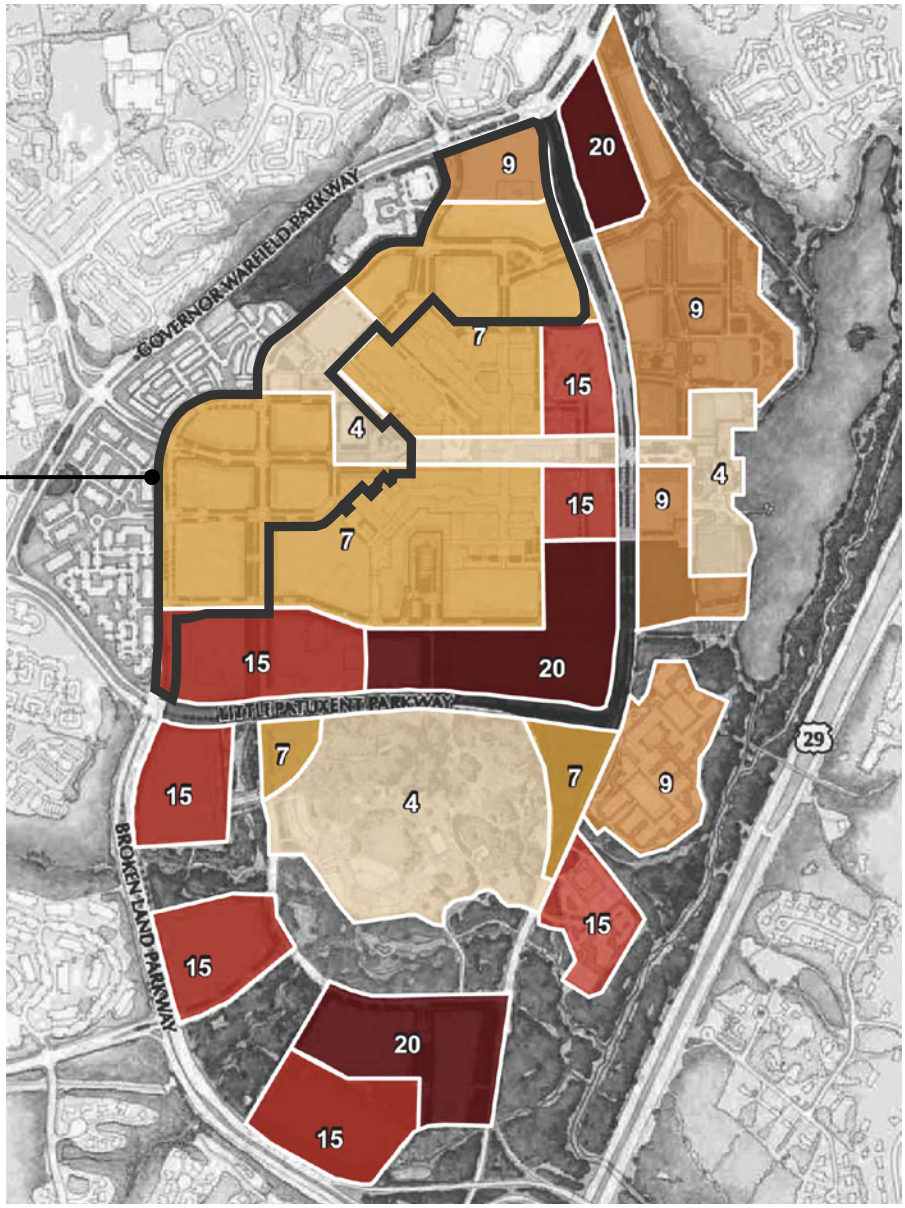
1 TERMINATED VISTA

2 "GATEWAY" THRESHOLD

IMPORTANT AXIS

POTENTIAL SIGNATURE BUILDING

2.3 Building Form



See corresponding boundary on facing page

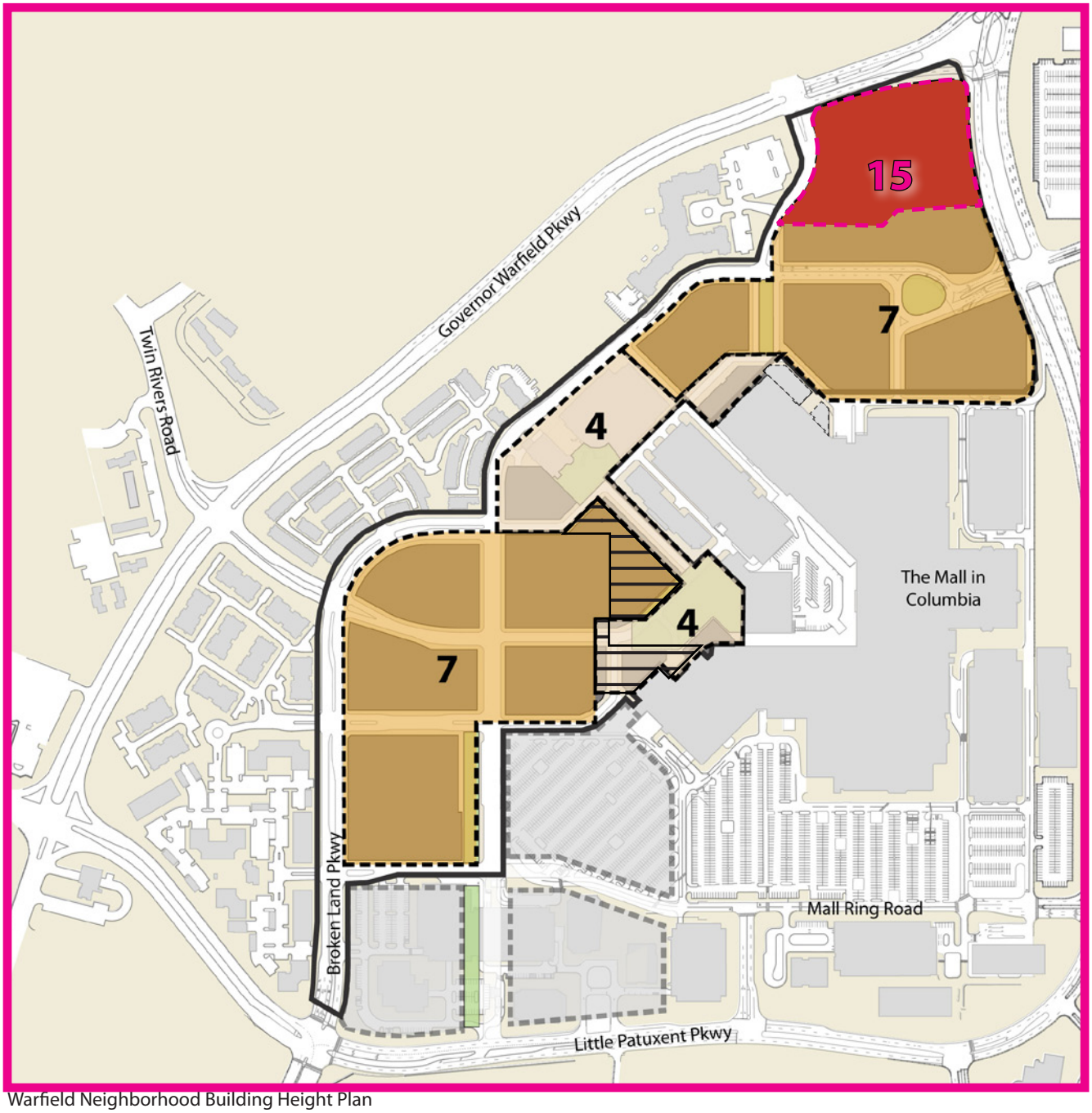
Downtown Columbia Plan - General Plan Amendment; Maximum Building Height Plan

The *Downtown Columbia Plan* - Maximum Building Height Plan (shown above) illustrates maximum building heights throughout Downtown. While keeping with the vision for Downtown, Warfield maintains these buildings heights with the exception of Block W-7, shown with a maximum height of 4 stories in the *Downtown Columbia Plan*. With the reconfiguration of Blocks W-6 and W-7 (see Urban Design, p. 13), the new block has a maximum height of 7 stories, in keeping with Block W-6 in the *Downtown Columbia Plan*.

Building Height

Varying heights along a street achieves more visual interest and distinct building character, avoiding the monotony of continuous building heights. See the Warfield Building Height Diagram for building height restrictions on facing page.

Maximum 15 Stories, not to exceed 170'
Minimum 2 Stories, or 30'



Warfield Neighborhood Building Height Plan

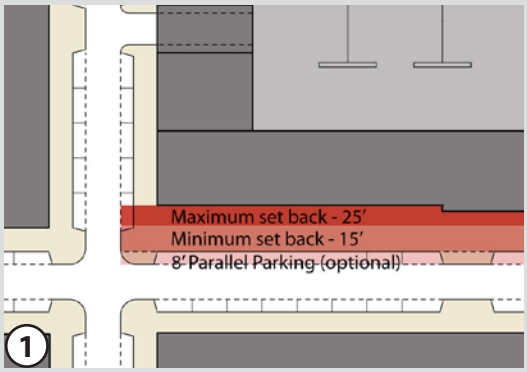
KEY

- MAX. 4 STORIES (NOT TO EXCEED 60')
- MAX. 7 STORIES (NOT TO EXCEED 100')
- MAX. 15 STORIES (NOT TO EXCEED 170')
- Maximum Building Height revised area, (see also p. 18)

Setbacks ①

The required front setback shall be between 15' - 25' from outside face of curb to building face, unless an Amenity Space or Shared-Use Pathway is located between street and building in which case the front setback may be larger than 25'. All building setbacks, including front setbacks, from roadways designated as Parkways and Boulevards in the Downtown Columbia Plan may exceed 25'. An optional 8' parallel parking space may be added to front setback requirements.

Variations in building setbacks shall occur in an orderly fashion. Buildings should align at the front façade. Alternating or staggering setbacks are not permitted.

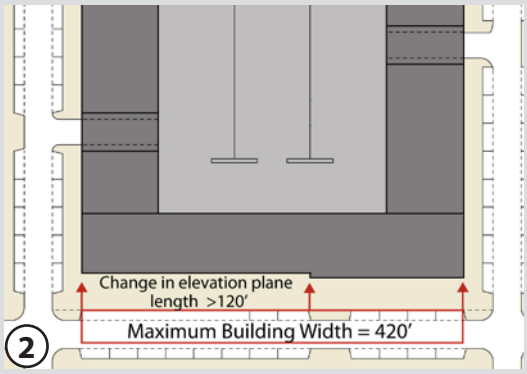


Massing and Form

Design of building massing should reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

In Warfield, overall building heights increase from the neighborhood center to the neighborhood edge. Additionally, building massing should step down to lower-intensity, residential or commercial context. For example, the upper story may step back from the lower stories, or, changes in roof line planes or smaller bay elements may be used to transition down in scale.

(see Architecture section, Building Form, p.135)

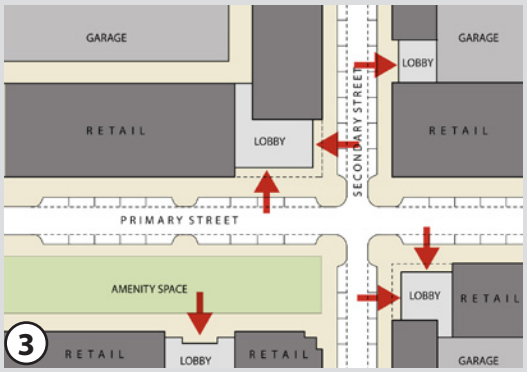


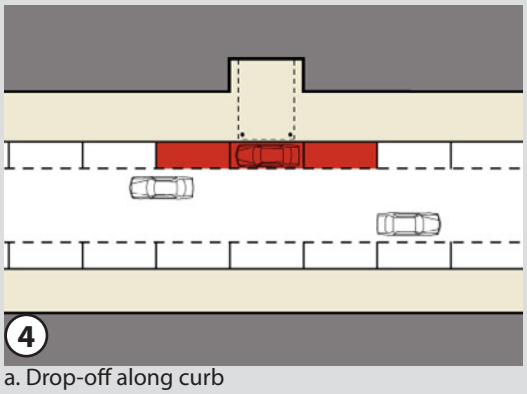
Building Width ②

Building width is defined as the horizontal dimension of the building elevation along the primary street or amenity space. Long elevations shall be visually broken into smaller sections through material and plane changes including recesses and projections, variations in window groupings, and/or the addition of bays

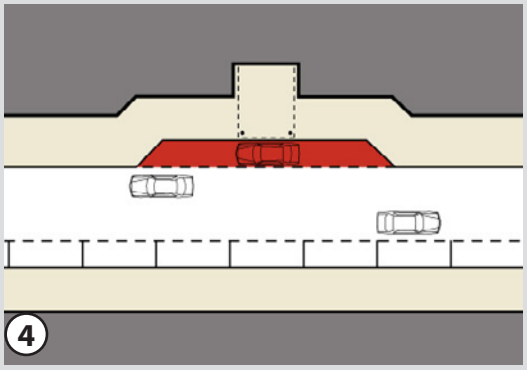
Maximum building width: 420'

(see Architecture section, Building Form, p.134-139)

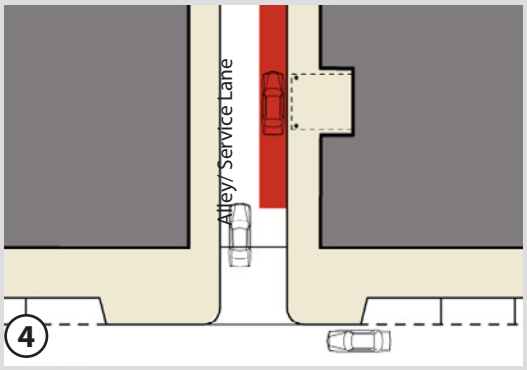




a. Drop-off along curb



b. Drop-off as pull-off



c. Drop-off within Alley/ Service Lane

Primary Building Entrance (3)

The principal structure, including the primary building entrance should face a street, off-street drop-off, or an amenity space. Primary entrances and lobbies are encouraged to face the primary street wherever possibe. On a corner lot, the primary entrance should either be placed on the corner, on the more prominent street, facing an amenity space, or facing an off-street drop off, unless this building space is occupied by retail. Retail is preferred as the ground floor use facing primary streets and amenity spaces. A through-lobby, open-air passage, or entrance is encouraged that allows direct and efficient access from both the street and mid-block parking. Storefront glazing is encouraged in passages linking mid-block parking to the street to add interest and enhance the pedestrian experience.

Drop-Offs (4)

Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians. Curb cuts and vehicular entries should be limited along the block length.

Drop-offs, including residential, hotel, and restaurant drop-offs, shall be provided either:

a. Along the curb with no sidewalk narrowing.

b. Where there is no curbside parking lane and an off-street drop-off is not feasible. A hotel may have a drop-off lane up to 80 feet long provided the required sidewalk width is maintained.

c. Within an off-street area (e.g., an alley, service lane or parking facility

Drive-through Lanes

Drive-through lanes, stacking, and entranceways for drive-through windows for banks and restaurants are discouraged along Boulevards and Primary Streets (see p. 11). Stacking and access should be from the interior of the block and shall be designed so that parking and circulation around the block is not obstructed.

Parking (5)

In Downtown Columbia, the goal for off-street parking, whether surface or structured, is to be accommodated mid-block and screened from public view. On-street parallel parking is encouraged wherever feasible along the perimeter of the block (angled parking, however, is discouraged).

All parking facilities shall conform to the following criteria:

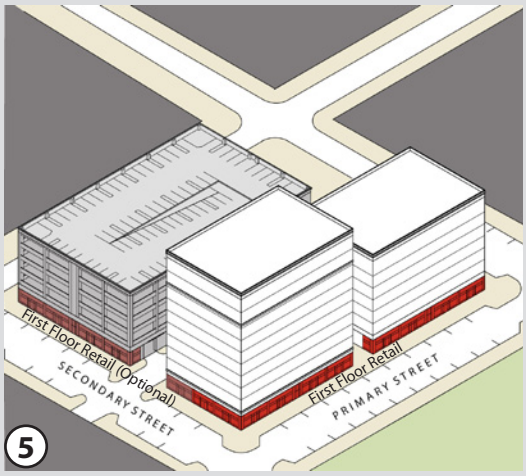
a. All parking garages or structures should be designed to either limit or fully shield their appearance from the public realm. Wherever possible, structured parking should be located internal to blocks. Buildings in which structured parking is the sole use are discouraged.
Further, on primary streets, parking structures should not front the street. Facades along primary streets should have garages faced (wrapped) with a use, such as residential or office.
On secondary streets, it is recommended that parking structures be hidden from the street. If necessary, parking structures may be exposed on upper floors but shall have ground floor usable space or be designed such that the ground floor can be retrofitted for future commercial use.

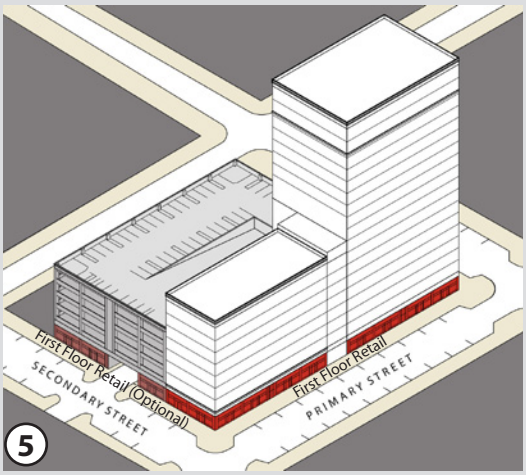
b. Vehicular access to and from off-street surface parking should be from secondary streets and alleys, where possible. Parking garage entrances shall not dominate the building street facade and are recommended to be a minimal opening in the building at sidewalk level.

c. Bicycle parking shall be provided in parking garages or structures based on a site by site or building by building basis. Appropriate location, number of racks, and level of access for each facility shall depend on the anticipated use of the site or building. Interior bicycle parking standards should follow LEED for New Construction (LEED-NC) criteria. **For exterior site design standards for bicycle parking facilities, reference Appendix A.2, On-Road Bicycle Facilities Design Guidelines**.

d. Pedestrian access to and from mid-block parking shall provide connections to the more pedestrian-oriented, primary streets or amenity spaces. (See also Primary Building Entrance section above).

e. In instances where surface parking is placed adjacent to the street, the parking lot shall be set back a minimum of 20 feet





behind the front façade of the building. If this is a temporary condition, a low evergreen hedge with landscaping and trees, or similar landscape treatment should be installed within this 20 foot zone and along the entire edge of the parking lot adjacent to the public right-of-way. If this is a permanent condition, a decorative wall and/or fence should be constructed together with native landscaping and trees along the entire edge of the parking area including vegetated structural stormwater BMPs where appropriate.

f. On-street parking spaces on the same block as the proposed use should be counted towards fulfilling the parking requirement. Reductions in parking are encouraged and may be granted for shared uses. See *Howard County Zoning Regulations*, Section 133.E.3: Off-Street Parking And Loading Facilities, Downtown Revitalization.

(see Architecture: Structured Parking, p. 129 and Materials and Components Standards for additional criteria, pp. 147-151, for additional criteria.)

(**see Street Design for further criteria on integrating stormwater management into street parking, p. 60-61**)

Alleys and Service Areas

Alleys and service areas provide vehicular access to parking facilities, loading, and service. All alleys and service areas shall conform to the following criteria:

a. Service areas should be located on secondary streets and alleys (rather than on primary streets), where possible. On streets, service areas shall be screened by overhead doors, walls, enhanced landscaping (e.g. evergreen plantings or raised planters) or similar.

b. Curb cuts and access lanes will be required for vehicles; at these locations, the sidewalk material(s) shall be carried across the access lane, where possible.

c. Service for small businesses and retail establishments (under 5,500 sf) may be permitted at the front door provided such service is not during primary business hours and does not adversely disrupt traffic movement.

e. Service areas and alleys between buildings should be screened.

f. Off-street loading areas that make it necessary for vehicles to back out directly into a public or private road are strongly discouraged.

(**see Architecture: Materials and Components Standards for additional criteria, pp. 147-151**)

Utilities

All new utilities shall be placed underground.

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3.0 STREET DESIGN

3.1 Street Design Introduction

Overview

The Downtown Columbia Plan calls for a more urban, pedestrian-oriented, mixed-use community that requires an approach to street design that anticipates small, walkable blocks. Moreover, the streets within the downtown are an important part of the open space system. While not as green or planted as the amenity spaces, the streets provide visual openness and spatial definition and are vital to the vibrancy of Downtown Columbia. Importantly, the streets should be designed as "Complete Streets," accommodating the needs of people, bicycles, cars, and transit vehicles.

With this vision in mind, the design of streets within Warfield must consider the mobility and safety of pedestrians and bicycles, ensuring that maximizing traffic capacity and speed is not the dominant consideration in street design. The streets and sidewalks should include design elements that provide appropriate visual and physical clues for drivers to indicate that pedestrians and bicyclists are integral users of the circulation system in Downtown. These guidelines, therefore, recommend changes in material, color and texture for such components as crosswalks, medians/pedestrian refuge areas, turn lanes, and on-street parking, which may vary from Howard County's typical street design criteria. It is also essential that streets comply with the Americans with Disabilities Act standards and consider the range of users' mobility.

To create this unique urban environment, it is anticipated that streets within Downtown Columbia will vary from the current standards in the Howard County Subdivision and Land Development Regulations and the Design Manual, Volume III.

Purpose

The purpose of the Street Design Criteria for Warfield is to guide the design and character of the Right-Of-Way Zone and streetscape in Warfield for all street types. The streets within Warfield, should be designed as a network and support the vision established for the neighborhood. The criteria include both text and diagrams that specify: 1) typical street standards, 2) types of right-of-way zones, 3) types of streetscape zones, and 4) acceptable materials and components for the streetscape.

Sustainability Goals

One of the objectives for the development of Downtown Columbia is to create a street network that provides a diverse set of options for traversing the neighborhoods, while providing safe routes, creating comfortable microclimates including shaded areas, and reducing overall pollution and impervious infrastructure in order to meet sustainability goals. Through innovative streetscape design, bicycle and pedestrian access can provide safe alternatives to automobile use. By integrating stormwater Best Management Practices (BMPs) including rainwater tree pits, rainwater planters, and porous pavement in parking lanes and bike lanes, stormwater runoff quality can be improved and quantities can be decreased. Using native plants reduces the need for potable water for irrigation and contributes to a sense of place by supporting the flora, birds and pollinators reflective of the mid-Atlantic Piedmont province. Stormwater runoff will be reduced and improved through integrated (BMPs), so that impurities in road and sidewalk runoff are reduced prior to draining to the Chesapeake Bay. These practices have the added benefit of providing more opportunities for microclimate and microhabitat enhancements as part of a larger green infrastructure framework. Trees and plants are selected and sited to encourage pedestrian use by providing shade. Finally, planted areas are designed and managed to foster health by limiting the use of pesticides, herbicides and fertilizers.

Street Design Introduction

Primary sustainability measures for streets include:

- Promote walkable neighborhoods for healthy lifestyles. The design of streets should include street trees, appropriate landscaping, and furnishings. Street trees should be planted at a maximum of 40 foot intervals or to shade at least 40% of the sidewalk within 10 years.
- To improve stormwater runoff quality and groundwater recharge, consider using rainwater tree pits, rainwater planters, porous pavement, and vegetated buffer areas.
- Create a connected and diverse network of transportation options to reduce vehicle miles traveled per individual in single-occupancy vehicles.
- To facilitate and encourage cycling as transportation, designate bike lanes on appropriate streets and connect them to all major parks and amenity spaces, residential neighborhoods, and commercial centers.
- Reduce vehicular trips through "park once" design scenarios and alternative transportation measures and limit surface parking areas by accommodating 80% or more of required parking with on-street parking and parking structures, where feasible and approved by the County.
- Reduce heat island effect from paving by using lightly colored or high albedo materials for paved surfaces, where feasible and approved by the County.

For reference, the Downtown Columbia Sustainability Program, as developed for the Downtown-wide Design Guidelines, can be found in Appendix A1.

Street Framework Plan

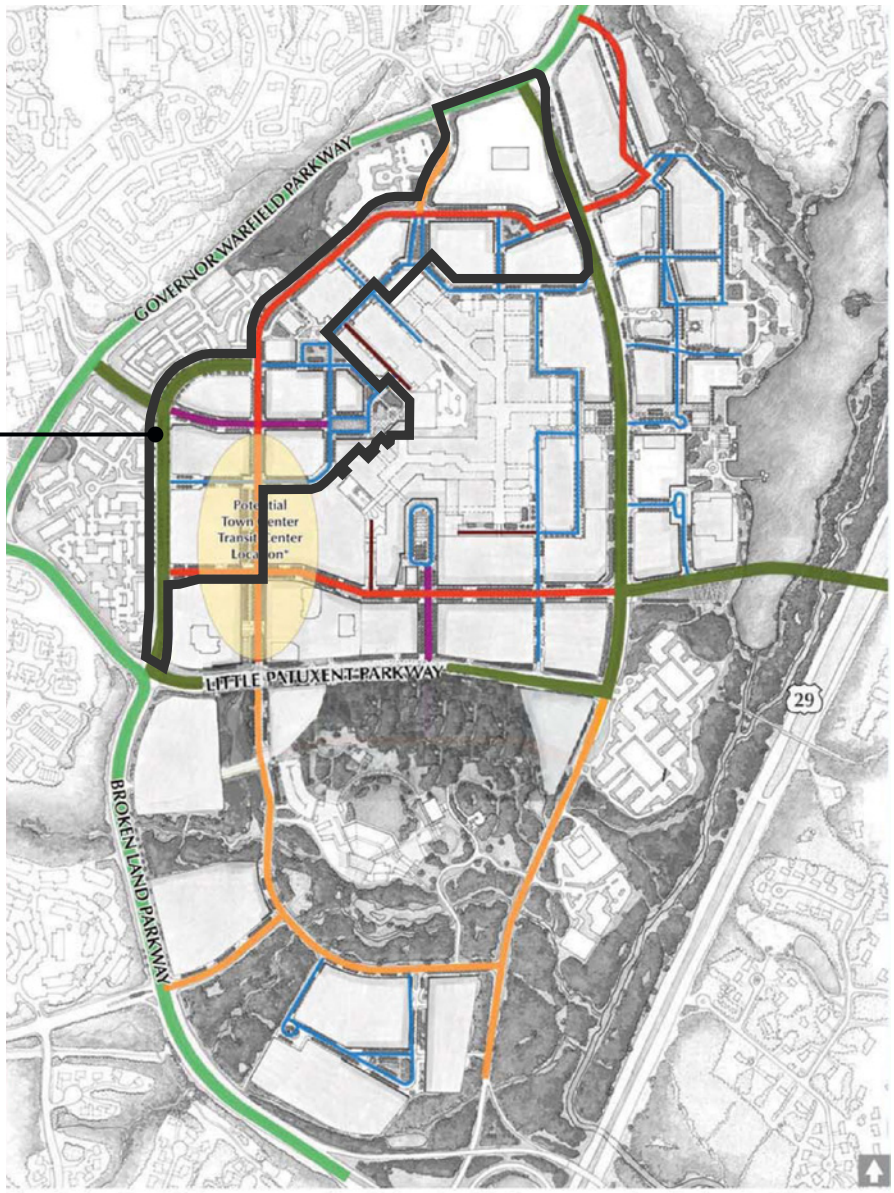
Changes to the Warfield Neighborhood Design Guidelines Block and Street Plan (see Urban Design, p. 13), based on the vision for Warfield, created variations in street types and configuration from the *Downtown Columbia Plan, General Plan Amendment* - Street Framework Plan, shown on the following page. These variations include:

a. Mall Ring Road. South of Broken Land Parkway, this facility is planned as an Avenue Type 3 with four (4) general travel lanes, a dedicated bike lane, but no curbside parking. It is proposed to be modified to an Avenue Type 2 that would continue to provide four (4) lanes and dedicated bike lanes, but would add parallel parking on both sides. (Note that curbside parking would only be provided on the west side during this initial stage of Downtown redevelopment.) This change in design designation and curbside parking would reduce travel speeds, provide a buffer for pedestrians, and create convenient short-term parking to serve the street-level retail uses.

The section of the Mall Ring Road north of the Broken Land Parkway intersection, currently designated as an Avenue Type 2 in the Downtown Columbia Plan, is proposed to be modified to an Avenue Type 4 that reduces the number of general travel lanes from four (4) lanes to three (3) lanes. This reduction would create a more pedestrian-oriented street by reducing the crossing distance and is consistent with the existing road section in this area.

b. Road "C", is a new facility to be built between Broken Land Parkway and the Mall Ring Road (south of Block W-1) as an Avenue Type 2 (Major Collector/Minor Collector/Local Street) that provides four (4) general travel lanes with sharrows. This is consistent with the Downtown-wide Columbia Design Guidelines. The design provides flexibility for an additional future westbound turn lane, if necessary, at the intersection with Broken Land Parkway though the reconfiguration of the transition island

c. Twin Rivers Road Extended. Twin Rivers Road Extended is currently planned as an Avenue Type 1 that provides four (4) travel lanes and curb parking on one side. This roadway is proposed to be reduced from four-lanes to two-lanes, with curbside parking on both sides and dedicated bike lanes. Flexibility for an additional future westbound turn lane assignment at the western intersection with Broken Land Parkway is possible with reconfiguration of the entry transition island. Designated as a "Street Type 2," this facility would create a pedestrian-oriented street, discourage and minimize through traffic movements, and establish a "main street" character in this area.



See corresponding boundary on facing page

Downtown Columbia Plan - General Plan Amendment; Street Framework Plan

d. Mall Connection Road. This section, between Broken Land Parkway and the Mall Ring Road, currently exists as a four-lane, undivided road. It was specified as a "Street" in the Downtown Columbia Plan that would provide two (2) lanes with parallel parking and sharrows for bike use. However, land ownership constraints in this area do not allow for the narrowing of this roadway. Thus, this section is planned to remain as currently designed with the addition of sharrows for bike use.

e. Street Network Changes. A portion of the street network east of the Mall Ring Road is proposed to be reconfigured to simplify the circulation and reduce conflicts for pedestrians entering the amenity space in this area. In addition, a portion of the Mall Ring Road around Warfield Green is proposed to be converted to a one-way system based on the Street Type 2 dimensions, providing for improved safety for pedestrian crossings and traffic flow in this area.

Warfield Neighborhood Street Framework Plan

KEY

- (A) BOULEVARD - Minor Arterial/ Major Collector
  (4 LANES W/ MEDIAN) - Broken Land Parkway
- (B) AVENUE TYPE 2 - Major Collector/ Minor Collector/ Local Street
  (4 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES/SHARED-USE PATHWAY/SHARROWS)
- (C) AVENUE TYPE 4 - Major Collector/ Minor Collector/ Local Street
  (3 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES)
- (D) STREET TYPE 2 - Minor Collector/ Local Street
  (2 LANES, PARALLEL PARKING (Optional), DEDICATED BIKE LANES)
- (E) STREET TYPE 3 - Minor Collector/ Local Street
  (2 LANES, PARALLEL PARKING (Optional), SHARROWS)

Potential Transit Center Location

*Alleys may be placed within blocks for internal circulation, servicing, and parking. Final locations of alleys will be proposed at the SDP stage. **See Urban Design for further criteria on alleys, p. 15 and 23.**

Street Design Introduction - Complete Streets

Complete Streets are streets that provide safe and convenient accommodation to all potential users, including pedestrians, cyclists, cars, and transit vehicles alike. Complete streets recognize that crossing the street, walking to shops, and cycling to work are equally important to driving. Complete streets enable transit to be an efficiently accommodated and recognized mode of transportation. Since streets will play an important role in the livability of Warfield, they must accommodate all users, whether young or old, motorist or cyclist, walker or wheelchair user, bus rider or shopkeeper. A network of complete streets, together with necessary physical, design, and visual elements, will enable Warfield to be safer, more livable, and welcoming to everyone. Sustainable design elements including stormwater management, native planting, sustainable materials, and efficient lighting contribute to the overall comfort, safety, and natural resource benefits that are part of complete street design.

The Street Design criteria, therefore, address all of the necessary components of complete streets anticipated from face of building to face of building, across a street. These criteria include:

1) General provisions for all streets, including vehicle travel lanes, bicycle lanes, traffic calming devices (e.g., on-street parking and smaller blocks), pedestrian sidewalks, and the elements that comprise these components;
2) Right-of-Way Zone design criteria for bicycle and vehicular travel lanes;
3) Streetscape Zone design criteria for parking lanes, stormwater management, street trees, and all other elements within the sidewalk; and,
4) Materials and Elements Standards.

These guidelines describe the street system, identify specific design and dimensional criteria, and provide illustrative and photographic examples of street and streetscape design elements, as well as requirements for materials and elements that comprise the desired character for streets within Warfield.

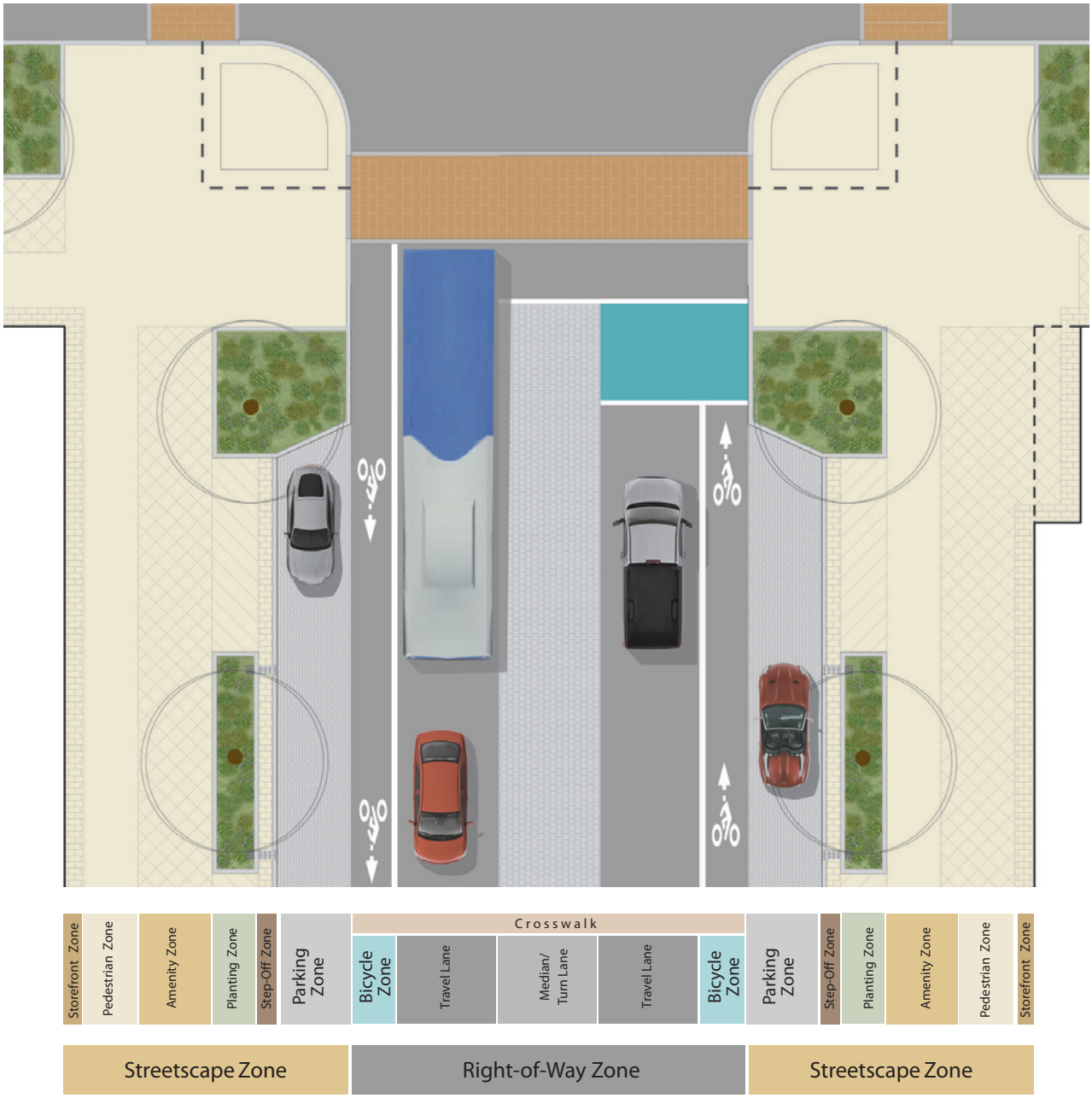


Diagram Example above shows an Avenue Type 4 with a commercial zone.

Street Design Introduction - General Provisions

1. The following typical street standards apply throughout Warfield:

a. Through Travel Lane Width adjacent to curb:	12′
b. Through Travel Lane Width adjacent to parking lane:	12′
c. Through Travel Lane Width adjacent to bike lane:	11′
d. Left Turning Lane Width:	11′
e. Right Turning Lane Width:	12′
f. On-Street parallel parking space dimensions:	8′
g. On-Street bike lane width:	5′

2. Stormwater management practices shall be incorporated into the design of the streets, such as rainwater tree pits, rainwater planters, bioretention and bioswales . These elements will require a location-specific determination during the Site Development Plan review process.

3. Transitions from one street type to another shall be designed to ensure smooth changes between paving, parking, sidewalks, planting strips, and similar.

4. Where site plan conditions warrant variations to the Street Plans and Sections (see p. 35-39 and p. 50-52), the lane widths and sidewalk widths shall remain the same while the number of lanes, planting zone width, parking type, and similar may vary. At an intersection where two different street types meet (with the exception of alleys) or where an existing street meets a new street, the larger curb radius range shall be used. Variations shall require approval by the Howard County Planning and Public Works and Utilities Departments.

5. Streets shall have sidewalks along both sides throughout the Downtown. Sidewalks shall be designed consistently along and on both sides of the entire length of a street. Where retail storefronts and building entrances front the street, the sidewalk shall be no less than 15 feet. 20 to 25 feet is preferred where restaurants and outdoor dining is anticipated. In all instances, street trees should be planted in rainwater planters or tree pits. In instances where office or residential is the primary ground level use, the minimum sidewalk width of 15 feet is preferred. For all public access sidewalks, 6 feet shall remain clear for pedestrians.

6. A native plant palette is suggested for rainwater planters or tree pits. Planting with a native groundcover or understory can help strengthen habitat potential, especially on roads near natural resources areas or open spaces.

7. Parallel parking is encouraged, especially where ground floor retail is located.

8. Curb "bulb-outs" should be considered at intersections and crosswalks, particularly where there are large concentrations of retail and residential development and curbside parking. Within these areas, bulb-outs are a preferred element for corner construction except where there are extenuating design considerations such as the turning radius for certain vehicles or transit and on-street parking factors. When bulb-outs are not used, pedestrian safety concerns must be adequately met with other design elements or configurations. Additionally, curb radii shall be minimized at intersections to promote walkability and to reduce the pedestrian travel time across vehicular travel lanes.

9. To accommodate future bus stops in Warfield, as required and approved by Howard County, parallel parking spaces may be removed, without requiring replacement parking spaces, such that the curb line moves out to accommodate a bus shelter and other furnishings/amenities.

10. Crosswalks of a different paving material, texture, and color from the asphalt street are encouraged where sidewalks traverse vehicular travel lanes. Paving materials shall be approved by the Howard County Planning and Public Works and Utilities Departments.

11. Landscaping within the right-of-way, if approved by the County, shall be planted and maintained by the property owner(s), developers, homeowner's associations and/or other entities.

12. Plantings shall be setback a minimum of four feet from the edge of crosswalks and handicap curb cuts.

13. Street Trees:

a. A single species of tree shall be consistent along an entire street (the length of the street), but shall vary from one street to the next. For example, one street may have Red Maples, while the next street over may have Willow Oaks. Refer to the Howard County Landscape Manual for approved tree species.

b. Howard County may approve or require variations in the dimensions of tree pits and grates between curb and sidewalk from those shown in the following Street Plans and Sections, depending on the species of street tree selected, planting technology or methods used and engineering design of the back of curb and sidewalk. Final dimensions will be determined at site development plan stage.

c. Trees shall be planted at regular intervals along streets appropriate to the particular location and species.

d. Street trees are required along all new internal streets and existing County/Downtown roads, except where such streets are adjacent to existing wooded areas, and existing trees are sufficient as shown on a site development plan and approved by Howard County. Trees and other plantings within state controlled and maintained right-of-ways shall meet SHA standards.

e. Street trees shall be placed in from curb face and centered in the planting strip or within minimum 4 foot by 6 foot planting pits within sidewalks or hardscape areas. Planting pits may have tree grates or may be planted with a groundcover.

f. The placement of street trees shall be coordinated with the placement of street lights, such that street trees are shifted to ensure adequate light levels. Street tree placement will be reviewed by the County at the Site Development Plan (SDP) stage. (see p. 70, Street Design, for additional information on Street Lights)

g. Street trees shall be placed a minimum of 15 feet from all signs and intersections when planted between the curb and sidewalk and located with consideration to underground utilities and structures. Street trees may not be planted within 5 feet of a drain inlet structure, within 5 feet of an open space access strip or within 10 feet of a driveway

h. Street trees shall be placed to align where possible with lot lines and demising walls of buildings and storefronts so as to avoid blocking the front porches, storefronts, signage, and doors of buildings.

i. In order to create comfortable pedestrian passage, street trees shall have their limbs pruned over sidewalks to approximately 8 feet above grade when reasonably mature. Street trees shall be straight and true, have healthy trunks and a full, balanced crown and branching habit. Street trees with unbalanced crowns, a poor branching habit, and excessively bent or curved trunks will be rejected.

j. When a driveway or private roadway intersects a public right-of-way or when the site abuts the intersection of two or more public right-of-ways, landscaping must not obstruct visibility. No plant material taller than 2 feet above the curb shall be allowed in any sight triangle area except single trunk trees whose lower branches are pruned to a minimum height of 8 feet.

14. Along streets throughout Downtown, street lighting and street furniture should be consistent. (see p. 64-70)

3.2 Street Design: Right-of-Way Zone

Overview

The Right-of-Way Zone addresses design criteria for the streets: travel lanes, bicycle lanes, medians and turn lanes, and crosswalks. The design criteria for sidewalks and streetscape are covered in the following section.

The Street Types Diagram shows locations for the various types of streets, which are keyed to the street sections. These guidelines address the right-of-way characteristics for the various street types, including vehicular and bicycle lane widths, number of lanes, medians, pedestrian refuge areas, turn lanes, and crosswalks. Further, these guidelines provide criteria for motorized vehicles within designated travel lanes, bicycles within designated or shared bike lanes, and pedestrians within crosswalks.

The Right-of-Way Zone includes:

1. Vehicular travel lanes;
2. Bicycle lanes:
   a. Separate, on-street designated bicycle lanes
   b. Sharrows (shared bicycle and vehicular lanes)
   c. Bicycle boxes (clear bike zones at intersections)
3. Pedestrian crosswalks
4. Medians:
   a. Planted medians
   b. Turning lanes
   c. Pedestrian refuge areas
   d. Rainwater Tree Pit/ Rainwater Planter/ Bioswale

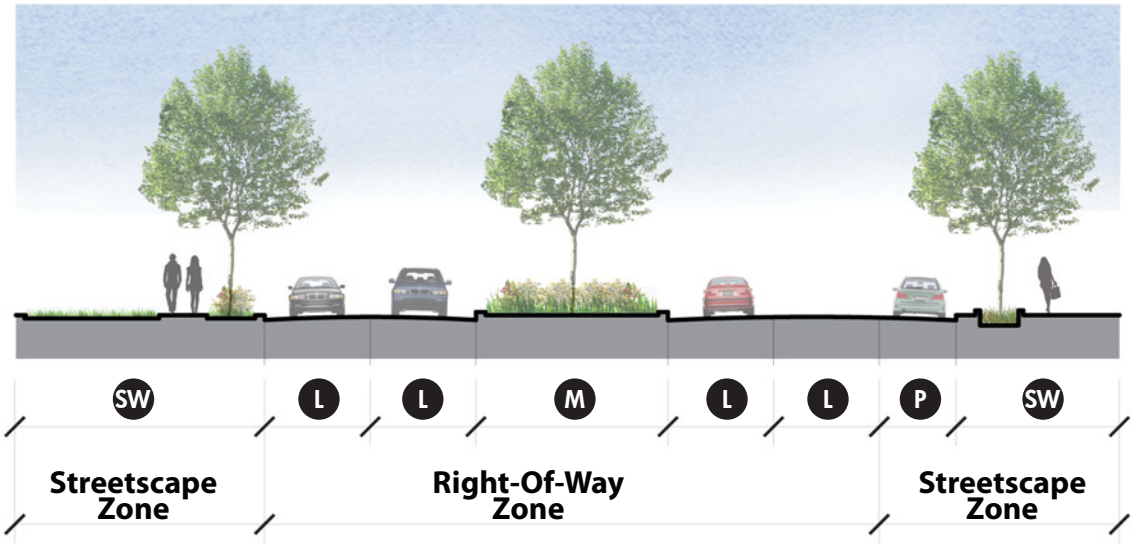
The primary types of Right-of-Way Zones in the Warfield Neighborhood will include:

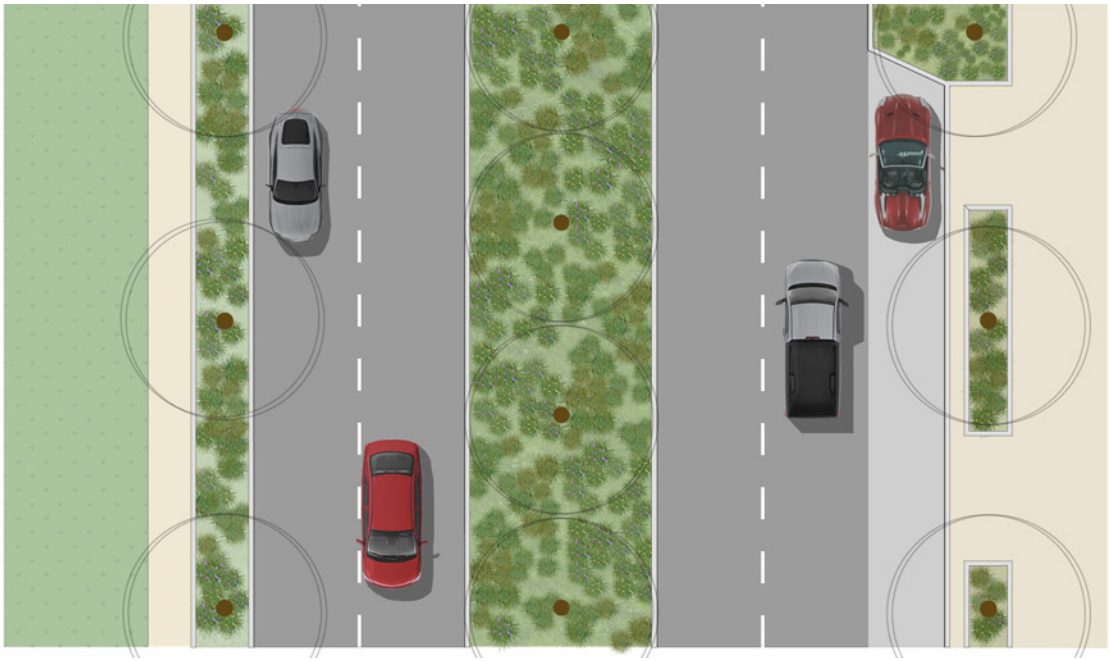
Boulevard: Thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards have planted medians and buffered sidewalks.

Avenue: Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

Street: Local urban Thoroughfare of low speed and capacity.

Right-Of-Way Zone: Boulevard



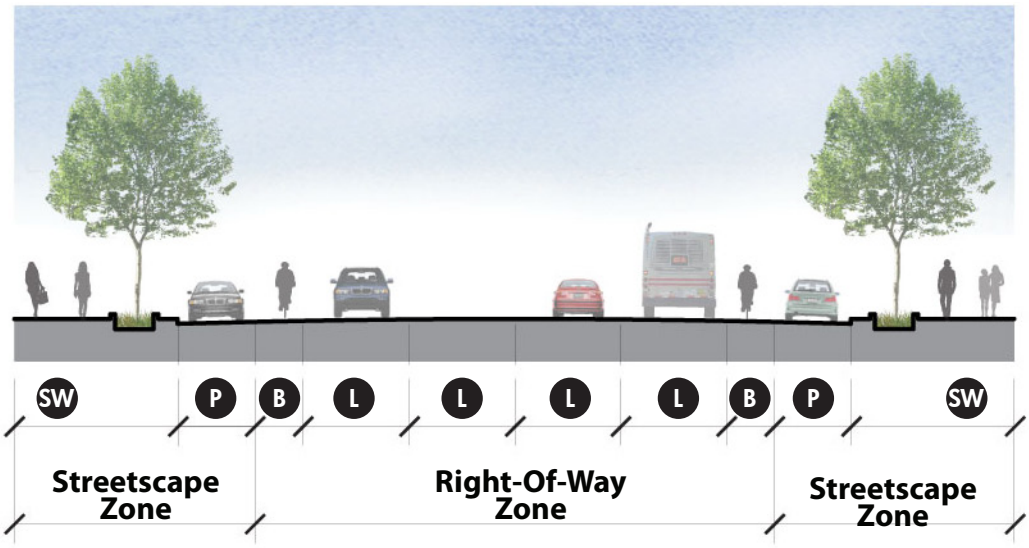


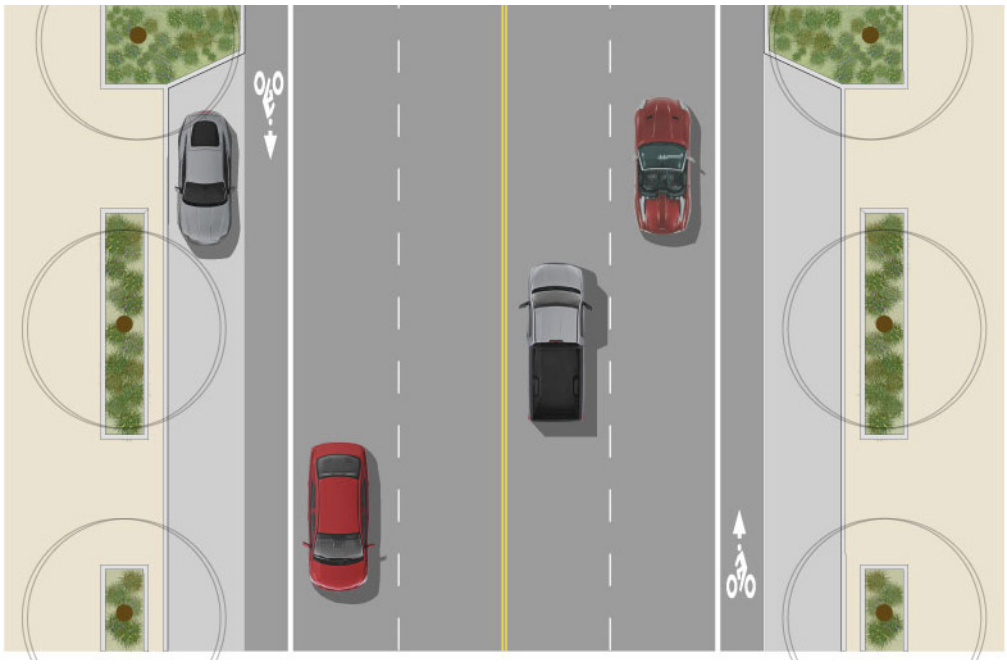
BOULEVARD (4 LANES W/ MEDIAN) - Broken Land Parkway

- **M** 20' Median - Existing
- **L** 11' Travel Lane - Existing
- **P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- **SW** Sidewalk Zone - reference Street Design: Streetscape

For additional Boulevard Street Tree criteria, see, p. 56

Right-Of-Way Zone: Avenue Type 2



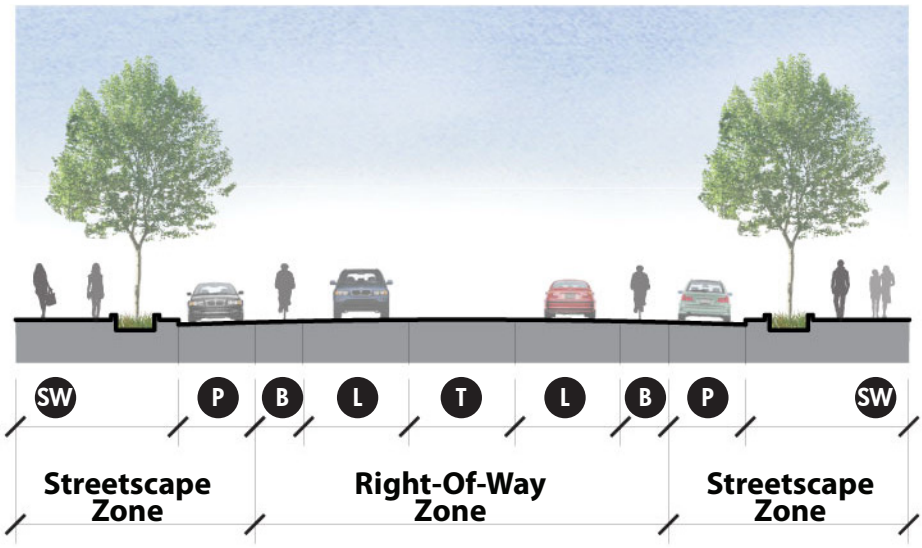


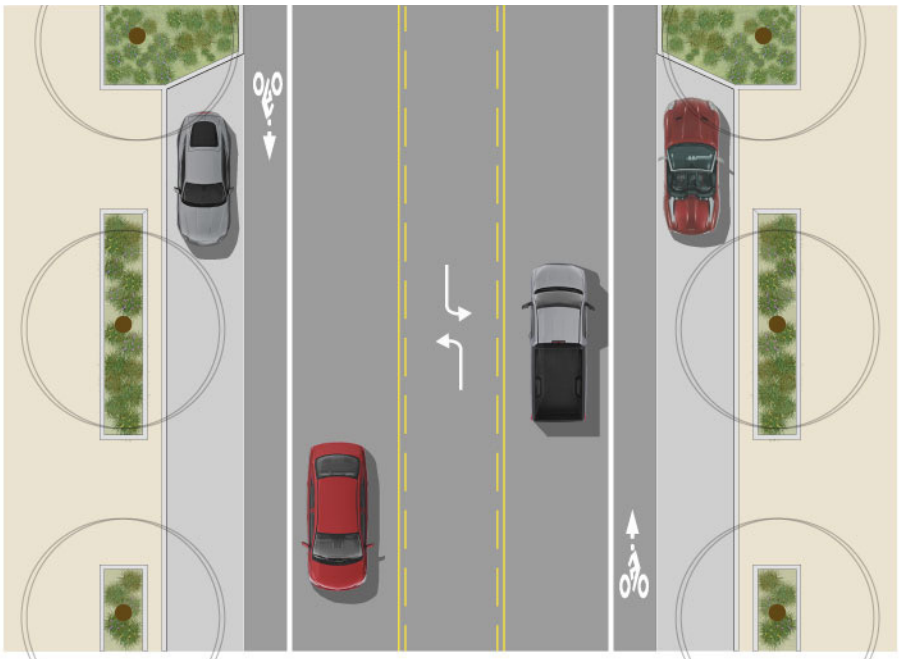
AVENUE TYPE 2 (4 LANES, DEDICATED BIKE LANES / SHARED-USE PATHWAY / SHARROWS, PARALLEL PARKING)

- **L** 11'Travel Lane
- **B** 5' Bike Lanes (Unless Shared-Use Pathways are provided in Sidewalk Zone. Sharrows may be used only where there are site constraints)
- **P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- **SW** Sidewalk Zone- reference Street Design: Streetscape

* **For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41**

Right-Of-Way Zone: Avenue Type 4



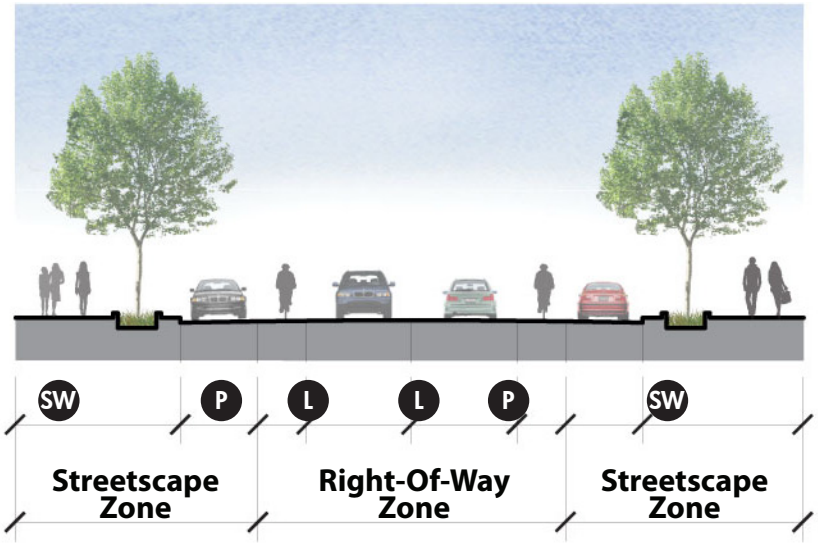


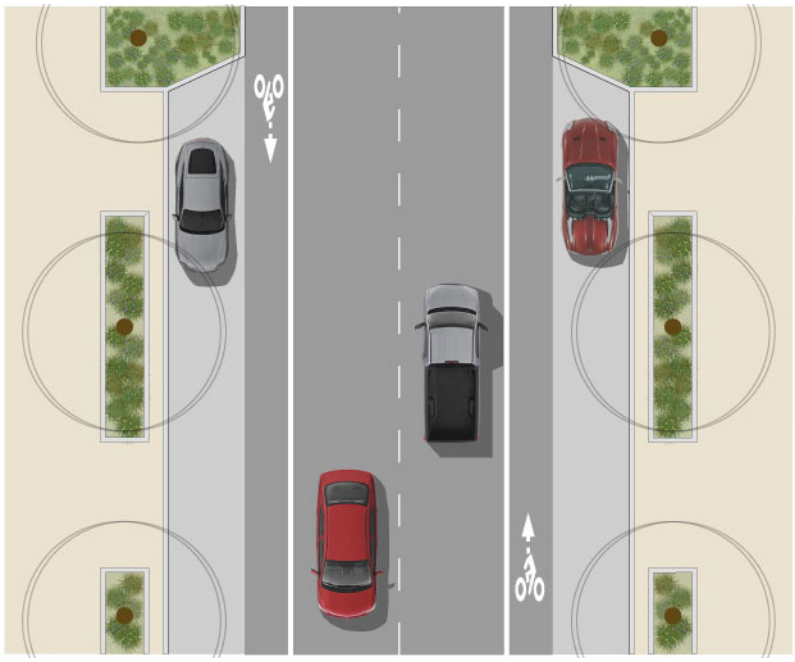
AVENUE TYPE 4 (3 LANES, DEDICATED BIKE LANES, PARALLEL PARKING)

- **T** 11-12'Turning Lane
- **L** 11'Travel Lane
- **B** 5' Bike Lane
- **P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- **SW** Sidewalk Zone - reference Street Design: Streetscape

* **For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41**

Right-Of-Way Zone: Street Type 2



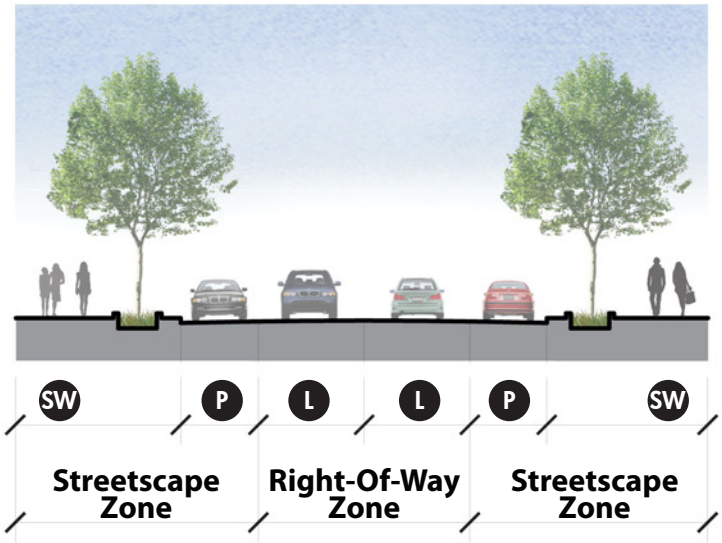


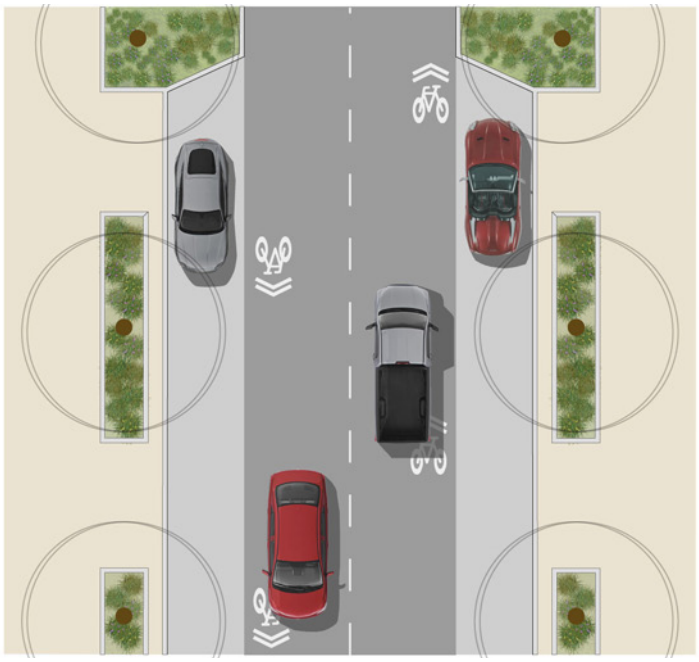
STREET TYPE 2 (2 LANES, DEDICATED BIKE LANES, PARALLEL PARKING)

- L 11'Travel Lane
- B 5' Bike Lanes
- P 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- SW Sidewalk Zone - reference Street Design: Streetscape

* **For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41**

Right-Of-Way Zone: Street Type 3



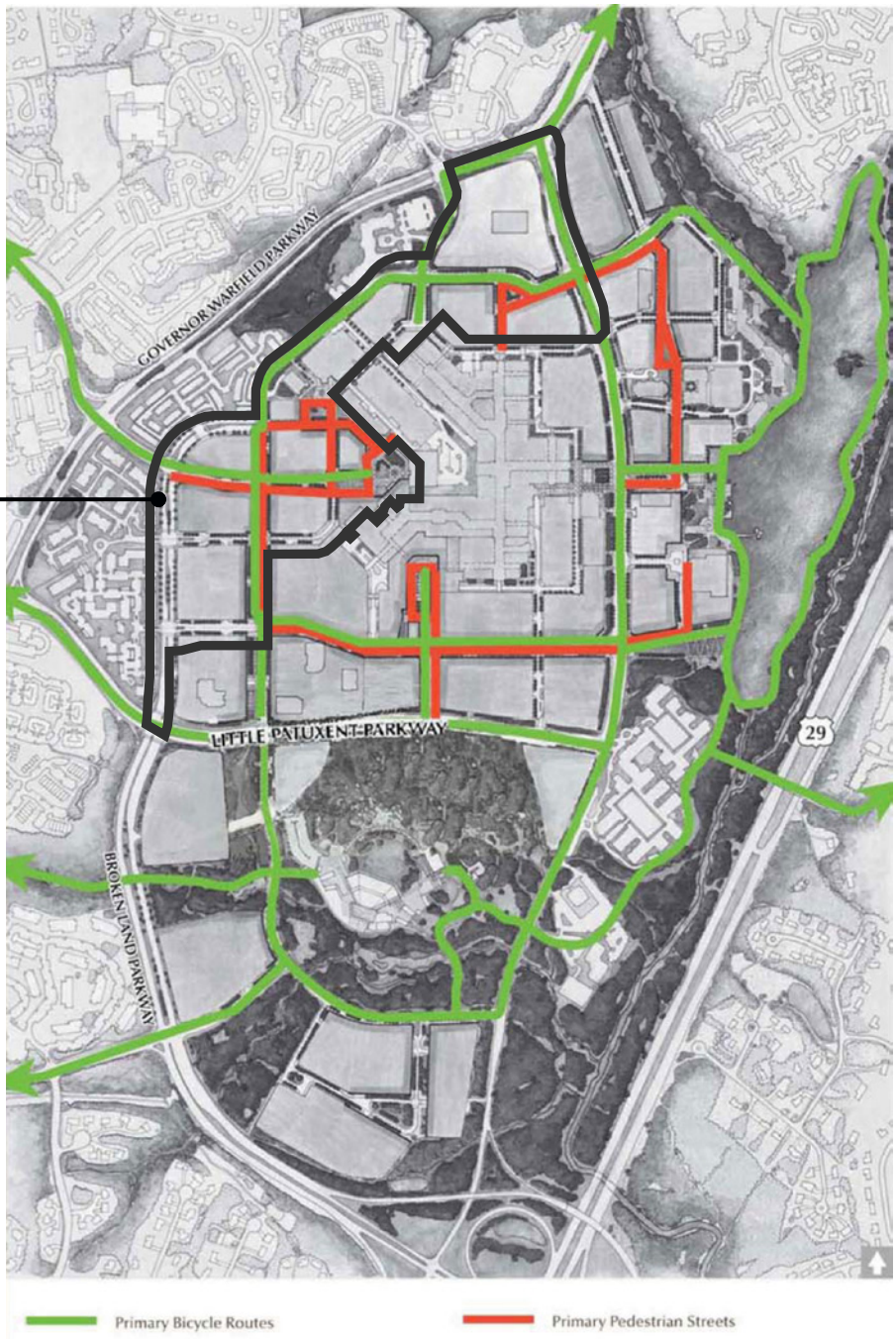


STREET TYPE 3 (2 LANES, SHARROWS, PARALLEL PARKING)

- **L** 12'Travel Lane
- **P** 8' Parallel Parking (Optional) - reference Street Design: Streetscape
- **SW** Sidewalk Zone - reference Street Design: Streetscape

* **For dedicated bike lanes/sharrows, references Bike Circulation Plan, p. 41**

Bicycle Circulation

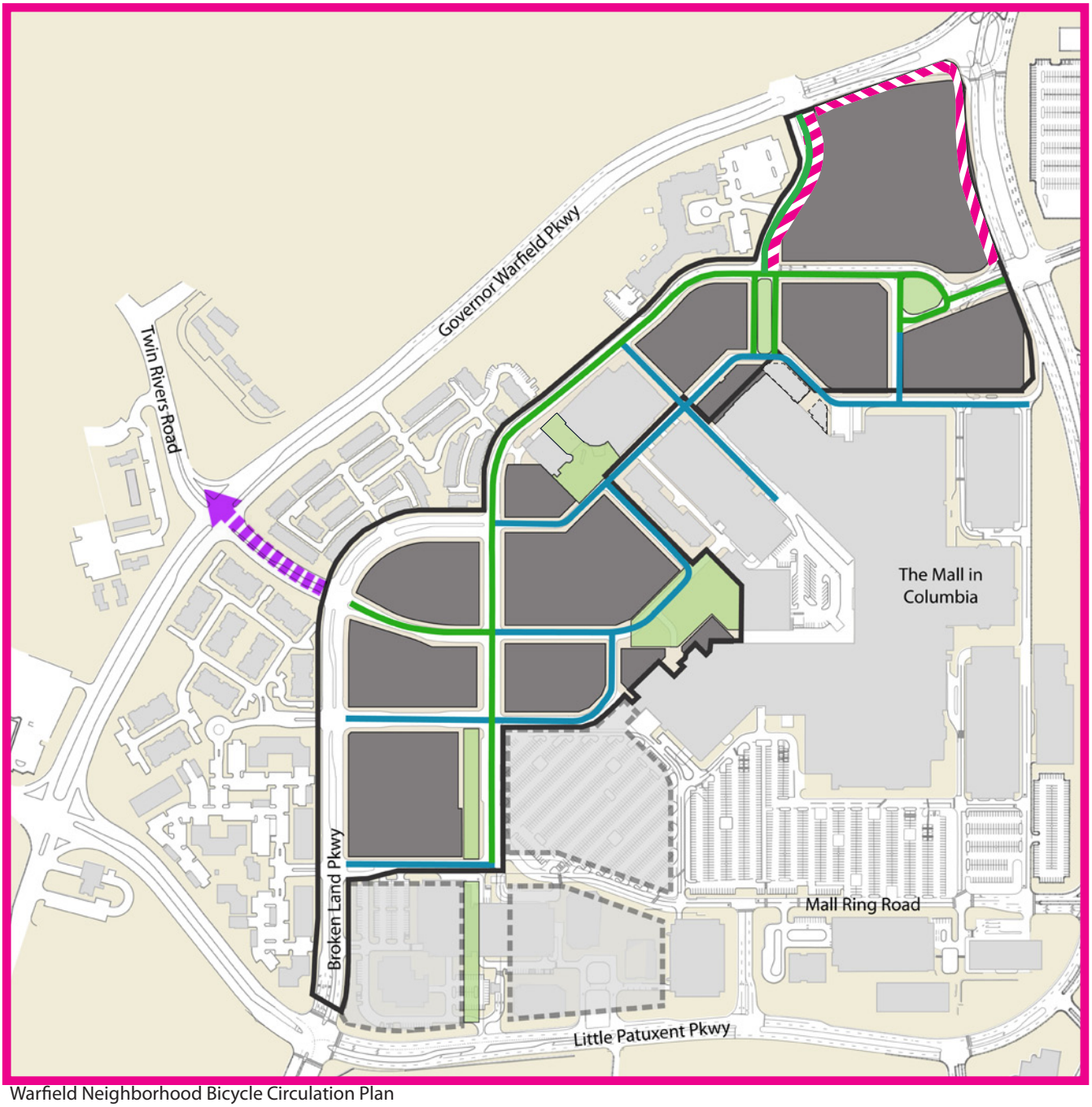


See corresponding boundary on facing page

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

The Downtown Columbia Pedestrian and Bicycle Map indicates desired locations for designated bicycle lanes and/or routes within the downtown. Accommodating bicyclists is essential in creating the multimodal character desired for Downtown Columbia. The Warfield Bicycle Circulation Map is guided by this intent, and indicates which streets in Warfield must have designated bicycle lanes and which must have sharrows. All streets in Warfield will have one or the other. Cycle tracks, off-street bicycle routes (such as within sidewalks or open spaces), and contra-flow bicycle lanes are not anticipated in Warfield.

(See Appendix A.2 for more information regarding on-road bicycle facilities.)



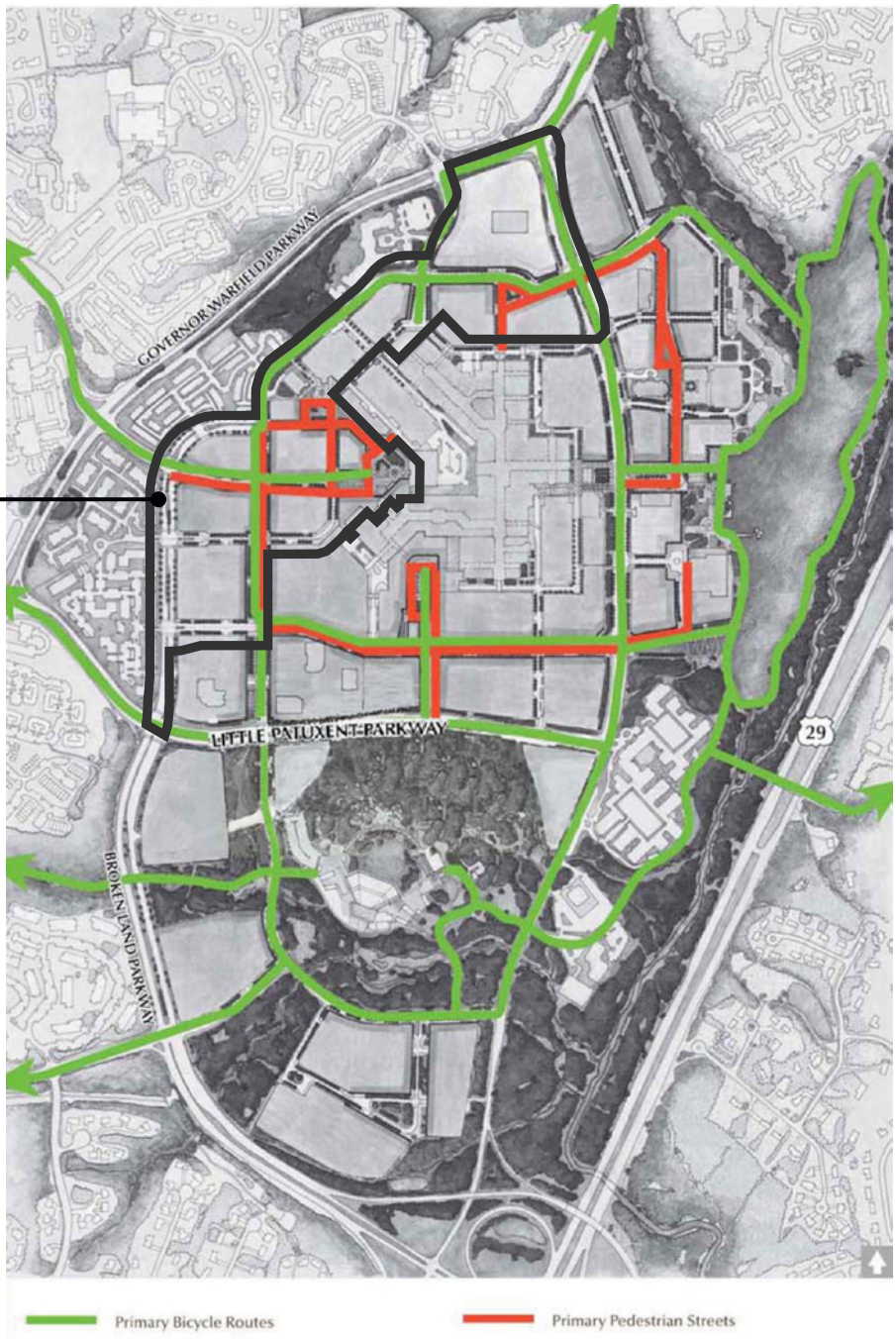
Warfield Neighborhood Bicycle Circulation Plan

KEY

- DEDICATED 5' BICYCLE LANES
- SHARROW BICYCLE & VEHICULAR LANES
- *SHARED-USE PATHWAY (if a dedicated 5' bicycle lane is not provided).*
- SHARED-USE PATHWAY*

* The shared-use pathway is outside Warfield; it transitions to sidewalks and bike lanes as it enters the neighborhood.

(See Appendix A.2 for more information regarding on-road bicycle facilities.)

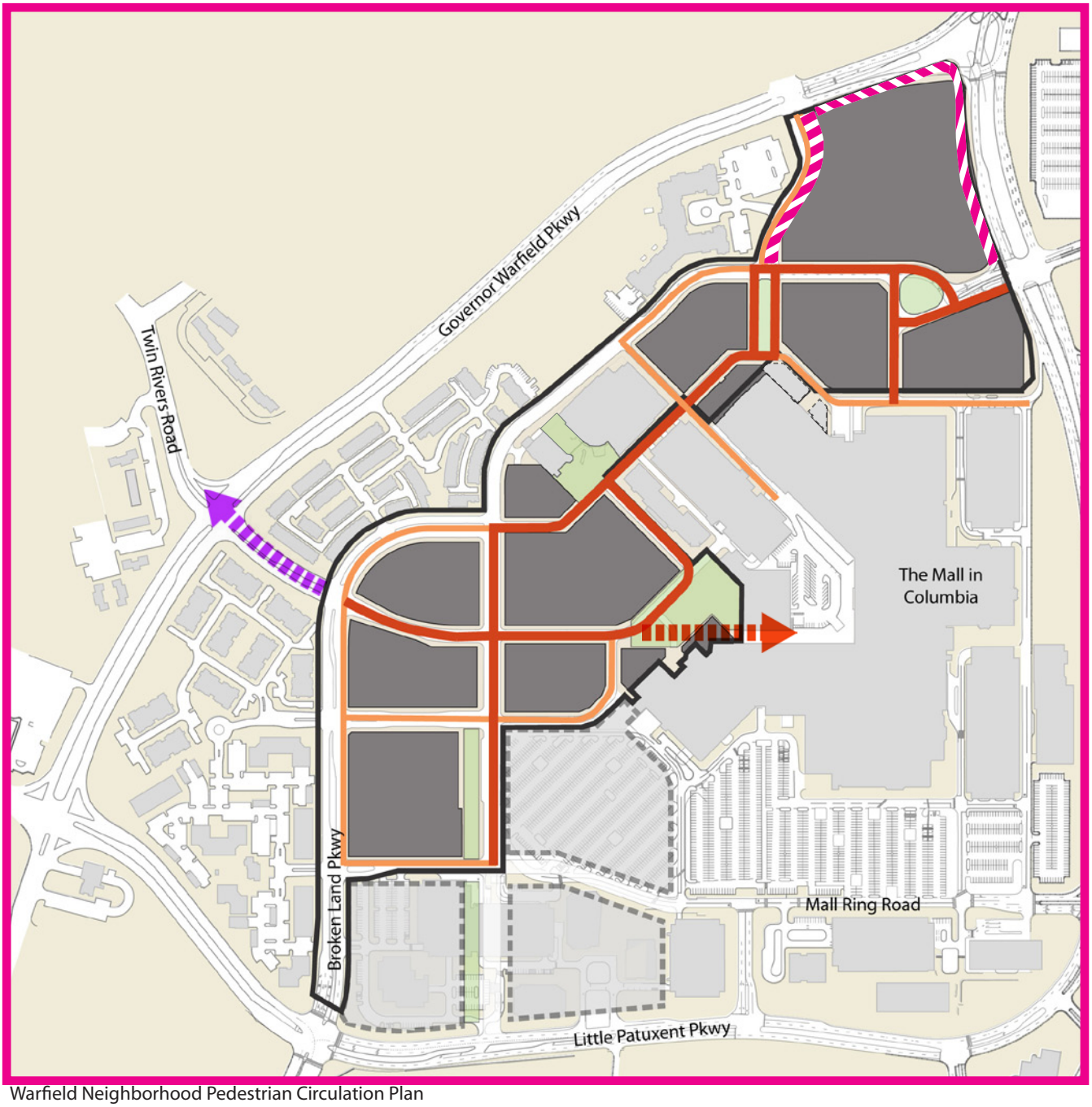


See corresponding boundary on facing page

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

The Downtown Columbia Pedestrian and Bicycle Map indicates desired locations for designated primary pedestrian paths within the downtown. Establishing primary routes will determine appropriate streetscape as well as ground floor uses along the paths. The Warfield Pedestrian Circulation Map is guided by this intent, and indicates which streets in Warfield are designated as primary and secondary pedestrian paths. Primary pedestrian paths shall be located on streets connecting amenity spaces as well as primary retail streets. Secondary pedestrian paths shall be located along neighborhood edge streets as well as single use streets, such as Residential or Office.

(See Streetscape Zone on pp. 44-52 for more detail regarding the types and design of Warfield's streetscapes.)



Warfield Neighborhood Pedestrian Circulation Plan

KEY

- PRIMARY PEDESTRIAN STREETS
- SECONDARY PEDESTRIAN STREETS
- PRIMARY PEDESTRIAN ROUTES
- *SHARED-USE PATHWAY (if a dedicated 5' bicycle lane is not provided).*
- SHARED-USE PATHWAY*

* The shared-use pathway is outside Warfield and it transitions to sidewalks and bike lanes as it enters the neighborhood.

(See Streetscape Zone on pp. 44-52 for more detail regarding the types and design of Warfield's streetscapes.)

3.3 Street Design: Streetscape Zone

Overview

The Streetscape Zone addresses design criteria for on-street parking and elements of the sidewalk including street trees and plantings, street lights, outdoor dinning/seating areas, clear pedestrian walking zones, and the storefront (building frontage) zone. The streetscape criteria address streetscape characteristics including sidewalk widths, appropriate stormwater management methods, street tree types, landscaping, lighting, furniture, paving materials, dimensional criteria for the various zones, and other details in accordance with a particular streetscape type.

The Streetscape Zone includes:

1) On-street Parking;
2) The Sidewalk Zone:
    a. Curb Step-off Zone (curb edge adjacent to on-street parking);
    b. Planting Zone (for trees and planting, stormwater treatment, street lights, and signage);
    c. Amenity Zone (for outdoor dining and temporary/movable furniture);
    d. Clear Pedestrian Zone; and
    e. Storefront (building frontage) Zone or Residential (frontage) Zone.

Generally, the streetscape design is guided by whether the building frontage is commercial (retail, office, storefront, or similar non-residential use) or residential. Further, the commercial streetscape includes variations for the placement of outdoor dining and amenity zones. The streetscape types include:

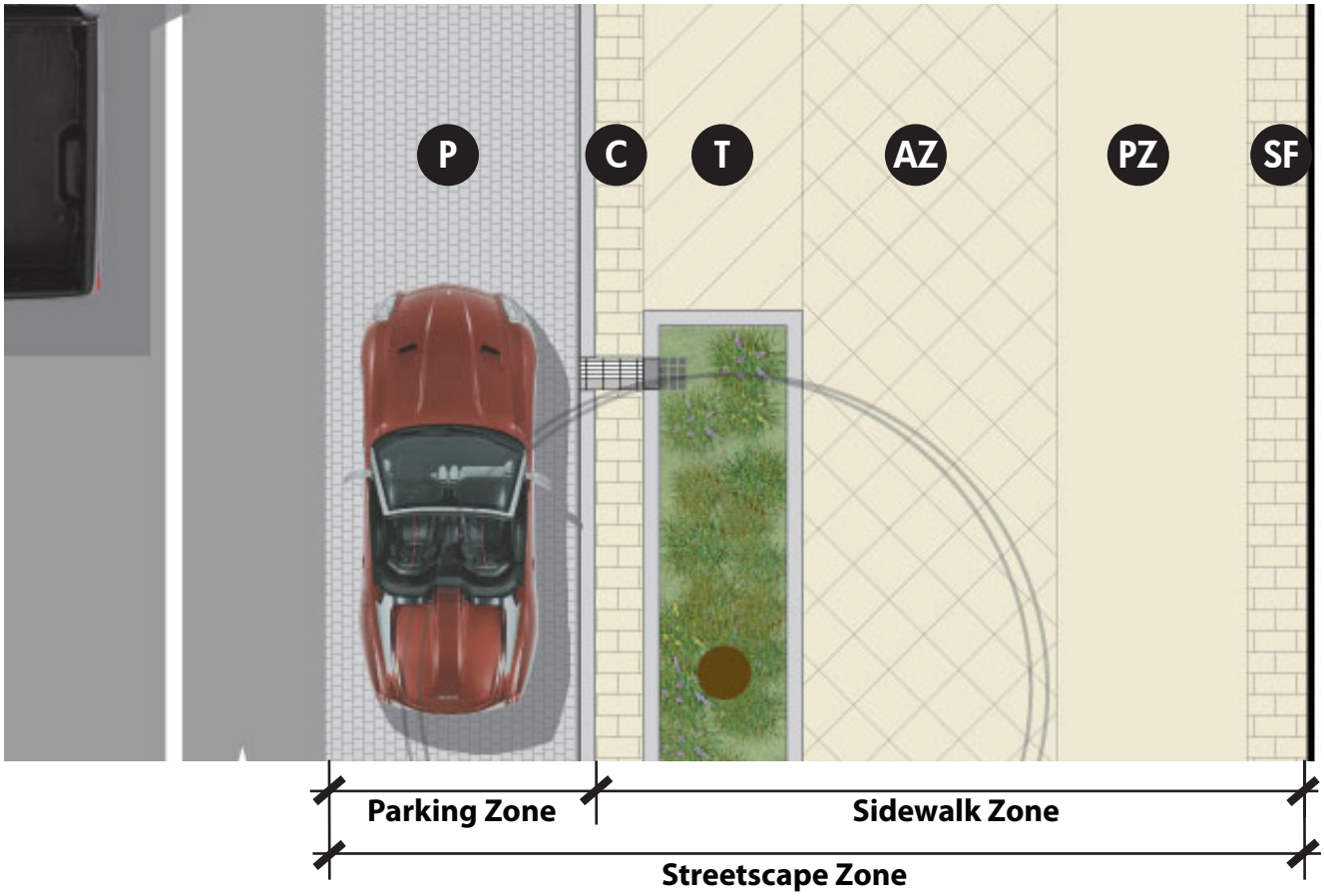
1) Commercial A Streetscape (with clear pedestrian zone along the storefront and optional dining/amenity space outboard, closer to the curb);
2) Commercial B Streetscape (with optional dining/amenity space along the storefront and clear pedestrian zone outboard); and
3) Residential A Streetscape (with transition zone against the building to accommodate paving, landscaping, stoops, and/or building projections).

Building frontage along a street may vary: including restaurants that may need outdoor dining and seating areas, retail that may not require outdoor dining, office, and residential, in accordance with the variety of streetscape types noted above. Therefore, building frontages and the streetscape may vary along a block or street and is not precisely coded to a plan diagram of streetscape types. However, the following specific streetscape elements must be consistent along the entire length of a street:

1) The step-off zone;
2) Street trees genus and species, and spacing;
3) Street light poles and furniture;
4) The storefront zone;
5) The location, width, and alignment of the clear pedestrian zone; and,
6) Paving, material, and elements standards;

The following streetscape elements may vary:

1) On-street parking;
2) Planting areas and tree grates (integrated stormwater management where appropriate);
3) Provisions for outdoor dining and amenity areas; and,
4) The residential (frontage) transition zone;



Parking Zone

- **P** Parallel Parking (Optional)

Sidewalk Zone

- **C** Curb Step-Off Zone
- **T** Planting Zone
- **AZ** Amenity Zone (Optional)
- **PZ** Pedestrian Zone
- **SF** Storefront Zone

Streetscape Zones Types

Parking Zone (Optional) P

Parallel parking is required by the *Downtown-wide Design Guidelines* to be 8' wide. Parallel parking offers an additional buffer between traffic and pedestrians, as well as helps lower vehicle speeds. The parking zone provides an opportunity to incorporate sustainable stormwater management design solutions by utilizing porous pavement. These methods are encouraged to be incorporated into parking and streetscape design where possible.

Curb Step-Off Zone C

Step-Off Zone is 2' wide and allows pedestrians to exit from vehicles without being forced to walk in gutters or in tree pits. This zone also accommodates the vehicle's door swing, eliminating conflict with raised planters or street tree trunks. The Step-Off Zone shall be covered in hardscape materials and shall be clear of planting to provide for the safe movement of pedestrians.

Planting Zone T

Planting Zone is at a minimum 5' wide and accommodates permanent features such as tree pits, rainwater planters, light poles, street signage, benches, and bike racks. This zone may also incorporate non-permanent elements, including restaurants menu signs, waste receptacles, potted plants, and additional seating. Where the Planting Zone is adjacent to an Amenity Zone, Amenity Zone elements, such as dining tables, may occupy the hardscape areas of the Planting Zone.

*** See the Material and Element Standards section on the following pages for additional criteria.**

Reference plan on p. 45 for labels

Reference plan on p. 45 for labels

Amenity Zone AZ

The Amenity Zone is 6-10 feet wide. This zone is reserved for amenities that may be customized depending on adjacent uses. Typical amenities include, but are not limited to, café tables, benches, planters, street trees, lighting, wayfinding signage, bollards, trash and recycling receptacles, and bike racks.

Pedestrian Zone PZ

The Pedestrian Zone is a minimum 6 feet wide and shall remain clear of all street furniture, signs, and similar. This zone is reserved for the use of pedestrian circulation. This area shall be clearly differentiated by paving materials or other visual cues.

*** See the Material and Element Standards section on the following pages for additional criteria.**

Storefront Zone SF

In commercial areas, the Storefront Zone is 2 feet wide and is reserved for the shop tenant/owner. This zone occupies the space nearest the building wall and may be used for signage, sidewalk displays, benches, and rainwater planters (see diagram for rainwater planters pg. 62-63) or to accommodate door swings and projecting window bays.

Residential Zone SF

In residential areas, the Residential Zone varies in width and is reserved for the building tenant/owner. This zone occupies the space nearest the building wall and may be used for stoops, benches, and rainwater planters (see diagram for rainwater planters pg. 62-63) or to accommodate door swings and projecting window bays.

*** See the Material and Element Standards section on the following pages for additional criteria.**

Reference plan on p. 45 for labels

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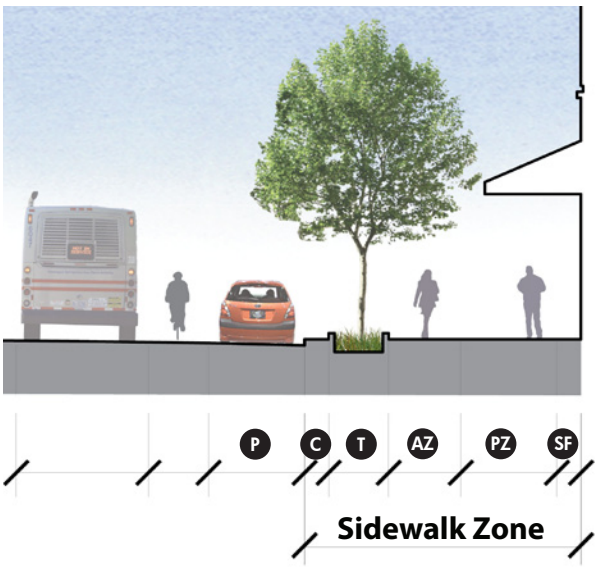
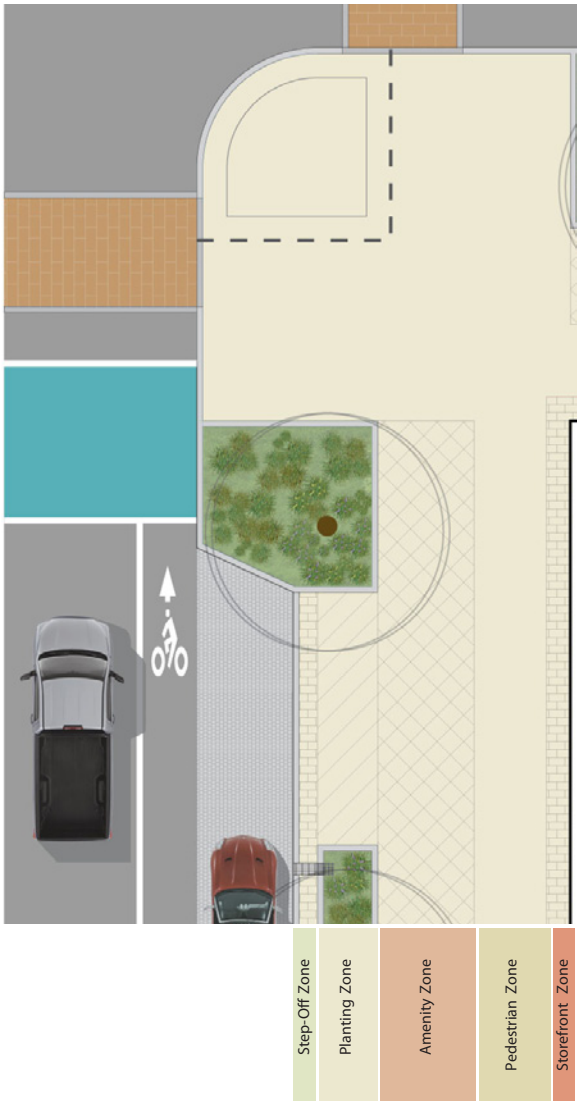
Streetscape: Commercial A





Commercial A Streetscape Zones:

Parking Zone:

P 8' Parallel Parking (optional) (see p. 55)

Sidewalk Zone = 15' min. - 25' max.

C 2' min. Curb Step-Off Zone

T 5' min. Tree/Planting Zone (see p. 57)

AZ 6'-10' Amenity Zone (optional)

PZ 6' min. Pedestrian Zone

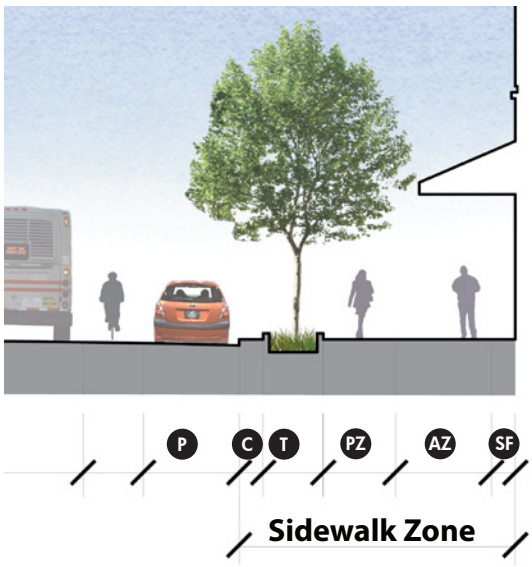
SF 2' min. Storefront Zone minimum

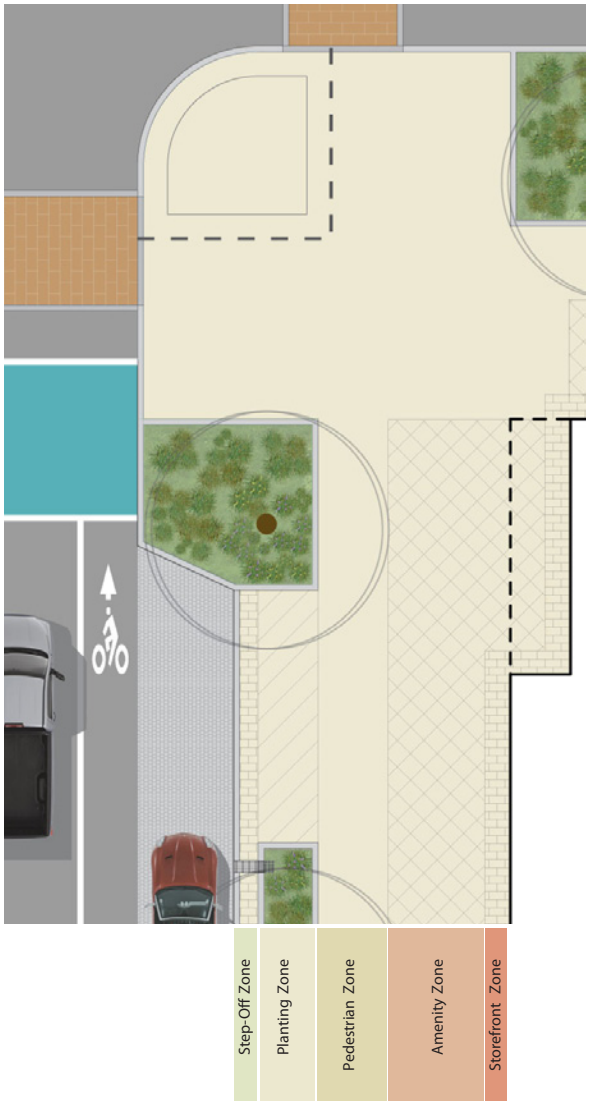
Typically, the Commercial A streetscape is preferred over the Commercial B streetscape, particularly along streets where heavy restaurant and retail space is planned. The Commercial A streetscape provides the opportunity for restaurant and café seating areas to be located along the curb rather than the storefronts, allowing pedestrians to be closer to the store windows and building entries.

For the length of any individual block, the streetscape type shall not vary or alternate.

Commercial A streetscape can be used with all right-of-way street types within Warfield.

Streetscape: Commercial B





Commercial B Streetscape Zones:

Parking Zone:

P 8' Parallel Parking (optional) (see p. 55)

Sidewalk Zone = 15' min. - 25' max.

C 2' min. Curb Step-Off Zone

T 5' min. Tree/Planting Zone (see p. 57)

PZ 6' min. Pedestrian Zone

AZ 6'-10' Amenity Zone (optional)

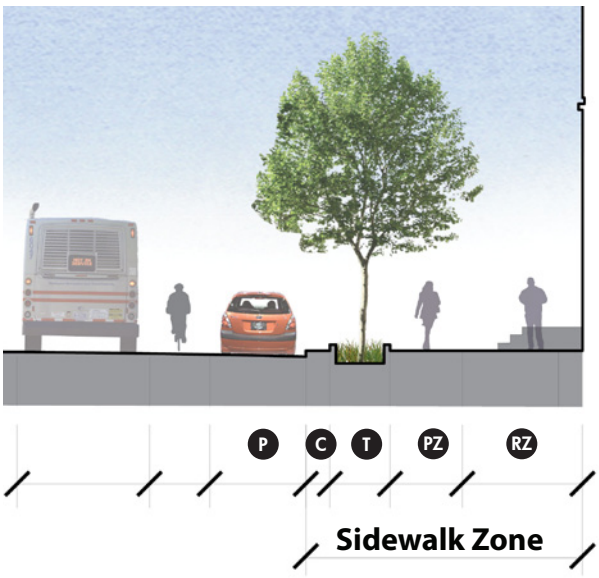
SF 2' min. Storefront Zone minimum

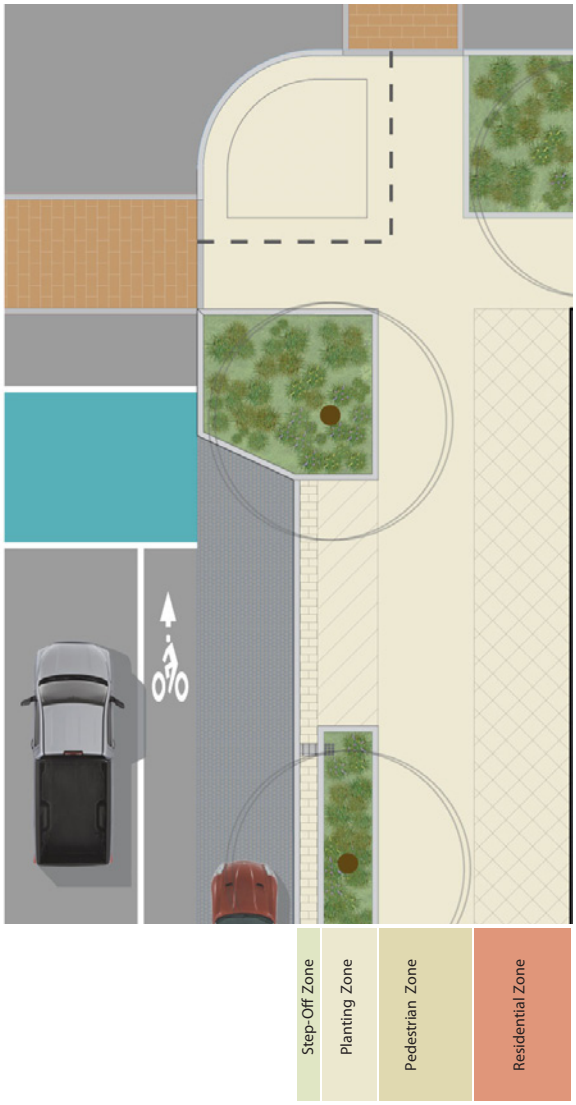
Typically, the Commercial A streetscape is preferred over the Commercial B streetscape. However, where general retail, office lobbies, and residential lobbies are planned, Commercial B streetscape may be used. The Commercial B streetscape provides the opportunity for small cafés to have outdoor tables directly adjacent to their storefronts. Commercial B streetscape also allows for outdoor seating for office/residential lobbies, adjacent to the building.

For the length of any individual block, the streetscape type shall not vary or alternate.

Commercial B streetscape can be used with all right-of-way street types within Warfield.

Streetscape: Residential A





Residential A Streetscape Zones:

Parking Zone:

P 8' Parallel Parking (optional) (see p. 55)

Sidewalk Zone = 15' min. - 21' max.

C 2' min. Curb Step-Off Zone

T 5' min. Tree/Planting Zone (see p. 57)

PZ 6' Pedestrian Zone

RZ 6 - 8' Residential Zone

Along streets where the primary ground-floor use is residential, Residential A streetscape shall be used.

Residential A streetscape, while urban in character, provides the opportunity for additional planting areas along the building edge, as a buffer to ground-floor residential units.

The residential zone, along the building edge, may include: planting area, hardscape, and stoop entrances to residential units.

For the length of any individual block, the streetscape type shall not vary or alternate.

Residential A streetscape can be used with all right-of-way street types within Warfield.

3.4 Street Design: Material and Elements Standards

Overview:

The purpose of the Material and Elements Standards is to ensure and maintain a consistent, high-quality built environment in the Warfield Neighborhood as a new mixed-use neighborhood which supports the vision for the redevelopment of Downtown Columbia and exemplifies the character and experiences of the best urban spaces.

The Material and Element Standards include criteria for the following components of street design:

- Hardscape
- Landscape
- Street Furnishings
- Lighting

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by the *Warfield Design Guidelines*.

Developers shall follow the alternative compliance procedures found in the Howard County Landscape Manual and submit landscape plans prepared by a registered landscape architect certifying that the landscape plans meet the design intent specified in these guidelines, including plant species selection or comparable alternative.

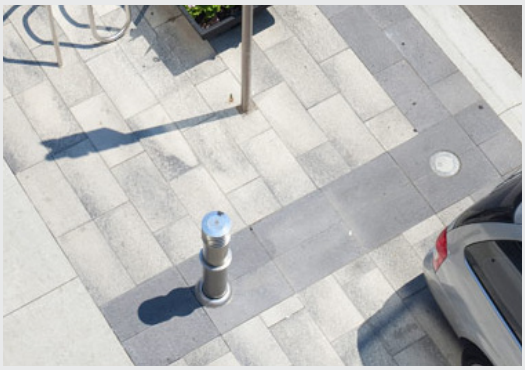
Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "prohibited" and "not permitted" identify practices, materials, or systems which are not allowed in the Warfield redevelopment.

Sidewalks

A primary streetscape sidewalk material, pattern, and color should be consistent throughout Warfield with the restrained use of different paving options to denote the different zones and uses of sidewalk areas by varying material, pattern, color, and/or texture. For example, where a sidewalk adjoins a plaza seating area, a change in paving type differentiates a movement zone from an area of rest. Unlike the more uniform streetscape, hardscape areas within amenity spaces are encouraged to differ from and contrast with the typical sidewalk paving **(see Amenity Space Types, p. 77-103).**

Materials:
Streetscape sidewalk shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement systems are encouraged where appropriate, however, pervious asphalt is not allowed for sidewalks.

Details:
Streetscape sidewalk materials shall meet or exceed all mobility and accessibility requirements. Changes to paving material, pattern, color, and/or texture shall occur between different zones and uses of the sidewalk, and, where an amenity space abuts the sidewalk.



Crosswalks

All new street intersections will include crosswalks to existing sidewalks or new sidewalks, except in limited situations, where there is no traffic control device.

Crosswalks of a different paving material, texture, or color from the street paving material are encouraged for all crosswalks, particularly in areas of retail concentration.

It is envisioned that crosswalks throughout Downtown should be uniform in material.

Details:
Crosswalk paving materials and textures should be chosen for ease of pedestrian movement, safety, and maintenance. Crosswalks shall conform to the Howard County Design Manual requirements and be a minimum of 8 feet wide, but typically 10 feet wide.

Bike Lanes

All street bike lanes shall conform to the On-Road Bicycle Facilities criteria in Appendix A.2.

Vehicle Travel Lanes

Travel lanes in streets intended to be dedicated as public right-of-ways, either at the time of construction or at a future date, shall conform to the Howard County Design Manual requirements for paving materials and construction details. Where streets are to remain private (rather than dedicated public right-of-ways), alternative sustainable paving systems may be investigated, but shall be chosen for durability and ease of maintenance. All street travel lanes should be designed to accommodate both private and transit vehicles, as well as emergency equipment. For a three-lane street section, where a center turn lane is incorporated, a change in paving material or color is encouraged to visually define the lane. Where a street runs through an amenity space (particularly through the Warfield Plaza), continuity of the plaza paving is encouraged.

Parallel Parking

Parallel parking paving shall be either consistent in material with the travel lane paving, or, differentiated through a change in material (preferred). Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and can be differentiated by either color or material. Porous pavement systems are encouraged.

Materials:
Parallel parking shall be constructed of concrete or brick pavers, porous pavement, or asphalt. Lightly colored or high albedo materials for parallel parking paving are encouraged.

Street Trees:

Street trees should be planted at regular intervals along streets appropriate to the particular character and function of the street. In general, trees should be planted 25 to 35 feet on center, but no more than 40 feet on center, or, to shade at least 40% of the sidewalk within 10 years. Variation in tree spacing may be appropriate in some circumstances, depending on location and adjacent uses, underground utilities, and above ground structures.

Within Warfield, along Broken Land Parkway, a second row of street trees in the Planting Zone is encouraged where space allows to further differentiate the Boulevard from other Street types. (see p. 29 and p. 35)

Street trees of the same genus and species should be planted continuously and along both sides of an entire street. However, Genus and species should differ from street to street to add variety and interest. In some instances, where a natural change in species seems logical due to an adjoining amenity space, civic building, or other important feature, a change in species may be appropriate.

From the list to the right, Large Trees should be used for the typical street trees; Medium and Small Trees should be used for medians.

Details:
Street trees should have straight, true trunks, limbed to 8 feet clear. Multi-trunk trees are not recommended as street trees. Flowering street trees should be selected for areas where limited pedestrian and/or outdoor dining activity is anticipated to minimize the impact of bees, insects, and falling debris.

LARGE TREES

GENUS SPECIES	COMMON NAME
Acer rubrum	Red Maple
'Armstrong'	
'Autumn Flame'	
'Bowhall'	
'October Glory'	
'Red Sunset'	
Acer saccharum	Sugar Maple
'Green Mountain'	
'Legacy'	
Aesculus hippocastanum 'Baumann'	Baumann Horsechestnut
Celtis occidentalis	Common Hackberry
Fagus grandifolia	American Beech
Gleditsia triacanthos inermis	Thornless Honeylocust
'Imperial'	
'Shademaster'	
Liriodendron tulipifera	Tulip Poplar
Liquidambar styraciflua 'Rotundiloba'	Rotundiloba Sweetgum
Platanus x acerifolia	London Plane
'Bloodgood'	
'Columbia'	
Platanus occidentalis	Sycamore
Quercus alba	White Oak
Quercus coccinea	Scarlet Oak
Quercus phellos	Willow Oak
Quercus rubra	Northern Red Oak
Quercus velutina	Black Oak
Tilia americana 'Redmond'	Redmond American Linden
Tilia cordata	Littleleaf Linden
'Chancellor'	
'Greenspire'	
Ulmus americana	American Elm
'Princeton'	
'Valley Forge'	

MEDIUM TREES

GENUS SPECIES	COMMON NAME
Amelanchier canadensis	Shadblow Serviceberry
Betula lenta	Sweet Birch
Betula nigra	River Birch
Cladrastis kentukea	Yellowwood
Nyssa sylvatica	Blackgum
Robinia pseudoacacia 'Globe'	Globe Black Locust
Sorbus americana	Mountain Ash

SMALL TREES

GENUS SPECIES	COMMON NAME
Chionanthus virginicus	White Fringetree
Cercis canadensis	Eastern Redbud
Cornus alterniflora	Alternate-leaf Dogwood
Crataegus crusgalli 'Inermis'	Thornless Cockspur - Hawthorne
Carpinus caroliniana	Ironwood
Viburnum lentago	Nannyberry

Tree/Planting Pits

Tree/planting pits should be regularly spaced along the streetscape to include street trees. Pits shall be a minimum of 30 square feet and a minimum of 4 feet wide; 5 feet by 8 feet is recommended. In some instances, such as along residential streets or where limited pedestrian activity is anticipated, pits may be elongated to accommodate 2 or more trees.

In addition to street trees, pits may be planted with preferably native, low ground cover and/or shrubs. Planting pits may also be planted with perennials and annuals; again, native or adaptive plant species are encouraged. Tall plantings that block visibility and create safety concerns shall be avoided. Pits may be raised, with a 4 inch to 6 inch curb or border, or, they may be flush with the sidewalk. They may include a low, 8- to 12-inch decorative fence. The design should be consistent along both sides of the street and for the entire block. However, the design of pits may vary from block to block, as long as the street tree species remains constant along the street length and the rhythm is logical.

Where tree grates are used in lieu of plantings, the minimum 30 square feet is still required. This area may include multiple tree grates that cover the planting pit, allowing for air and water circulation, while still accommodating intense pedestrian activity. In some instances, a portion of the square footage not covered by the tree grate may be permeable paving and/or hand set pavers or granite blocks with spacing that allows for water percolation. For additional criteria on tree grates, see p. 67.

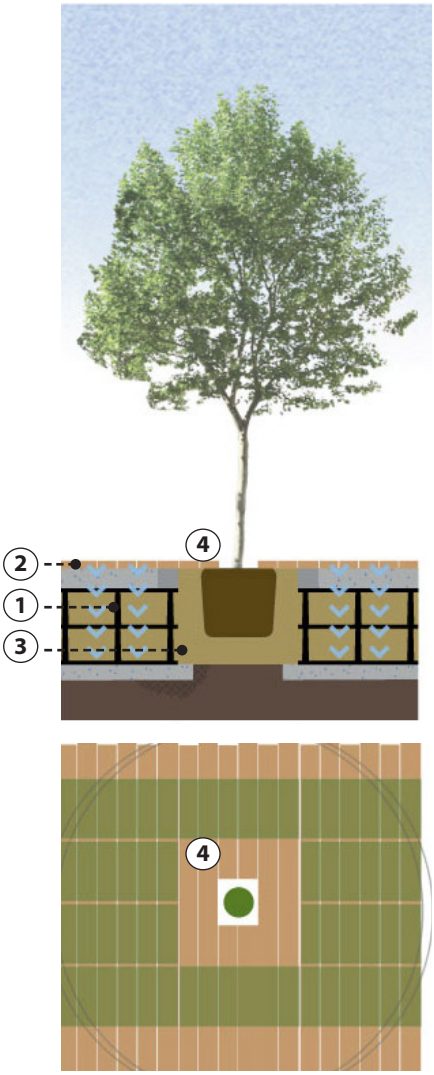
Foundation Planting

Along a street, where the foundation of a building does not have storefront and/or entry doors, such as a residential building or an office building with raised windows, foundation plantings are encouraged. Foundation plantings should complement the streetscape. Native shrubs, groundcover, perennials, and annuals are encouraged. In some instances, if the space allows, small flowering trees may be permissible. All plantings should be selected so that their mature height does not extend excessively above the ground level window sill. Plants should be selected and placed within the planting area creating a layered composition with lower shrubs/groundcover at the sidewalk edge transitioning to taller shrubs near the building.

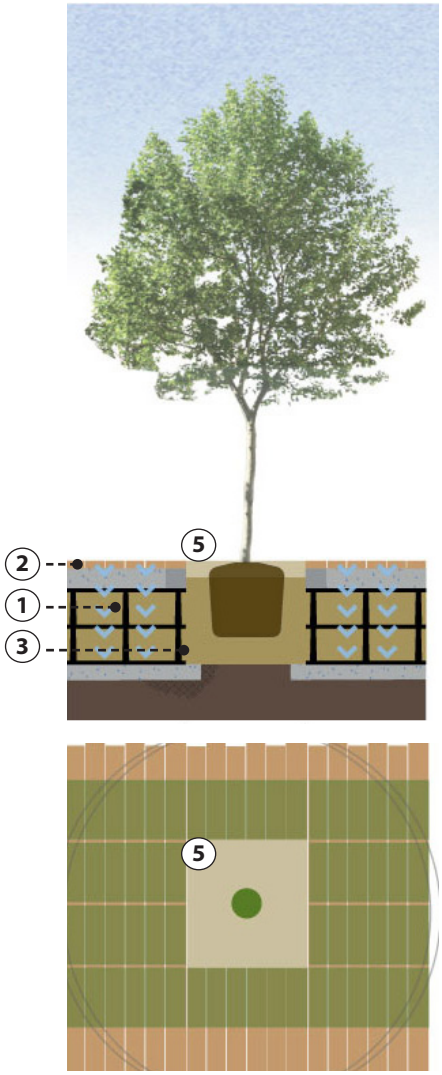
Rainwater Tree Pits

Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: tree longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved system) the capacity to capture rainwater is increased, creating a cavity to store additional water while allowing tree root growth. The structural grid supports the hardscape and pedestrian or vehicular loads above while keeping the soil around tree roots from compacting and stunting the growth of the tree.

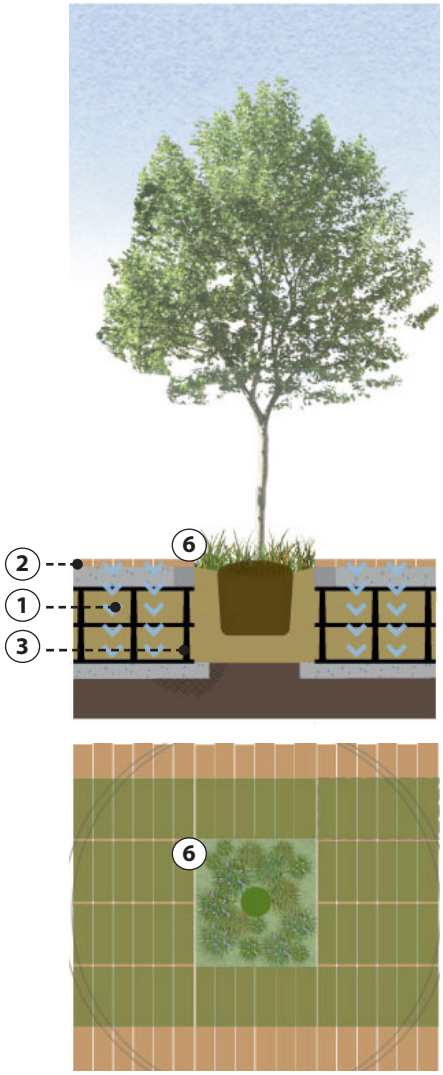
Details:
Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see diagrams on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.



Rainwater Tree Pit: Pavers



Rainwater Tree Pit: Grates



Rainwater Tree Pit: Plantings

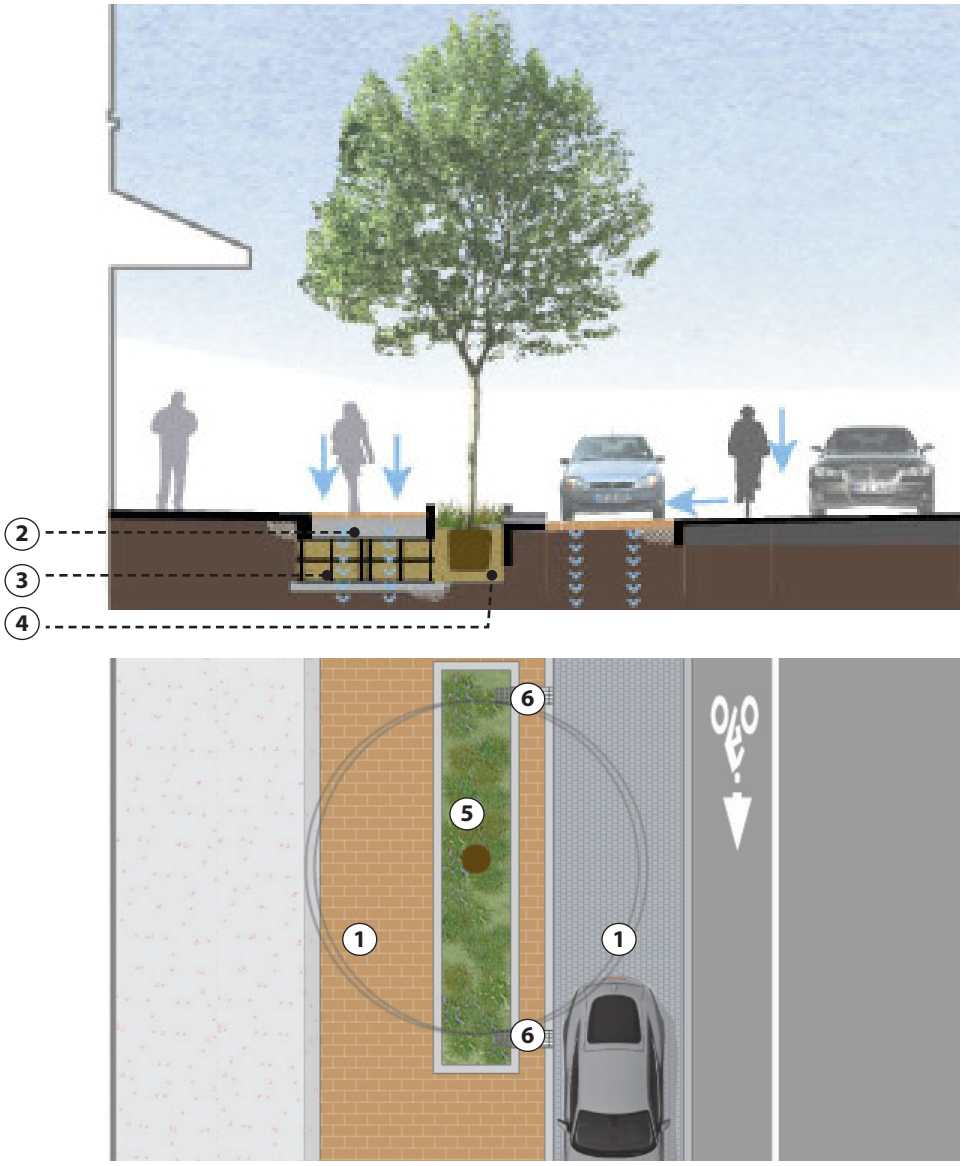
1. Silva Cell or other MDE approved systems
2. Permeable Sub-base
3. Uncompacted Soil Media
4. Porous Pavement/Pavers
5. Grates
6. Plantings, Native (preferred)

Rainwater Planters - Street Edge:

Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along streets, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved areas. These planters shall be integrated into the overall design of the streetscape.

Details:

- Rainwater planters should be regularly spaced along the streetscape. Rainwater planters shall be a minimum of 30 square feet and a minimum of 4 feet wide; 5 feet by 8 feet is recommended. Along residential streets or where limited pedestrian activity is anticipated, planters may be elongated.
- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or; a low, 8-12 inch fence.
- The design should be consistent along both sides of the street and for the entire block. However, the design of rainwater planters may vary from block to block, as long as the placement and rhythm is logical.
- Narrow, street edge rainwater planters should have a more formal planting arrangement.
- Transition zones close to natural or restoration areas or amenity spaces should have a more informal planting plan arrangement.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions.
- Along the street edge, trees shall be limited to 8 feet clear for visibility and safety.
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; Select plants that provide diverse seasonal color and texture, as well as fragrance.



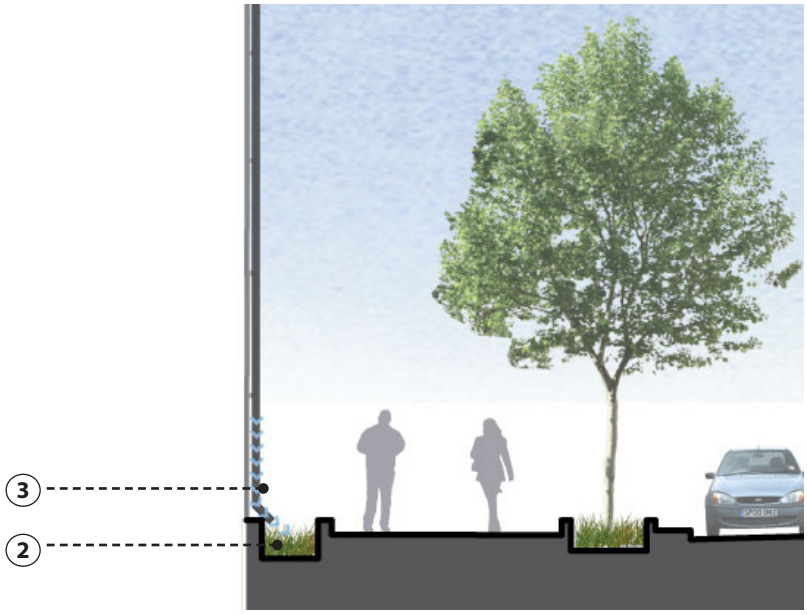
1. Porous Pavement (in parallel parking; optional)
2. Permeable Sub-base
3. Uncompacted Soil Media
4. Silva Cell or other MDE approved systems
5. Rainwater Planter
6. Curb Inlet

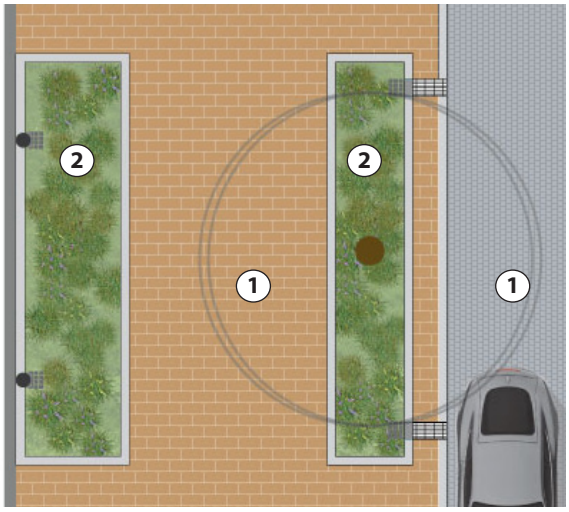
Rainwater Planters - Building Edge:

Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along the building edge, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved areas. These planters shall be integrated into the overall design of the streetscape and the architecture.

Details:

- Rainwater planters shall be a minimum of 30 square feet and a minimum of 4 feet wide.
- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or; a low, 8-12 inch fence.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions.
- Select Plants with a mature height that does not extend excessively above the ground level window sill.
- Consider geometric forms of plantings to compliment the structural design.
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; Select plants that provide diverse seasonal color and texture, as well as fragrance.
- Design for distinct pockets or groupings of color, height, and texture; include showy floral perennials as visual focal points near entrances and gathering areas.
- When appropriate, a hedge can be created with upslope shrubs (requires regular pruning).





1. Porous Pavement (in parallel parking; optional)
2. Rainwater planter
3. Downspout

Transit Shelters

Shelters should be planned at all transit stops within Warfield Neighborhood. As part of the street furnishings, Transit Shelters should be consistent with the neighborhood street furnishings aesthetic. However, opportunities for Transit Shelters to serve as public art pieces are strongly encouraged (see below).

Materials: Transit shelters shall be constructed of long-life, durable materials. Green roofs, white, or light material, may be used to meet sustainability goals. However, for Transit Shelters also serving as public art, other materials may be approved as a special exception.

Details: Shelters may be either pre-fabricated or custom-designed, however if custom-designed, they shall be designed to correspond to and complement the architectural character of the neighborhood. Minimally, a structure shall provide a roof and seating for patrons. Waste and recycling receptacles shall be located adjacent to all transit stop structures. The final locations of transit shelters shall be determined at the time of Site Development Plan approval and are subject to Howard County approval.

Benches, Tables, and Chairs

Outdoor seating is an important element in a vibrant, urban neighborhood, providing places for social interaction and recreation. When outdoor seating is comfortable, clean, and convenient, visitors will be encouraged to stay and enjoy Downtown. Benches along the street edge that are part of the street furnishings shall be uniform and consistent throughout Downtown. Benches, tables and chairs belonging to commercial tenants shall be unique and expressive of the overall composition and character of the building or storefront. In particular, restaurants are encouraged to select furniture which reflects their individual design. Opportunities for benches to serve as public art pieces are strongly encouraged.

Materials: Benches along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, bollards, and trash/recycling receptacles. Benches, tables and chairs belonging to commercial tenants shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material. Materials with a high percentage (75% or more) of recycled content are encouraged. For benches also serving as public art, other materials may be approved as a special exception.

Details: Benches should be surface-mountable or able to be embedded in paving. Tables and chairs may be either permanently placed/mounted or moveable.

Pots and Planters

Pots and planters should add interest, color, and pedestrian scale to the streetscape. Low-maintenance planters with perennial and annual plantings are highly encouraged throughout Warfield, but shall be appropriate to the overall design of the streetscape. Moveable pots and planters shall be used where permanent planters may limit the versatility and use of a sidewalk area.

Details: Pots and planters shall be of a durable, low maintenance material. Materials with a high percentage (75% or more) of recycled content are encouraged. Pots and planters shall not impede pedestrian circulation or block visibility.

Bollards

Bollards shall be used along streets primarily to protect pedestrians from vehicles, but may also be used to add visual interest and provide ground-level lighting.

Materials:
Bollards along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and trash/recycling receptacles. Bollards belonging to commercial tenants shall be unique and expressive of the overall composition and character of the building or storefront and shall be of a durable, low maintenance material.

Details:
Bollards may be permanent or removable, depending on the desired limits of access. Removable bollards are recommended where possible in order to provide maximum flexibility.

Tree grates

Tree grates are appropriate along streets with high pedestrian traffic. In Warfield, tree grates shall be used near transit stops, plazas, and other appropriate locations.

Materials: As part of the streetscape, tree grates shall be consistent throughout Downtown and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, bollards, and trash/recycling receptacles. Tree grates shall be metal (steel or cast iron). Materials with a high percentage (75% or more) of recycled content are encouraged.

Details: Tree grates shall be properly maintained and cleaned for the safety of visitors and for the welfare of the trees they protect.

Waste/Recycling Stations

Waste and recycling receptacles shall be coupled together and shall be conveniently located along all streets.

Materials: Trash/recycling receptacles along the street edge that are part of the street furnishings shall be metal (aluminum, steel, or cast iron) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and bollards. Trash/recycling receptacles belonging to commercial tenants shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, or other durable material. Materials with a high percentage (75% or more) of recycled content are encouraged.

Details: For sanitation purposes, receptacles shall have a rain guard over the main opening and shall conceal the main recycling or trash container.

Smoking Receptacles

A non-smoking environment should be a goal of the Warfield neighborhood; however, proper disposal of tobacco products is necessary to avoid littering and fire hazards.

Materials: Smoking receptacles shall be metal.

Details: In most instances, smoking receptacles shall be placed adjacent to or nearby waste receptacles. Any exterior designated smoking areas shall be located at least 25 feet away from building entries, outdoor air intakes, and operable windows.

Bicycle Racks

Bike racks shall be installed along streets to promote cycling as a means of travel. Locations of bike racks are contingent on site conditions and placement should refer to Appendix A.3 , Shared-Use Path Guidelines. In all cases, bike racks should be located without interfering with pedestrian movement and building and retail entrance areas.

Materials:
Bike racks along the street edge that are part of the street furnishings shall be metal (aluminum or steel) and consistent in material, style, and color with the other street furnishings, including street lights, transit shelters, benches, and trash/recycling receptacles. Bike racks belonging to commercial tenants or a residential building shall be unique and expressive of the overall composition and character of the building or storefront.

Details:
Bike racks shall be permanently installed.

* See Appendix A.2 On-Road Bicycle Facilities for additional criteria.

Street Lights

Street lights shall be selected and placed to create an even rhythm and consistent, safe light levels along streets. Street lights shall be selected with the consideration of being used as the standard fixture throughout Downtown. As such, street light types shall be selected with the developer, the County, and BGE participation. The County will have final approval. Pedestrian-scaled street lights of approximately 14 feet in height are encouraged; although, higher poles up to 30 feet in height may be required to adequately light wider street intersections to provide additional illumination at crosswalks for safety. Light levels and quality of light should be appropriate for the street type, character, and use. Lighting should be selected from a family of the same design-related fixtures.

Materials:
All light poles should be fiberglass. If metal poles are desired by the developer, breakaway bases will be required. All lighting fixtures are encouraged to be Dark Sky compliant, as defined by the International Dark Sky Association (IDA). LED fixtures are recommended with a target wattage in the range of 70 to 100 watts for the 14' pole locations. Higher wattage fixtures may be used on the 30' pole locations.

Details:
The location layout of all street lights installed in the County right-of-ways will be determined by Howard County DPW/ Traffic Engineering. Street lights installed on private roadways or in private areas adjacent to any roadways will be determined by the developer and/or BGE with the County's input regarding any glare issues onto the public roadways. Banners can be integrated, where appropriate, but are recommended mainly on the 30' pole locations.

At Site Development Plan (SDP) level, street tree placement will be reviewed by the County to ensure adequate light levels are maintained with consideration of the street tree mature height, canopy, and foliage density. Street lights shall be located first, followed by street trees, and finally street furnishings.

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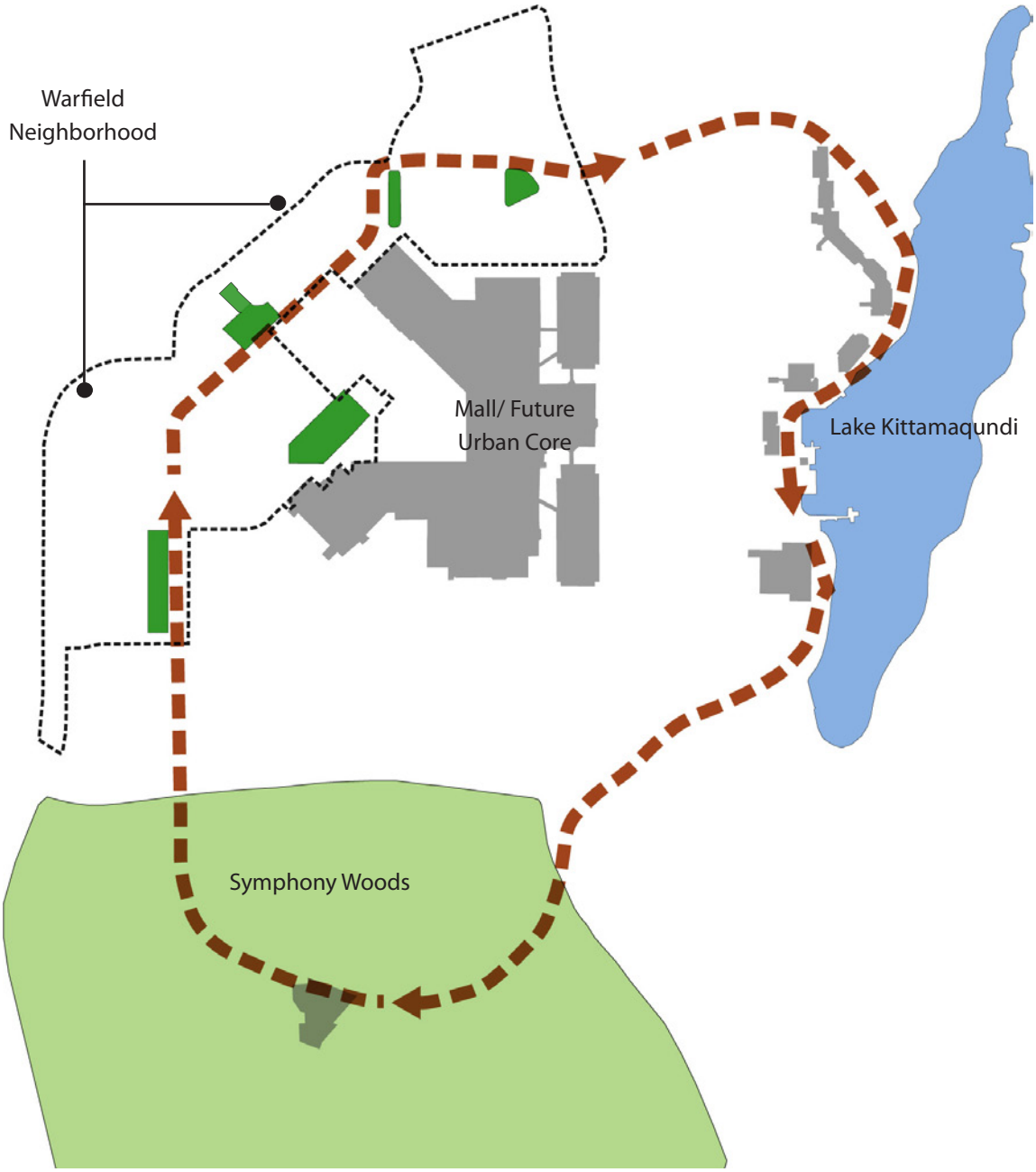
4.0 AMENITY SPACE

4.1 Amenity Space Introduction

Overview

The amenity spaces within Downtown Columbia are integral components of the overall plan and include plazas, squares, greens, mews, promenades, parks and playgrounds, as well as preserved natural areas. From Columbia's inception, Downtown has been envisioned as a setting of natural beauty, with Lake Kittamaqundi and Symphony Woods Park as major attractions within an extensive open space network that serves and connects to all of Columbia. New components of the open space system will create public gathering spaces; provide ideal locations for public art, seating, fountains, and planting; preserve and restore existing streams, wetlands, and woodlands; offer locations for passive and active recreation; establish a Community Commons for each neighborhood; and contribute to the overall character and success of the Downtown.



Purpose

The primary purpose of the Amenity Space Criteria for Warfield is to guide the design and character of amenity spaces that will be used by the public. The new amenity spaces in Warfield, and all neighborhoods, should be designed as a system of places that link to one another and to nearby neighborhoods. Variations in amenity space type, size, use, and design should occur within each neighborhood and from neighborhood to neighborhood. The design and character of the Warfield amenity spaces should support the vision established for the neighborhood (see the Introduction, 1.3 Vision, p. 5-7).

Sustainability Goals

One of the objectives of the development of Downtown Columbia amenity spaces is to create attractive spaces and landscape features that increase biodiversity and provide fresh air and shade from the sun to meet sustainability goals. Using native plants reduces the need for potable water for irrigation and supports native birds and pollinators of the mid-Atlantic region. Stormwater runoff will be reduced and improved before leaving the site through best management practices, such as rainwater planters, bioswales, and porous pavement, reducing impurities from stormwater before it drains into the Chesapeake Bay. Trees and plants should be selected and sited to encourage pedestrian use by providing shade and resting areas. Finally, vegetation in amenity spaces should be selected and managed to foster health by limiting the use of pesticides, herbicides, and fertilizers. Landscaping in amenity spaces should be designed and managed to foster sustainable landscape management practices.

Primary sustainability measures for the amenity spaces include:

- Create spaces for active and passive recreation to promote human health and well being.
- For stormwater runoff quality and groundwater recharge, consider using rainwater tree pits, rainwater planters, porous pavement, and vegetated buffer areas. Groundwater recharge is encouraged.
- Limit potable water use in landscape areas; consider harvesting rainwater or filtered grey water from the building for landscape irrigation. Use native and adaptive plants, and, amend and maintain soil health to retain water.
- Maximize site design to reduce building heating and cooling energy use; provide desirable landscape microclimates using landscaping trees within 30 feet of the south facing building facade where practical; and create a diversity of sun and shade areas in amenity spaces.
- Reduce environmental impacts from landscape and site energy; consider reducing energy use by at least 15% from base-line energy use.
- Create a green infrastructure network through urban forestry, soil health conservation, integrated stormwater management, and patches of native habitat.

For reference, the *Downtown Columbia Sustainability Program and Guidelines,* as developed for the *Downtown-wide Design Guidelines*, can be found in Appendix A1.

Components

The Amenity Space Criteria include General Provisions that provide guidance for all of the amenity spaces within Warfield. The Amenity Space Framework Diagram shows recommended locations for the various types of amenity spaces suitable for the Warfield Neighborhood. The Amenity Space Types provide definitions and design criteria as well as illustrative examples. The Material and Element Standards include criteria for the following components of amenity spaces: hardscape, landscape, site furnishings, and lighting.

General Provisions

The general provisions apply to all amenity space types:

1. Sustainability shall be a primary criteria in the design and maintenance of all amenity spaces.
2. Amenity spaces should be open and visible, designed to invite people of various ages and mobility.
3. Amenity spaces should not be overly designed with structures and landscaping that block visibility to storefronts, public art, or important vistas.
4. Amenity spaces should be designed with consideration for adjacent building heights and sun angles during different seasons of the year; plant species should be selected based on site-specific sun exposure.
5. Amenity spaces should be designed for their intended function, i.e., plazas should be designed with adequate amounts of hardscape to accommodate large groups of people, and, large greens/parks should not include excessive amounts of hardscape areas that will generally appear unoccupied and uninviting.
6. Amenity spaces should provide for a variety of seating locations, orientations, and arrangements, including secondary seating in the form of steps, planters, and walls.
7. Place seating where sitters can watch passersby.
8. Seating walls should be approximately 16-18 inches in height.
9. Paving materials and installation methods should take accessibility needs into consideration.
9. Frame views from amenity spaces, where appropriate, to visually link to other areas of Downtown.
10. Amenity spaces shall be maintained by the property owner, excepting the Community Commons to be deeded to the County.

4.2 Amenity Space Types

The primary amenity space types in the Warfield Neighborhood include:

Plaza: Plazas are public amenity spaces at the intersection of important streets, between buildings along a street or sidewalk, and/or at the junction of important commercial and civic buildings, set aside for civic purpose and intense human activity. Typically, plazas are circumscribed on all sides by building frontages and/or streets. Plazas may contain large areas of durable pavement, as well as, furniture, public art, fountains, and trees, all formally arranged. Located at the core of the neighborhood and intended for large gatherings and events, provisions within plazas for lighting, sound, and similar infrastructure needs should be considered.

Square: Like plazas, squares are placed in the more urban areas, where spontaneous activity is generated by people entering and exiting lobbies and shops and where restaurants have outdoor dining. These spaces may also have planned activities. They are similar to plazas in both size and location, however, typically consist of more planted landscape areas rather than paved hardscape areas. Squares may contain furniture, public art, fountains, and trees, all formally arranged.

Mews: Mews are linear green spaces that typically make a pedestrian connection along a tree-lined walk. Mews may be either formal or informal in their design and help create an identity for areas of the neighborhood outside the core.

Green: Greens are small spaces available for public use and enjoyment and are typically, but not required to be, defined by building frontages and/or streets. Greens typically consist of more planted landscape areas rather than paved hardscape areas but include paths or sidewalks for pedestrian crossings. Greens are typically informal in their design and, similar to mews, help create an identity for areas of the neighborhood outside the core.

Promenade: A promenade is an extended and celebrated walkway typically providing a formal connection between important destinations, used for spontaneous and active recreation. Promenades often align edges of streets, lawn areas, and/or lakes and watercourses and may include gathering areas (plazas along the promenade), small structures, rails (at edges of water), benches, public art, lighting, and decorative paving and stairs. Promenades may be designed to facilitate small outdoor events such as festivals, seasonal markets and vendors, and street performers as well as outdoor dining. Provisions for lighting, sound, and similar infrastructure needs should be considered.

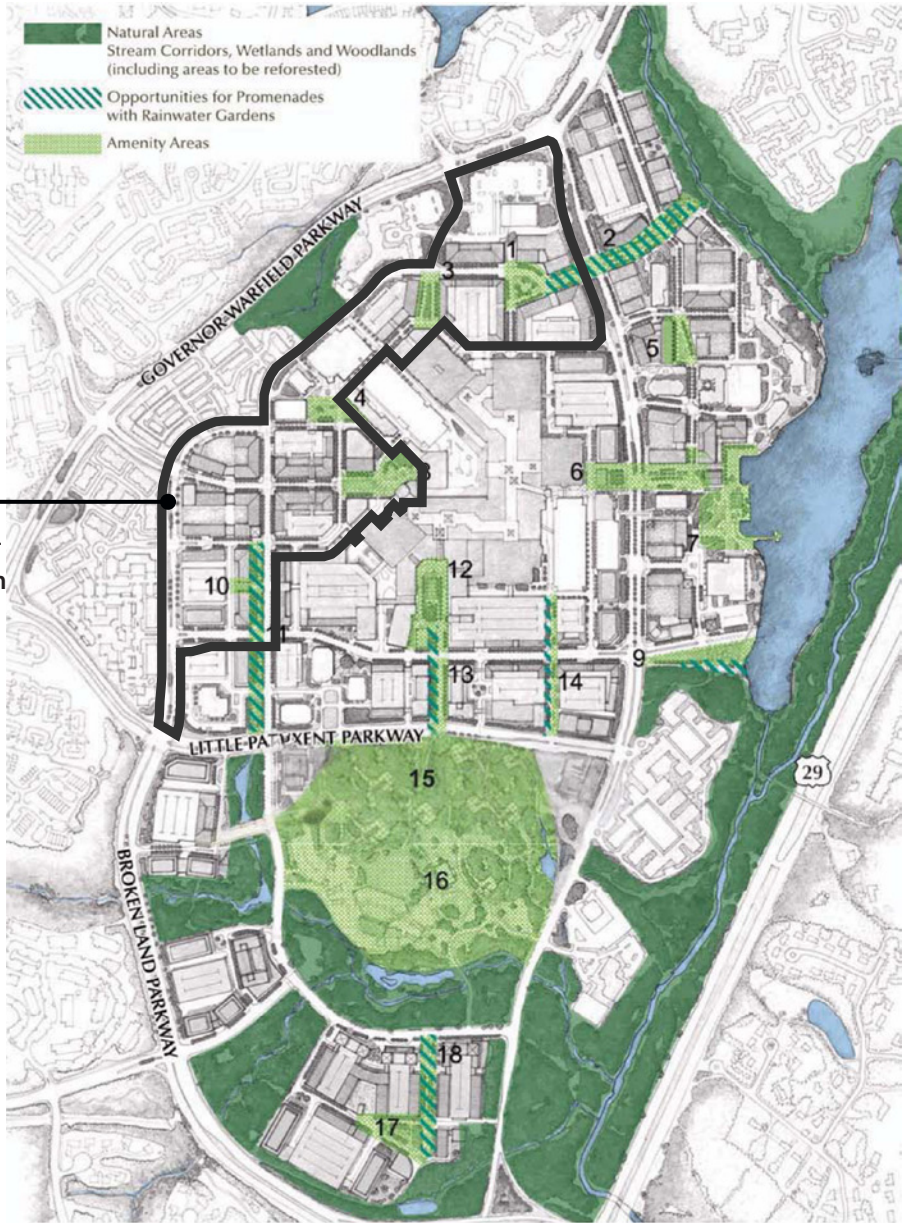
Per Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, the following amenity spaces are required in the Warfield Neighborhood. Amenity Space square foot (sf) area is calculated from face of curb to face of building and includes walkways, fountains, public art, and similar elements, but excludes any drive lanes intended for vehicular use.

• Warfield Plaza	11,300 sf	(.26 acres)
• Warfield Square	12,900 sf	(.30 acres)
• Warfield Mews	7,600 sf	(.17 acres)
• Warfield Green	15,500 sf	(.36 acres)
• West Promenade	28,500 sf *	(.65 acres)
• Warfield Playground	6,000 sf	(.14 acres)
• Warfield Promenade	TBD	

* The total West Promenade area requirement is 63,800 sf, including a portion of a block in Warfield (Block W-1) and a portion of a block to the south (Block S-1), in the Symphony Overlook Neighborhood. For the Warfield portion of the promenade, a linear foot measurement was used to determine the correct percentage of the overall area requirement. The Warfield portion of the West Promenade is 44.6% of the total (443' of the overall length of 993') which equates to a 28,500 sf area requirement.

** Additionally, one Amenity Space shall be designated as a 25,000 sf community commons for the neighborhood, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan,

*** A minimum of 5% Net New Downtown Community Commons shall be provided, per section 125.A.9.g.4(G) of the Howard County Zoning Ordinance.



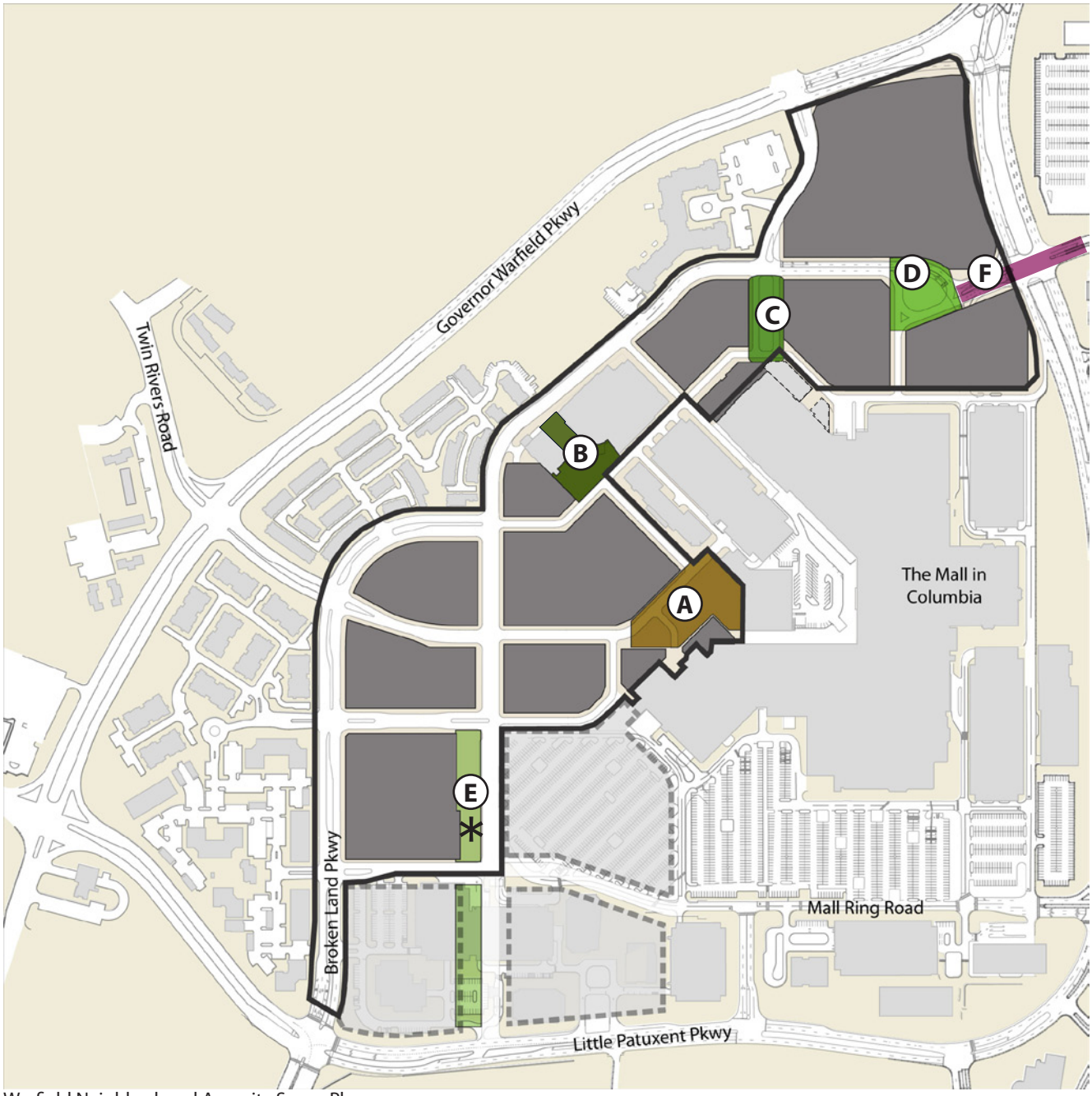
See corresponding boundary on facing page

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

The *Downtown Columbia Plan, General Plan Amendment, shown above,* indicates that Warfield's amenity space network will include plazas, squares, mews, greens, promenades, and playgrounds. Due to changes in the Warfield Neighborhood Design Guidelines Block and Street Plan (see Urban Design, p. 13) and keeping with the vision for Warfield; variations to some amenity spaces form and location occurred.

a. Warfield Plaza, as shown above in the Downtown Columbia Plan diagram, is recommended to be reconfigured to a single plaza that can accommodate larger events and gatherings, as shown on facing page.

b. Warfield Square is reconfigured to combined the 2 squares separated from each other as well as surrounding compatible uses by a network of streets. The reconfigured, consolidated area shall be more flexible in supporting a variety of outdoor events as well as reducing the number of pedestrian and vehicle conflicts by relocating the plaza to have only one edge bordered by a street, instead of all four edges.



Warfield Neighborhood Amenity Space Plan

KEY

- (A) WARFIELD PLAZA
- (B) WARFIELD SQUARE
- (C) WARFIELD MEWS
- (D) WARFIELD GREEN
- (E) LINEAR GREEN (WEST PROMENADE & PLAYGROUND
- (F) WARFIELD PROMENADE
- * PLAYGROUND

Amenity Space Type: Warfield Plaza

Overview:
The existing mall plaza is designed to accommodate current users and activities. As future development occurs, changes to the size, form, and character of the existing mall plaza may be required. These changes should accommodate a larger user group as well as the new surrounding uses.

Warfield Plaza is envisioned to be the neighborhood's most distinguished and vibrant public open space. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Plaza will incorporate the existing plaza at the entry to the Mall, expanding it with additional amenity space to create a neighborhood focal point. The Plaza will be an important gathering space, supported by a green space (lawn) framed by trees, together with an extensive plaza and hardscape area that provides flexibility for planned and spontaneous activities, intense pedestrian activity, outdoor dining, and similar activities that help create a vibrant and active public realm within the neighborhood's core. In many ways, Warfield Plaza will be similar to a typical, village piazza or a traditional urban square, serving as the Community Commons and an iconic setting for large planned public events, spontaneous activities, and informal gatherings.

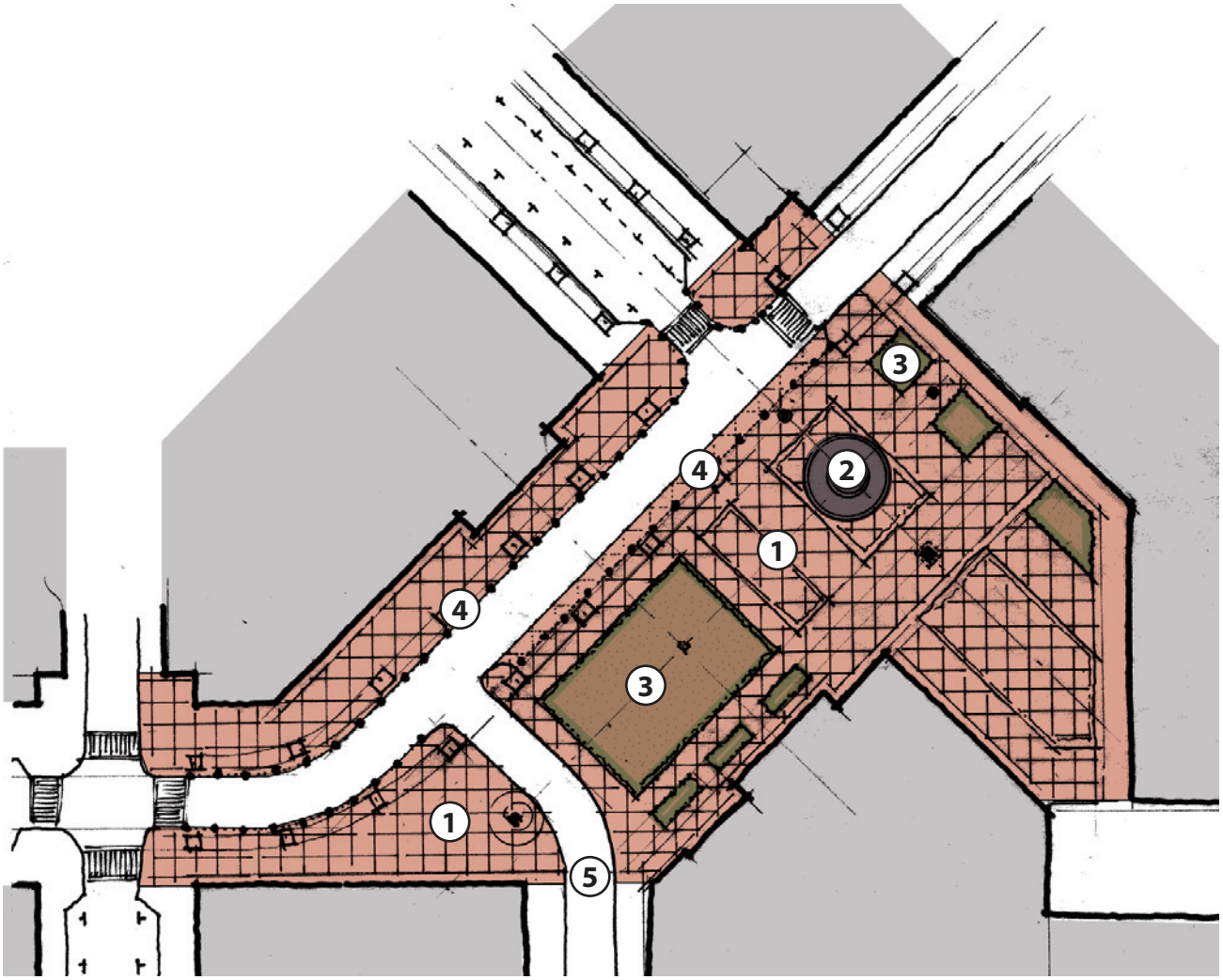
Warfield Plaza, and the neighborhood core, will include the majority of the neighborhood's retail and restaurants, creating a setting for a very active, vibrant, and identifiable core. The buildings framing Warfield Plaza will be mixed-use, with ground floor retail and office and residential above. The plaza itself, including the streetscape and sidewalks surrounding the plaza, design features within the plaza, and furniture, hardscape, and landscape, should be complimentary and designed to accommodate intense pedestrian activity, outdoor dining, and public events. Any required service drives through the Plaza to provide access to existing or new buildings should be detailed with pavement that is compatible with, but differentiated from (in color, pattern, or texture), the surrounding hardscape (see p. 103 for additional hardscape criteria). Views to service areas shall be screened with walls or landscape.

As part of the plan for Warfield, Twin Rivers Road extended passes through Warfield Plaza. As envisioned, the curb may diminish, travel lanes become defined largely by bollards and hardscape materials, and Twin Rivers Road truly transforms from a 4-lane auto-centric corridor (west of Broken Land Parkway and Governor Warfield Parkway) to a more urban and pedestrian-oriented character at Warfield Plaza (in the neighborhood core). In fact, this area may be perceived and designed as a plaza that accommodates vehicles, rather than a road. The plaza itself is envisioned to include a mosaic of patterns, colors, and hardscape materials, shade trees, planting areas, bollards, permanent and flexible seating, outdoor café tables and umbrellas, fountains, sculpture, and public art.

On occasion, Warfield Plaza, together with Twin Rivers Road, Warfield Square, and the road that links these two amenity spaces, may be closed to vehicles to create a grand pedestrian-only zone for seasonal events, festivals, parades, and markets.

Size: The minimum size of Warfield Plaza, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 11,300 sf. Amenity Space square foot area calculations shall exclude any drive lanes intended for vehicular use. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Plaza



Warfield Plaza Diagram - For illustrative purposes only

1. Plaza
2. Focal Point
3. Planting Area
4. Bollards
5. Potential Service Drive

For precedent examples of the elements above, see images on the following pages.

Activities and Functions:
Warfield Plaza shall accommodate intense and planned public events, such as frequent markets, small concerts, festivals, fairs, and similar. Additionally, the plaza should function equally well for outdoor dining, shopping, walking, and informal activities. Provisions for a temporary stage, exhibits, and/or event space (including staging areas, electrical, and plumbing) may be provided within the plaza.

Site Furnishings:
Within the Plaza itself, permanent and fixed furniture, walls, benches are not recommended; if used, they should be carefully designed and placed to not impact the flexibility and openness of the plaza. Furniture style, color, and materials (metals and/or metal-wood combinations are recommended) for movable bistro chairs, café tables and umbrellas, trash and recycling receptacles, and similar furniture may vary from the standard, however, all shall be compatible with the design aesthetic of the Plaza itself. Black, dark green, silver/gray, or similar colors are recommended; white is not. Wood garden furniture is not recommended for the Plaza. Umbrellas may be colorful; solid colors are recommended.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Plaza may be included. If included, fountains should be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Mechanical equipment must be buried, within a mechanical room within a building, or similarly not visible or visually obtrusive. Fountain(s) shall not be the single identifying element of the Plaza but, rather, a minor element, providing background white noise and visual interest. Pop-jet fountains are not recommended here, but permissible.

Public art is highly encouraged, particularly art that is provocative, dynamic, and visually eccentric.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Reference plan on p. 81 for labels


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Reference plan on p. 81 for labels

Lighting:

Lighting along the street edge through Warfield Plaza shall match the standard street lights within the neighborhood (see p. 70). Lighting within the Plaza itself should be dynamic and visually alluring. Lighting design approaches may include 1) Tivoli lights and/or similar overhead lights; 2) lights on trees, sculpture, and public art; 3) moon lights that cast a soft glow over the plaza; 4) lighting of fountains; and 5) bollards.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) the use of LED and energy efficient lighting; 2) the use of mix of regionally- appropriate native and adaptive plant species; 3) underground cisterns for collecting/harvesting rainwater; 4) the use of porous paving, where practical; and 5) protection of the night sky; and 6) the use of human-scale, pedestrian-oriented shading devices.

*** See the Material and Element Standards on the following pages for additional criteria.**

Amenity Space Type: Warfield Square

Overview:
The existing square is designed to accommodate current users and activities. As future development occurs, changes to the size, form, and character of the square may be required. These changes should accommodate a larger user group as well as the new surrounding uses.

Warfield Square is envisioned to be a companion to Warfield Plaza, connected via an important retail and pedestrian-oriented street, serving as the neighborhood's second most public and active open space. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Square is an active, urban square and gathering space related to retail, restaurants, and the cinema. The square is a meeting place and setting for sculpture, a water feature, and programmed activities that may extend into the evening.

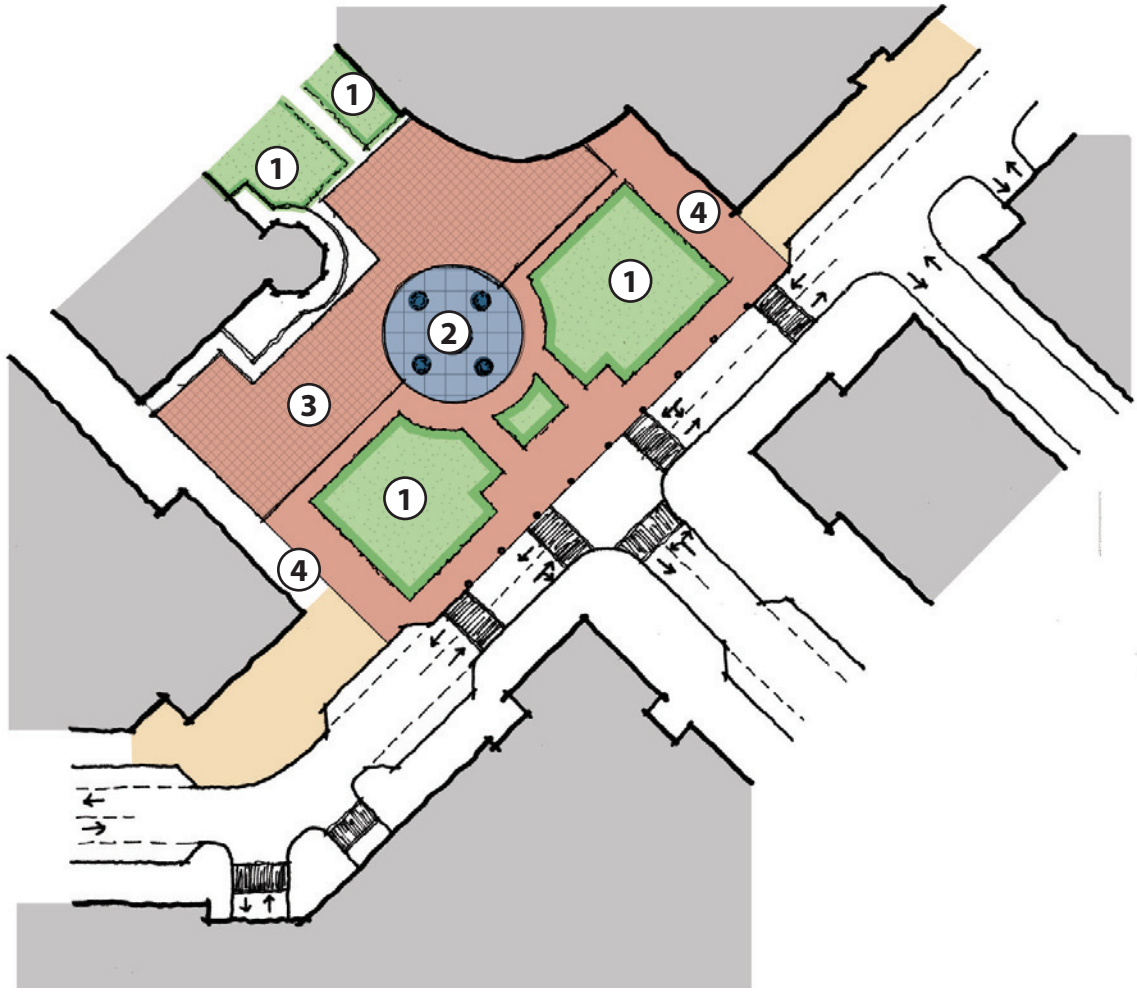
Warfield Square, given its setting among the cinema and restaurants, should uniquely accommodate young families, children, and young adults from Warfield, nearby neighborhoods, and the broader community of Columbia. The square should be mostly open and flexible, designed to accommodate large gatherings, major planned events, and public activities. While its focus may be on young families, children, and young adults, Warfield Square should be designed for all users.

The square itself should be predominantly open and flexible, with lawn, plaza/hardscape, and pathways that are arranged in a mostly formal setting as opposed to a naturalistic or romantic setting. Specific locations within the square that are not immediately proximate to storefronts and buildings, such as the center of the square as a focal point and/or where sidewalks intersect within the square, may be set aside for children's play, sculpture, and/or pop-jet fountains. Sidewalk zones against the buildings and storefront should include semi-private areas for seating, outdoor dining, and walking defined through careful placement of furniture, plantings, and hardscape elements that are an integral part of the design aesthetic.

On occasion, Warfield Square, together with Twin Rivers Road, Warfield Plaza, and the road that links these two open spaces, may be closed and combined to create a grand pedestrian-only zone for seasonal events, festivals, and markets.

Size: The minimum size of Warfield Square, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 12,900 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Square



Warfield Square Diagram - For illustrative purposes only

1. Lawn/Plantings
2. Fountain/Sculpture as Focal Point
3. Plaza, open for activities/gatherings
4. Pedestrian/Storefront zone

For precedent examples of the elements above, see images on the following pages.

Activities and Functions:

Warfield Square shall accommodate intense public and family-oriented events, such as outdoor movies, markets, holiday children's events, light shows, and similar, as well as markets, fairs, and festivals. Additionally, the square should function equally well for outdoor dining, shopping, walking, and informal activities. Provisions for a temporary stage, exhibits, and/or event space (including staging areas, electrical, and plumbing) shall be provided within the square.

Site Furnishings:

Furniture along the street edge of Warfield Square shall match the standard streetscape furniture within the neighborhood (see p. 64-70). Within the Square itself, permanent walls, benches, stairs, and architectural elements are encouraged, as long as such elements do not impact the functional needs of the square and are integral and complimentary components of the design. Furniture style, color, and materials (metals and/or metal-wood combinations are recommended) for movable bistro chairs, café tables and umbrellas, trash and recycling receptacles, and similar furniture may vary from the standard, however, all shall be compatible with the design aesthetic of the Square itself. Black, dark green, silver/gray, or similar colors are recommended; white is not. Wood garden furniture is not recommended for the Square. Umbrellas may be colorful; solid colors are recommended.

One central pop-jet and/or a significant fountain serving as the focal point in the center of the square is recommended here. Other, smaller decorative fountain(s) that match and are compatible with the overall design aesthetic of the Square may be included, however these are recommended for the edges of the square as an integral part of the sidewalk, seating, and semi-private zones, providing background white noise and visual interest. If included, these fountains should be modest and simple. All fountains shall be designed so that, in winter when the water is off, the fountain itself remains attractive. Mechanical equipment must be buried, within a mechanical room within a building, or similarly not visible or visually obtrusive.

Public art is highly encouraged, particularly art that is provocative, dynamic, and visually eccentric. Public art may also serve as the focal point of the square, together with or in lieu of the fountain.

Reference plan on p. 85 for labels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Reference plan on p. 85 for labels

Lighting:

Lighting along the street edge of Warfield Square shall match the standard street lighting within the neighborhood (see p. 70). Lighting within the Square itself should be dynamic and visually alluring. Lighting design approaches may include 1) Tivoli lights and/or similar overhead lights; 2) lights on trees, sculpture, and public art; 3) moon lights that cast a soft glow over the plaza; and 4) lighting of fountains.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) the use of LED and energy efficient lighting; 2) the use of regionally appropriate native and adaptive plant species; 3) the use harvested rainwater for irrigation; 4) amending soils to increase water retention and encourage infiltration; 5) underground cisterns for collecting/harvesting rainwater; 6) the use of porous paving, where practical; and 7) protection of the night sky; and 8) the use of human-scale, pedestrian-oriented shading devices.

*** See the Material and Element Standards on the following pages for additional criteria.**

Amenity Space Type: Linear Green - West Promenade and Playground

Overview:

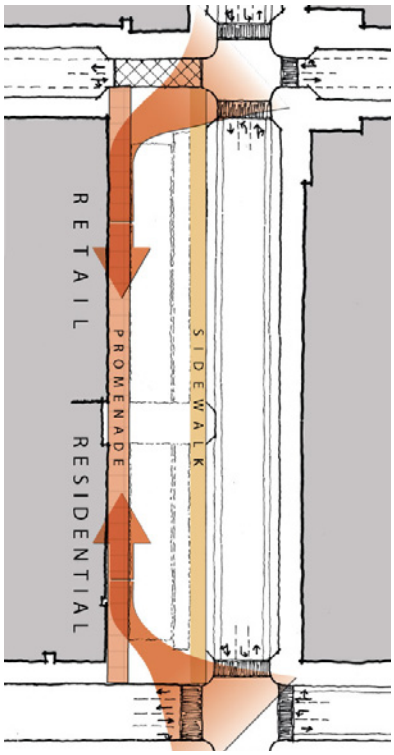
The Linear Green, including West Promenade and Playground, is envisioned to be an amenity space extending from Warfield, through Symphony Overlook, to Symphony Woods, aligned by retail, residential, and office buildings ranging from 4- to 7-stories in Warfield to 15-stories tall in Symphony Overlook. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, this prominent amenity space includes a distinguishable pedestrian zone (a wide sidewalk shaded by trees); provides programmable space for small events; and incorporates rainwater planters to extend and connect to the natural area and drainage system south of Little Patuxent Parkway.

The design of this linear green should be complimentary to its surroundings, including design features, materials, plant massing, and hardscape that accentuate the long rectilinear shape of the green and movement through the space, rather than attempting to portray a static classical or romantic design aesthetic.

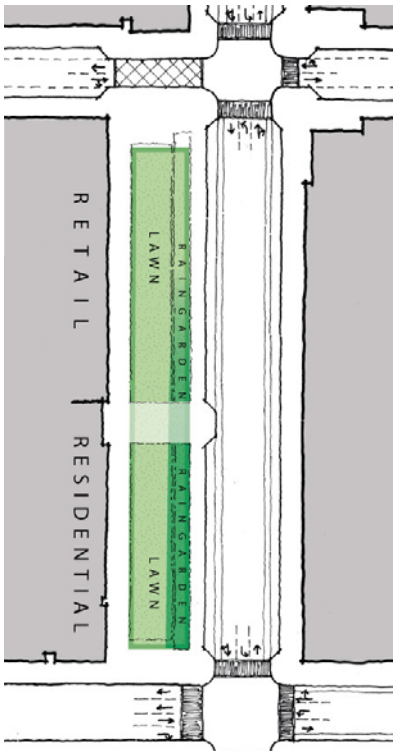
The Linear Green will include a variety of design elements and will support a range of neighborhood-related events and activities, both planned and spontaneous. The linear green will serve, primarily, as a space for residents, children, and office workers of nearby buildings to informally gather and socialize, and, should be designed specifically with these users in mind. Occasionally, this linear green may be used for informal and low-impact activities, events, and festivals. Frequent events that may draw large crowds and include more intense and noisy activities should be reserved for other areas of Downtown.

The Linear Green presents an opportunity to express sustainability by showcasing rain water movement from buildings, across the ground plane, and into the earth. The Linear Green can act as a living laboratory for these sustainable techniques, highlighting these elements and educating through experience.

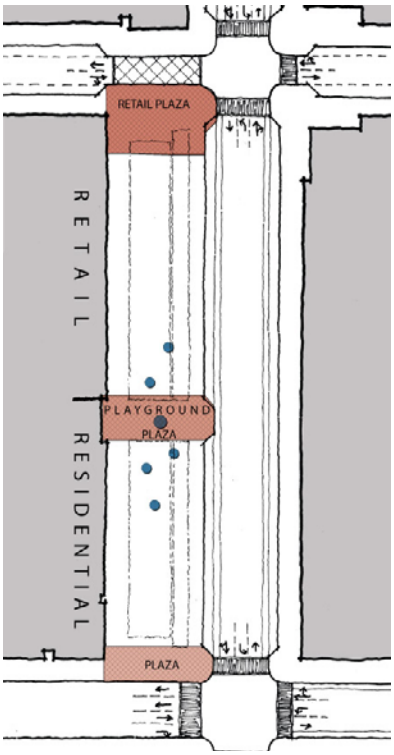
Size: The minimum size of the West Promenade within Warfield is 28,500 sf (see p. 77). The minimum size of the Playground, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 6,000 sf. Combined, 34,500 sf is required. (Reference p. 77 for the 5% Downtown Community Commons requirement.)



Circulation and Access

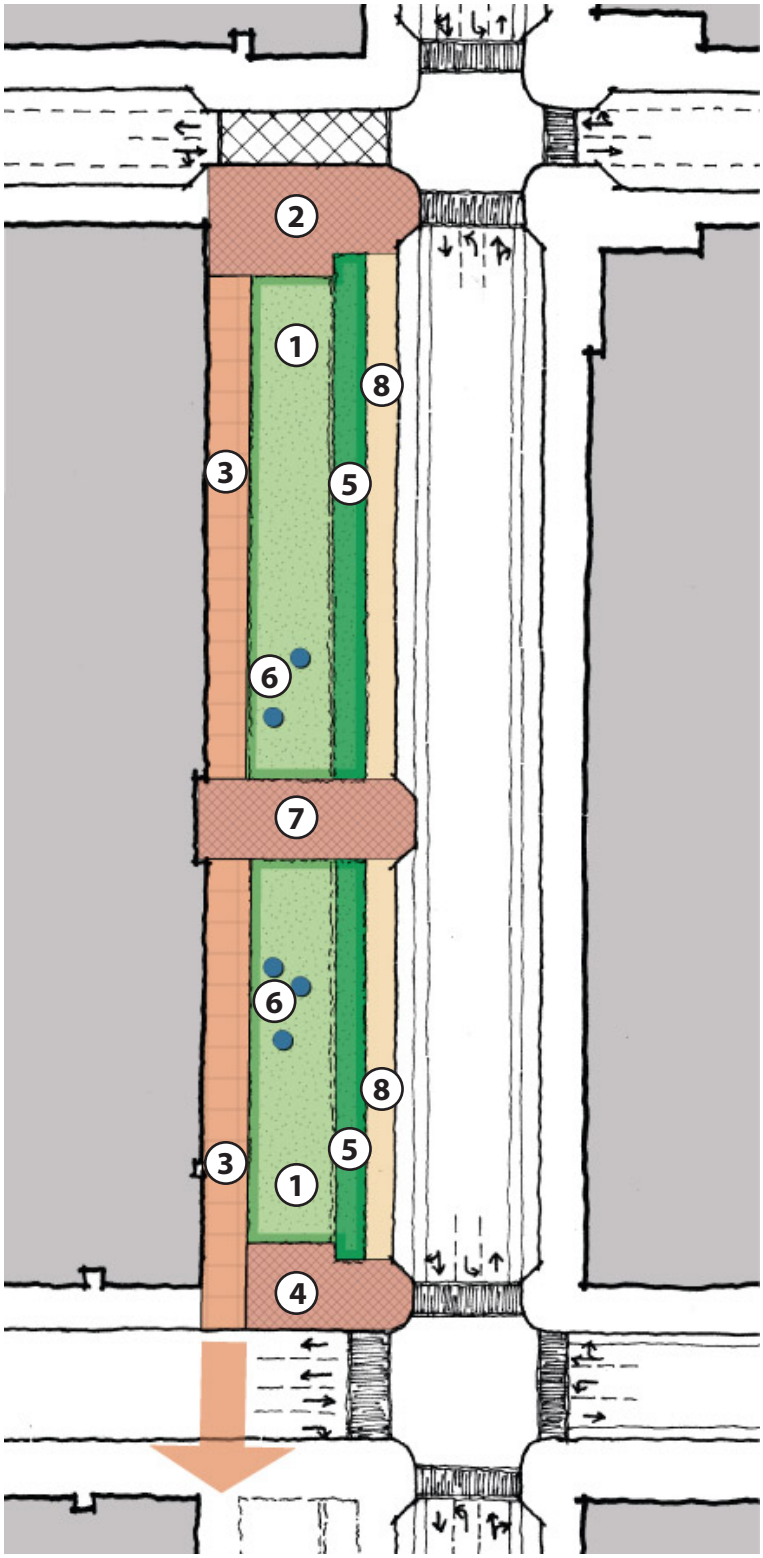


Organization of Green Space



Nodes of Activity

Linear Green - West Promenade and Playground



Linear Green Diagram - For illustrative purposes only

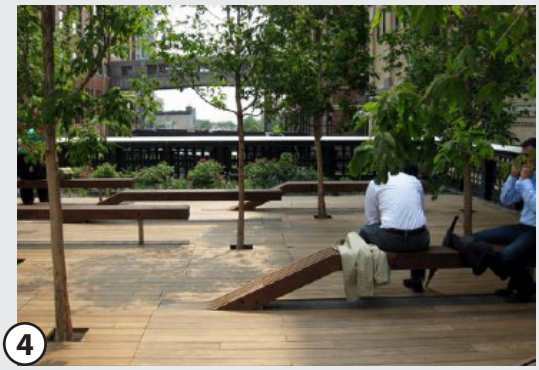
1. Lawn/Plantings
2. Retail Plaza
3. Promenade
4. Plaza
5. Rainwater planter/biowswale/bioretention
6. Sculpture/Art/Play Equipment
7. Plaza/Playground
8. Streetscape Zone

For precedent examples of the elements above, see images on the following pages.

West Promenade:

The western edge of this linear green shall include a wide, prominent sidewalk (minimum 10 feet clear) with trees, benches, and decorative light poles that accommodate significant north-south pedestrian movement, reinforcing this as a key pedestrian corridor. Hardscape, trees, light poles, signage, lighting, and plantings should celebrate and accentuate the linear nature of this promenade and recognize that it will continue into Symphony Overlook and Symphony Woods. Provisions for exhibit and/or event space may be provided along and/or immediately adjacent to and accessible to this corridor. The promenade should include rainwater planters in select locations, designed as an integral component of the hardscape and landscape.

The landscaped areas of the linear green are envisioned to be lawn accentuated with strategically located rainwater planters, bioretention, and bioswales comprised of natives and adaptive plantings, shade trees in select locations, and limited pathways strategically placed to provide pedestrian access across the green from the street sidewalk and on-street parking to the promenade along the building edge. The green will serve as a multi-function open space to accommodate a variety of small planned and spontaneous events and activities. As such, the space should be simple, attractive, and inviting, whether filled with many or only a few people. Trees and plantings, large rough-cut stone slabs or benches, and similar hardscape and landscape materials should express the linear nature of the space, providing informal places for small group gatherings and socialization as well as informal groups. Planting areas, in addition to the lawn plantings, should be organized masses of groundcover, low shrubs, and/or grasses. Rainwater planters, bioretention, and bioswales planting should be selected for their ability to slow rainwater flow, capture pollutants, infiltrate water with their deep root structure, and capture year round seasonal interest (see p. 108-113).



Reference plan on p. 89 for labels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Reference plan on p. 89 for labels

Playground:

The playground is envisioned to be an integral part of the linear green composition and not a separate, fenced-off area. Contemporary and whimsical interactive structures, public art, pop-fountains, or similar elements should complement the aesthetic of the linear green and appear as elements that populate the open space. Placement of these elements is encouraged to be in lawn areas and as part of a plaza area that might form a center. These elements should be designed specifically for use by children with safety in mind and be delineated through plantings and hardscape. Seating should be incorporated near the play elements.

Activities and Functions:

The Linear Green including the promenade and playground should accommodate passive and spontaneous activities for nearby residents, children, and office workers, such as informal eating, socialization, passive recreation and play, reading, walking, and similar. It will be used primarily by occupants of nearby buildings and, as such, should be largely resident-oriented. Significant active and planned activities should be reserved for other areas of the neighborhood where paved and hard surfaces may accommodate more intense activities. However, the design of the space should also anticipate passive, occasional and/or seasonal events such as art shows, a flower mart, and similar less intense events that may be accommodated along the promenade and/or within the lawn area without significant damage to the lawn.

Site Furnishings:

Furniture along the street edge of the Linear Green shall match the standard streetscape furniture within the neighborhood (see p. 64-70). However, for the remainder of the linear green including the playground area, benches, chairs and tables, planters, receptacles, and similar elements shall be designed or selected to be unique and whimsical; furnishings that are integral to the play component, colorful, and textured are encouraged.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the open space may be included within the hardscape areas. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) shall not be the single identifying element of this linear green but, rather, a minor element, providing background white noise and visual

interest. Pop-fountains, as part of the play experience, are also encouraged. Water elements as part of the rainwater planters and bioretention, especially where harvested rainwater may be used, are also encouraged.

Public art (as part of the CEPPA contribution) is encouraged to be placed in the green, particularly if it is part of the play experience, adds a whimsical element, and is safe for children to climb on.

Lighting:

Lighting along the street edge of the Linear Green shall match the standard street lighting within the neighborhood (see p. 70). Lighting along the promenade shall include evenly spaced, pedestrian-scaled light poles and fixtures that accentuate the space's linear nature and enhance the importance of connectivity. For the remainder of the linear green, lighting shall be soft and subtle. Appropriately placed light poles, bollards, and/or other fixtures along paths and sidewalks are the recommended method for lighting these pedestrian areas. Spot lights are encouraged for public art and where children may be playing, but shall be designed or selected to minimize the impact on the night sky. Event lighting should be anticipated for both areas.

Reference plan on p. 89 for labels

Reference plan on p. 89 for labels

Sustainability:

The linear green provides an appropriate setting for celebrating green site design strategies. Like the furnishings, hardscapes, and plantings, bioswale (or rainwater planters) shall accentuate the linear nature of the open space. Placement should not create unnecessary obstructions or visual clutter, considering access to and within the green and the desire to accommodate various gatherings and events. Additional sustainable design strategies should include one or more of the following: 1) maximizing pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) the use mix of regionally appropriate native and adaptive plant species; 4) the use of harvested rainwater for irrigation; 5) underground cisterns for collecting/harvesting rainwater; 6) collection of building roof runoff and ground water recharge; 7) protection of the night sky; and 8) use of human-scaled, pedestrian-oriented shading devices.

*** See the Material and Element Standards on the following pages for additional criteria.**

Amenity Space Types: Warfield Green and Promenade

Warfield Green Overview:
Warfield Green is envisioned to be a passive, garden-like amenity space, providing an attractive and well-landscaped setting and entry court for 5- to 9-story residential, office, and mixed-use buildings in Warfield's northeast quadrant. As the *Downtown Columbia Plan* and the *Downtown-wide Design Guidelines* suggest, Warfield Green is a predominantly planted space with walkways, benches, pedestrian lighting, trees, and a small lawn used for cultural and social activities.

Warfield Green shall be designed as an informal setting and a mostly passive and reflective open space, comprising informally arranged planted areas and a small lawn space circumscribed by walkways and large shade trees, similar to Boston's Post Office Square, although a much smaller scale. This open space is envisioned to be a quiet garden, supporting a variety of uses for nearby residents and office workers, such as reading, quiet socialization, walking, and similar. Planting areas, in addition to the lawn, shall be simple, limited masses of sweeping groundcover, low shrubs and/or perennial flowers and grasses. Native plants are preferred for sustainability. Overly ornate, manicured, and/or excessive diversity of plant species is not suggested.

A portion of the Green may include a trellis or similar shade structure, terminating the entry drive view from Little Patuxent Parkway. Such an element may serve as a unique architectural element with the Green.

Walkways and hardscape pavement leading to and under the trellis/shade structure should be pervious and mostly crushed stone or stone, brick, concrete, or similar masonry pavers. Higher reflectance (i.e., lighter) pavers are preferred for reducing heat absorption. Materials and colors for hardscape and pathways should have minimal contrast with the lawn and plants to create a softer appearance rather than a highly contrasted appearance.

Alternatively, the entire space, including streets, crosswalks, and streetscape, may be designed as a singularly perceived plaza where vehicular circulation is defined by bollards, hardscape materials and similar design features. Traditional curb and gutter and asphalt paving is replaced with decorative hardscape and paving materials that accentuate the pedestrian-oriented nature of the space and diminish the visual presence of vehicle. As such, safety of pedestrians and conflict with vehicles must be carefully considered and thoughtfully executed in the design.

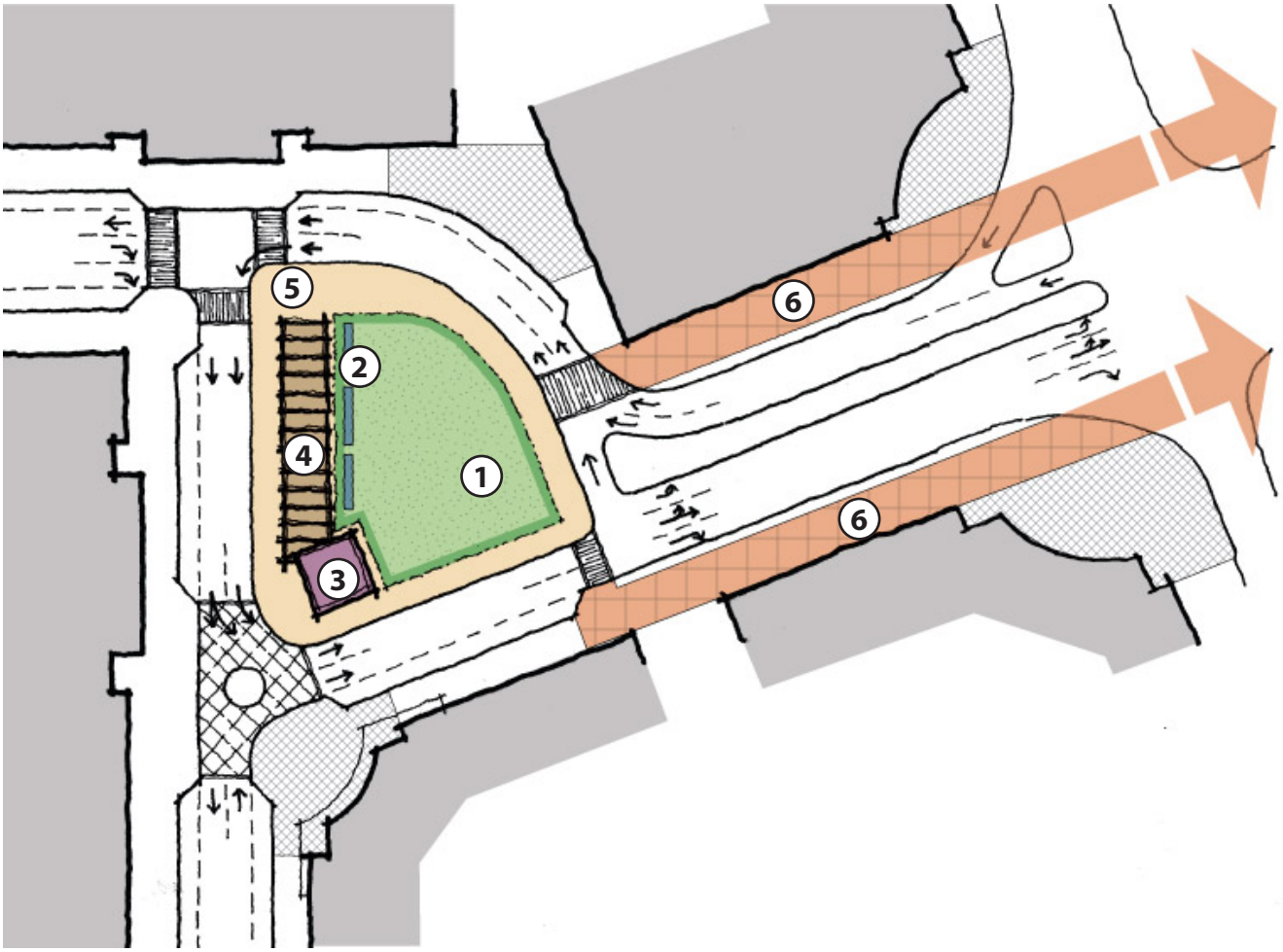
Size: The minimum size of the Warfield Green, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 15,500 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Promenade Overview:
Warfield Promenade is envisioned as a wide, prominent sidewalk (minimum 10 feet clear) with trees, benches, and decorative light poles that will accommodate significant east-west pedestrian movement, reinforcing connectivity between Warfield and the Lakefront. As the Downtown Columbia Plan and the Downtown-wide Design Guidelines suggest, Warfield Promenade is located on a primary pedestrian street with a wide sidewalk on the retail side of the street, shaded by trees.

Hardscape, trees and other plantings should celebrate and accentuate the linear nature of this promenade, recognizing that it will continue into the Lakefront Neighborhood. The edge of the promenade should include rainwater planters for sustainable stormwater management in select locations, designed as an integral component of streetscape (see the Street Design section, p. 60-61).

Size: The minimum size of the Warfield Promenade, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is TBD (i.e., no minimum area was established for Warfield, as this space largely extends beyond the Warfield Neighborhood into the Lakefront Neighborhood).

Warfield Green and Promenade



Warfield Green Diagram - For illustrative purposes only

1. Lawn/ Plantings
2. Fountain
3. "Focal Point"
4. Trellis/Hardscape/Seating
5. Hardscape/Rainwater planters
6. Promenade

For precedent examples of the elements above, see images on the following pages.

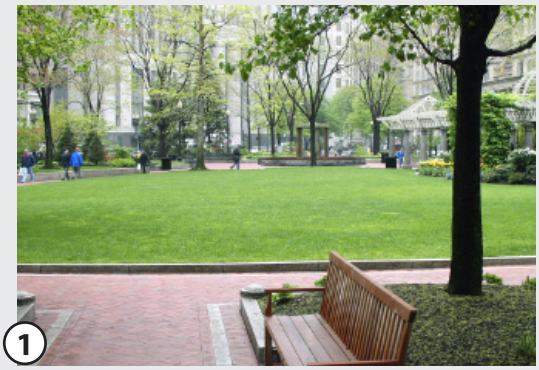
Activities and Functions:
Warfield Green should accommodate mostly passive and spontaneous activities, such as informal eating at lunchtime, socialization, reading, resting, walking, and similar. It will be used primarily by area residents and office workers. Significant active and planned activities should be reserved for other areas of the neighborhood; however, some mostly passive events such as small markets or art shows could be accommodated.

Warfield Promenade is not anticipated to accommodate intense or significant activity other than pedestrian circulation. Although, given that it aligns buildings and storefronts, it will serve as a primary sidewalk and should accommodate shoppers and potential outdoor dining in the same way as the streetscape sidewalk would (see Street Design section, p. 44-52).

Site Furnishings:
Furniture within Warfield Green may match the standard street furniture within the neighborhood or it may vary, if the selected furniture style, color, and material is compatible with the design aesthetic of the Green itself. Black, dark green, or similar dark color is recommended; white is not. FSC-certified Wood furniture may be acceptable, if compatible with the design aesthetic. Furniture, art, fountains, and lighting should respect Warfield Green as a simple, garden-like, and unpretentious open space.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Green may be included. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) shall not be the single identifying element of the Green but, rather, a minor element, providing background white noise and visual interest.

Public art is highly encouraged, although it should be modest, unpretentious, and compatible with the overall design aesthetic.



Reference plan on p. 95 for labels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Reference plan on p. 95 for labels

Lighting:

Lighting along the street edge of Warfield Green and Warfield Promenade shall match the standard street lighting within the neighborhood (see p. 70). Lighting within the spaces, separate from the street lights, shall be soft, subtle, and even, with limited or no bold spot lights or accent lighting. For this lighting, design approaches may include 1) decorative light pole-mounted lights and/or bollard lights, either matching the standard street lights or matching the site furnishings design approach described above; 2) lights on trees; 3) down-lights within the trellis; and 4) soft lighting of fountain, public art, or similar elements.

Sustainability:

Sustainable design strategies should include one or more of the following: 1) maximize pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) the use of regionally appropriate native and adaptive plant species; 4) underground cisterns for collecting/harvesting rainwater; 5) bioswale, if designed to be an integral part of the design aesthetic; 6) protection of the night sky; 7) the use of LED or other efficient light sources; 8) the use of local hardwoods rather than tropical rain forest sources for furniture; and 9) the use of human-scale, pedestrian-oriented shading devices.

*** See the Material and Element Standards on the following pages for additional criteria.**

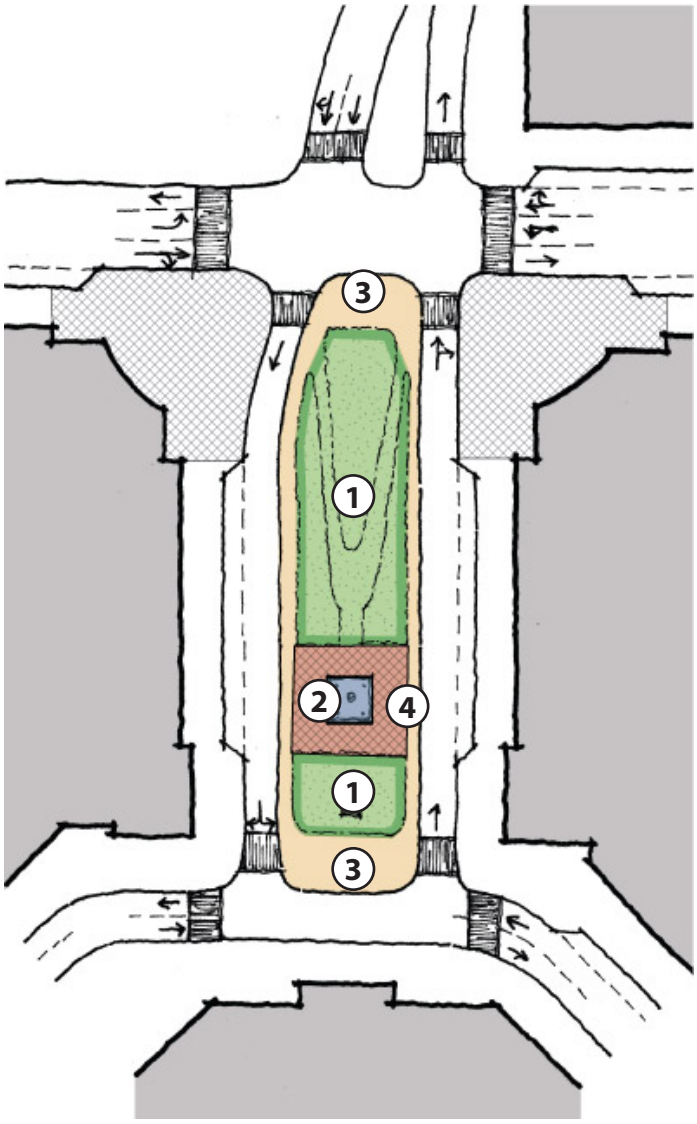
Amenity Space Types: Warfield Mews

Overview:
Warfield Mews is envisioned to be a small, attractive open space within the context of residential, office, and mixed-use buildings ranging from 5- to 7-stories tall and a welcoming entry court from the Mall Ring Road. As the Downtown Columbia Plan and the Downtown-wide Design Guidelines suggest, Warfield Mews is a small linear green affording residents, shoppers, and office workers a place to sit, stroll, and walk a dog.

The design of Warfield Mews may be predominately landscape including lawn, shade trees, and plantings, either formally or informally arranged and may contain small areas of hardscape with seating areas or small fountain(s). The deign should be simple and elegant, functioning largely as a setting for surrounding buildings, while accommodating occasional and informal pedestrian activity.

Size: The minimum size of the Warfield Mews, as required by Exhibit G, Primary Amenity Space Framework Diagram, in the Downtown Plan, is 7,600 sf. (Reference p. 77 for the 5% Downtown Community Commons requirement.)

Warfield Mews



Warfield Mews Diagram - For illustrative purposes only

1. Lawn/Plantings
2. Fountain
3. Sidewalk/Streetscape
4. Plaza

For precedent examples of the elements above, see images on the following pages.

Activities and Functions:

Warfield Mews is not anticipated to accommodate intense or significant activity. It should be designed to be equally functional, inviting, and attractive whether it has no people or activity, just a few people, or several groups of small gatherings. It will be used primarily by area residents, shoppers, and office workers for mostly informal and spontaneous activities such as sitting, reading, small group socialization, and people watching.

Site Furnishings:

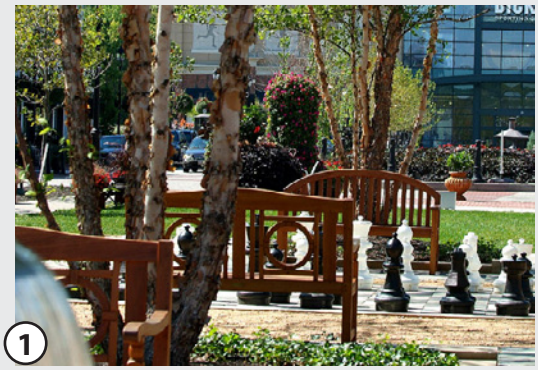
Furniture within Warfield Mews may match the standard street furniture within the neighborhood or it may vary, if the selected furniture style, color, and material be compatible with the design aesthetic of the Mews itself. Black, dark green, or similar dark color is recommended; white is not. Wood furniture may be acceptable if compatible with the design aesthetic. Furniture, art, fountains, and lighting should respect Warfield Mews as a simple, garden-like, and unpretentious open space. Significant structures, such as trellis or gazebo, are not recommended given the small size of the mews.

Decorative fountain(s) that match and are compatible with the overall design aesthetic of the Green may be included. If included, fountains shall be modest, simple, and designed so that, in winter when the water is off, the fountain itself remains attractive. Fountain(s) may be an identifying element of the Mews, providing unique identity, white noise, and interest.

Public art may also be an identifying element of the Mews, creating a focal point within the space. However, given the small size of the space, the design should not have an over abundance of fountains, art, furniture, or similar elements.

Reference plan on p. 99 for labels

Warfield Mews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Reference plan on p. 99 for labels

Lighting:
Lighting shall be modest, subtle, and even, with limited or no light poles. Lighting design approaches may include 1) bollard lights, either matching the standard street light or matching the furniture design approach described above; and 2) lights on fountain(s), trees, art, or similar elements.

Sustainability:
Sustainable design strategies should include one or more of the following: 1) maximize pervious surfaces; 2) porous paving and/or crushed/decomposed granite or stone for walking surfaces; 3) underground cisterns for collecting/harvesting rainwater; 4) bioswale, if designed to be an integral part of the design aesthetic; and 5) protection of the night sky.

*** See the Material and Element Standards on the following pages for additional criteria.**

4.3 Amenity Space: Material and Element Standards

Overview:

The purpose of the Amenity Space Material and Elements Standards is to ensure and maintain a consistent, high-quality built environment in the Warfield Neighborhood as a new mixed-use neighborhood which supports the vision for the redevelopment of Downtown Columbia and exemplifies the character and experiences of the best urban spaces.

The Material and Element Standards include criteria for the following components of amenity spaces:

- Hardscape
- Landscape
- Site Furnishings
- Lighting

All applicable building codes, laws, Acts, life safety codes, ADA, environmental regulations, development approval processes, Howard County, State, and Federal regulations and permitting processes, and similar regulations must be adhered to and are not superseded by the *Warfield Design Guidelines*.

Developers shall follow the alternative compliance procedures found in the Howard County Landscape Manual and submit landscape plans prepared by a registered landscape architect certifying that the landscape plans meet the design intent specified in these guidelines, including plant species selection or comparable alternative.

Throughout the *Guidelines*, the use of the word "shall" identifies mandated criteria. "Must," "required," and "mandated" are additional words with the same meaning. The use of the word "encouraged," "should," or "recommended" identify criteria which are desired. In some instances, words such as "discouraged," "avoid," and "not permitted" identify practices, materials, or systems which are not allowed in the Warfield Neighborhood redevelopment.

Overview:

Throughout Warfield, various paving types shall be employed to denote the different zones and uses of hardscape areas. For example, where a sidewalk adjoins a plaza seating area, a change in paving type differentiates a movement zone from an area of rest. The hierarchy of spaces is encouraged to be reinforced through the creative, yet restrained, use of different paving options by varying material, pattern, color, and/or texture. Unlike the more uniform streetscape, hardscape areas within amenity spaces are encouraged to differ from and contrast with the typical street sidewalk paving. Hardscape areas within amenity spaces shall contribute to the overall design intent and character of the space and compliment the adjacent architecture (see Amenity Space Types p. 77-101 and Architecture section).

Materials:
Hardscape shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement systems are encouraged where appropriate, however, pervious asphalt is not allowed in amenity spaces. Local materials are encouraged and should be selected when feasible. Lightly colored or high albedo materials for paved surfaces are encouraged.

Details:
Hardscape paving materials shall meet or exceed all mobility and accessibility requirements. Changes to paving material, pattern, color, and/or texture shall occur between different zones and uses of the amenity space areas.

Overview:
Throughout Warfield, various tree and plant types shall be employed to denote the different zones and uses of landscape areas. For example, shade trees shall be used to shelter seating areas, long swathes of perennials or grasses may edge movement zones, and grass lawn areas may occur in quiet, informal gathering areas. The hierarchy and character of each open space is encouraged to be expressed through the creative use of different plant materials (see Amenity Space Types). Tree species used for street trees shall not be employed randomly (out of alignment along the street edge) in adjacent open spaces (see Street Design section). With a focus on native and adaptive plantings, the criteria below shall guide the plant material palette for the amenity spaces. Vegetation on the list of Maryland Species of Concern shall not be used.


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Shade Trees: (1)
Tree Crown: Density of tree crowns should be considered when choosing tree species and used where appropriate. Crown density and spacing of trees can negatively affect street lighting, cleanliness, shade density, sight lines to retail and buildings, and safety, when used inappropriately. Shade trees used in plazas, streetscapes, and courtyards should reflect the intended use of the space and balance between ecological function and aesthetic value. Shade trees in amenity areas should consider the desire for adequate filtered sunlight reaching the ground plane and understory plantings. A variety of species and/or sizes at time of planting are desired.

Soil Compaction: Preventing soil compaction should be considered in tree species selection and placement, especially in urban settings. Avoidance of excessive movement over tree root zones and the use of root protection materials (such as Silva Cells or other MDE approved systems) should be considered, to allow stormwater infiltration and promote tree longevity.

Color and Texture: Color variation and textural qualities should be noted and considered when selecting certain shade trees. A variety of seasonal color and/or seasonal color varying among amenity spaces should be considered. Certain species have been cultivated to be thornless, fruitless, disease and insect resistant and are preferred in high use and stressed environments. Shade trees known for excessive plant litter and weak limbs should be avoided in high-use pedestrian and vehicular areas, in order to prevent injury and utility damage. In these high use areas, shade trees should be pruned to not

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impair specified circulation routes for pedestrians, cyclists, and vehicles.

Zone Hardiness: Appropriate hardiness of shade tree species should reflect the climate zone of the intended planting area. Although the site's climate zone may be consistent, microclimates within the site may exist and will inform specific plant selection based on sun exposure, slope, and soil condition.

Rainwater Planters and Tree Pits: Trees should be able to withstand both heavy water inundation and drought conditions.

Growth Habit: Trees known for root upheaval, water sprouts, or knees should be planted in areas away from pedestrian movement, to prevent personal injury or circulation disruption (unless alternative root protection, root barrier, or root growth methods are implemented). Invasive trees should be avoided to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list). Appropriate scale of the shade trees' eventual growth (both eventual height and root mass) should be taken into consideration when deciding tree species, spacing, and proximity to buildings, parking, and utilities.

Biodiversity: A variety of trees should be used to promote local bio-diversity and healthy resiliency against insects and diseases. In an urban setting, for both streetscape and amenity areas, the same tree genus should not be used for more than approximately ten percent of the entire planting design.

The Standards for Street Trees (i.e., trees along a street curb line) differ from Amenity Space trees; **for Street Tree requirements, see p. 56**.

Specimen/Ornamental Trees: (2)

Tree Crown: The crown and density of specimen/ornamental trees will vary greatly. Selection and placement/spacing of trees should support the desired design aesthetic, whether in small clumps for accent, in rows to reinforce linear references, or in random/organic patterns to strengthen a natural aesthetic. Specimen trees may be used to denote a place of significance, frame views, accentuate a façade or sculptural piece, or add visual and seasonal variation to a planting area. Specimen/ornamental trees should not be overused. Appropriate scale of specimen/ornamental trees, eventual growth (both eventual height and root mass) should be taken into consideration when deciding tree species, spacing, and proximity to buildings, parking, and utilities.

Soil Compaction: Same as above, under Shade Trees.

Color and Texture: "Specimen/ornamental tree" refers to any tree specially noted for its high visual quality of bloom color, foliage color, texture, visibility, or placement in the landscape. Typically, specimen/ornamental trees are lower growing trees, single or multi-stemmed, which can be planted in massings, small clusters, individually, or in large planters. Specimen/ornamental trees are noted for flowers, color, and texture. Avoid overuse of specimen/ornamental trees that bloom at the same time of year and consider a staggering of species and bloom times that last for different durations and begin and end at different times.

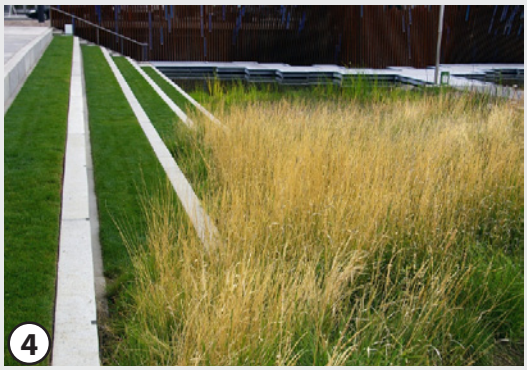
Zone Hardiness: Same as above, under Shade Trees.

Growth Habit: Invasive trees should be avoided to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list). Trees known for root upheaval, water sprouts, or knees, should be planted in areas away from pedestrian movement, to prevent personal injury or circulation disruption (unless alternative root protection, root barrier, or root growth methods are implemented). Those with fragrant flowers may attract stinging insects and should be located an appropriate distance out of reach from pedestrians. Maintenance costs and considerations should be weighed when choosing ornamental tree species that require constant attention.

Biodiversity: Same as above, under Shade Trees.

Shrubs: (3)

Design Objectives: Planting areas, massings, and large planters are typically the best locations for shrubs. They may be used to control circulation by guiding the movement of pedestrians and cyclists. Shrubs may be used for screening against views, wind, sun, and similar. Shrubs should grow to (or be maintained at) a height that will not obstruct views, block visibility, or create unsafe areas. Shrubs should be spaced for eventual growth and expansion, depending on size of the plant upon installation. Evergreen and deciduous shrubs should be used to create year-round range of colors, textures, and interest in the landscape. Shrubs used in masses or as hedges should be of the same genus and species and not intermixed. However, intentionally naturalized areas or designs that intend to mimic a more organic or natural environment may be mixed.



Color and Texture: A variety of evergreen and deciduous shrubs are recommended. Leaf color, texture, and flowers, as well as growth habit, should be varied and selected to support a particular design aesthetic. A shrub's fragrance, whether pleasant or odious, should be considered; unpleasant fragrant shrubs should be avoided.

Zone Hardiness: same as above, under Shade Trees.

Growth Habit: Shrubs with poisonous berries or shrubs that attract stinging insects should be located an appropriate distance out of reach from pedestrians and children. Importantly, shrub plantings around playgrounds and playscapes shall avoid thorns, bright berries, and insect-attracting flowers. Invasive plants should be avoided to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list).

Rainwater Planters: Shrubs should be able to withstand both heavy water inundation and drought conditions.

Biodiversity: Same as above, under Shade Trees. Native and drought tolerant shrubs are desired.

Grasses and Perennials: (4)

In this section, "Grasses" refers to a blend of native and ornamental grasses other than sod. Grasses and perennials may be planted in massings, clusters, grids, or borders, but should not be planted alone unless in planters or pots. A blend of non-invasive, native and exotic grasses should be used to exhibit regional character while adding exotic interest and variety. Grasses that grow above 48" should be avoided for security and wildlife issues.

Growth Habit: Invasive plants should be avoided to prevent spread of noxious seeds, roots, or rhizomes (refer to local invasive plant species list).

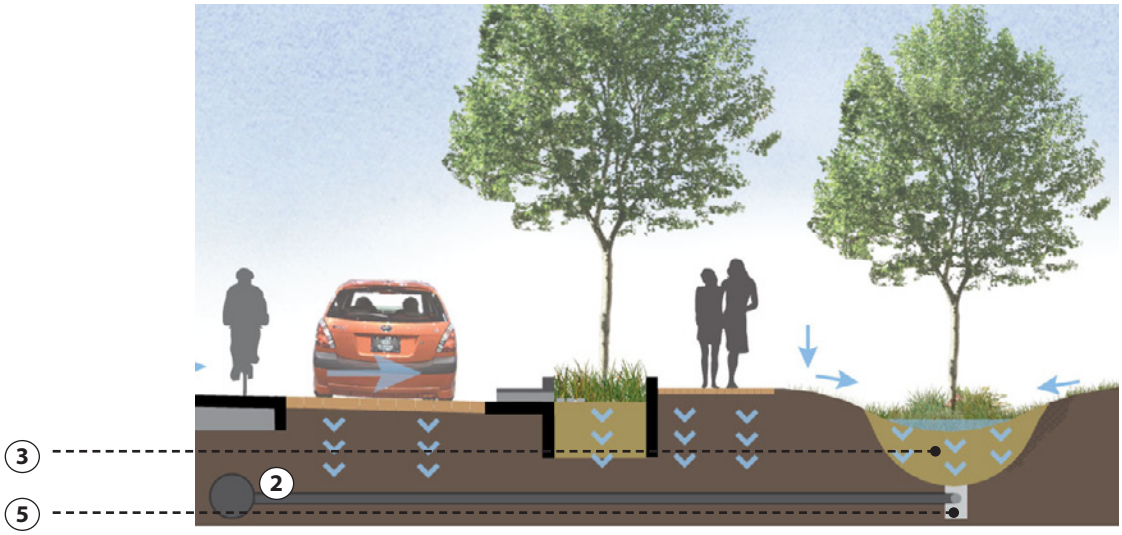
Rainwater Planters: Grasses intended for rainwater planters should be able to withstand both heavy water inundation and drought conditions.

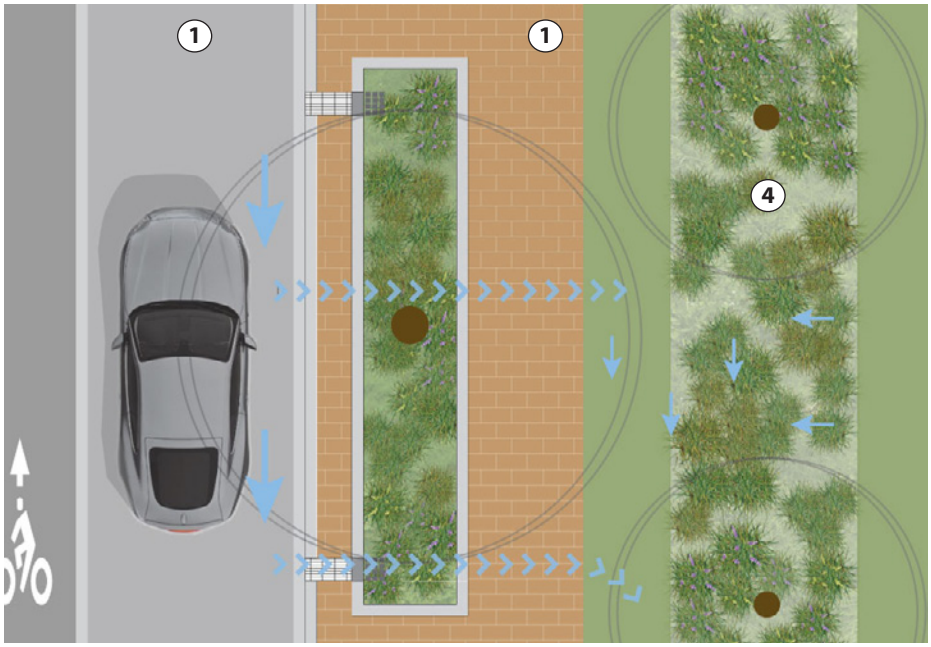
Rainwater Gardens

Rainwater gardens (also know as bioswales or vegetated swales) are a form of bioretention that is used to capture and filter or evapotransporate stormwater. In Warfield, rain gardens shall be used for this purpose, but detailed in a manner consistent with a more urban environment.

Details:

- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; select plants that provide diverse seasonal color and texture, as well as fragrance.
- Along the street edge or where ground floor retail is located, trees shall be limited to 8 feet clear for visibility and safety.
- Select flowering species that attract wildlife including hummingbirds, skippers, moths and butterflies, songbirds, and additional pollinators.
- Design for a meadow-like mixture of herbaceous plant texture, height, and color with some groves of small-medium height trees as appropriate to space and design constraints.
- In this more organic/natural arrangement, plantings are typically free-form but include grouped species. Plant shrubs in groups of 3-5 of the same species and plant herbaceous plants in groups of 5-7 (or more for large areas) unless a more random planting arrangement is desired.





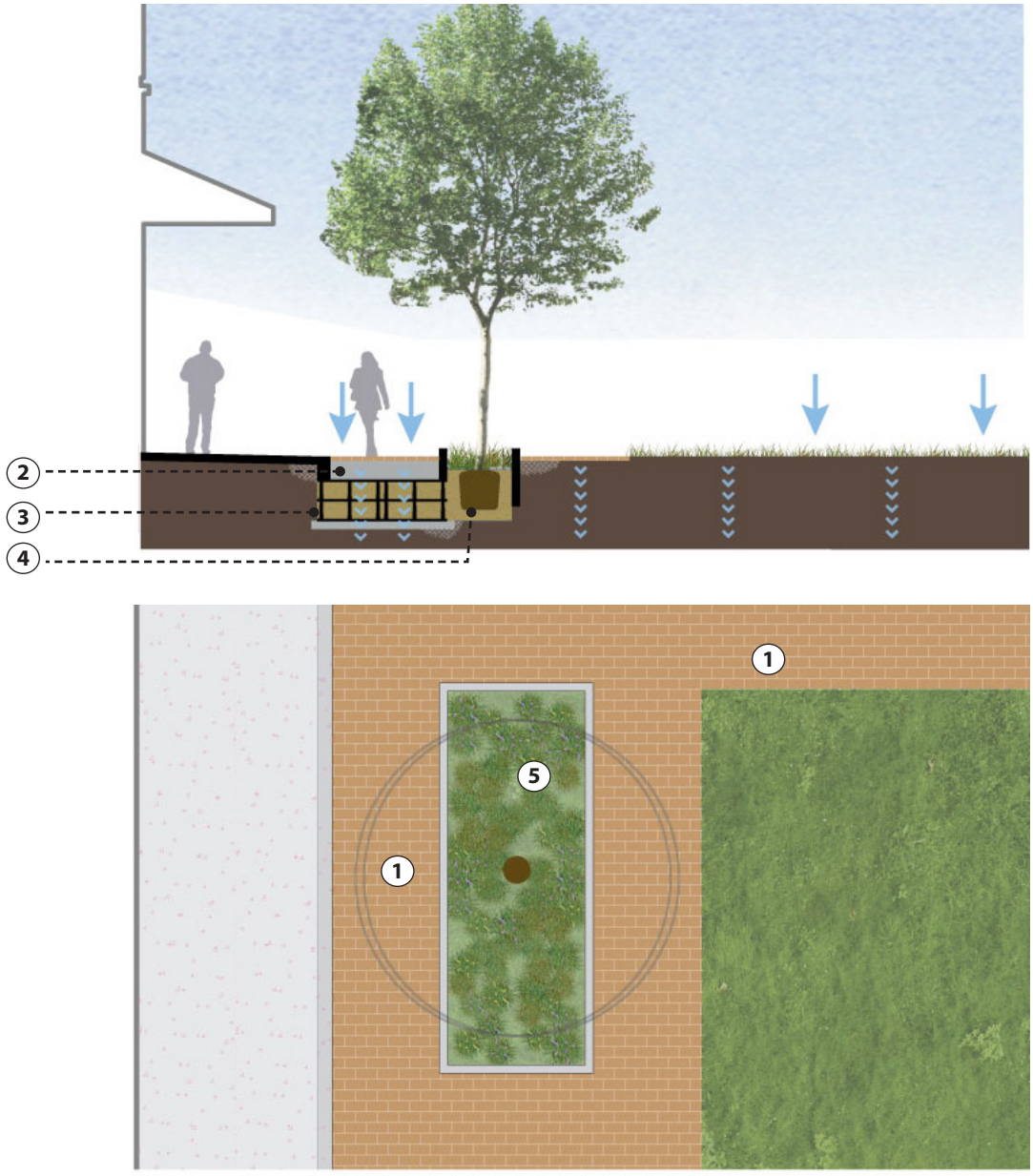
1. Permeable Pavers in walkways (parrallel parking, optional)
2. Storm drain
3. Uncompacted Soil Media
4. Rainwater Garden/ bioretention/ bioswale
5. Exfiltration trench with overflow pipe

Rainwater Planters:

Rainwater planters shall be used throughout Warfield as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Within the amenity spaces, rainwater planters shall be incorporated to increase the permeability of the ground plane and capture stormwater runoff from the paved areas. These planters shall be integrated as structural planter elements within the urban landscape, sidewalks, and plazas. **(**For Rainwater Planters along a street edge, different criteria apply; see p. 60**)**

Details:

- Rainwater planters shall be recessed to accommodate stormwater collection, with a 4-6 inch curb or border, or a low, 8-12 inch fence.
- Utilize plant species native to Maryland and the Piedmont physiographic province (preferably native to Howard County).
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per MDE regulations.
- Select shade tolerant, partial shade, or full sun tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing and allow for access needs.
- Consider plant height at maturity and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions
- Design for complementary mixtures of foliage, to provide interest and contrast in form, texture, and color; select plants that provide diverse seasonal color and texture, as well as fragrance.
- Where ground floor retail is located, trees shall be limited to 8 feet clear for visibility and safety.
- Select flowering species that attract wildlife including hummingbirds, skippers, moths and butterflies, songbirds, and additional pollinators.
- Plant shrubs in groups of 3-5 of the same species and plant herbaceous plants in groups of 5-7 (or more for large areas) unless a more random planting arrangement is desired.

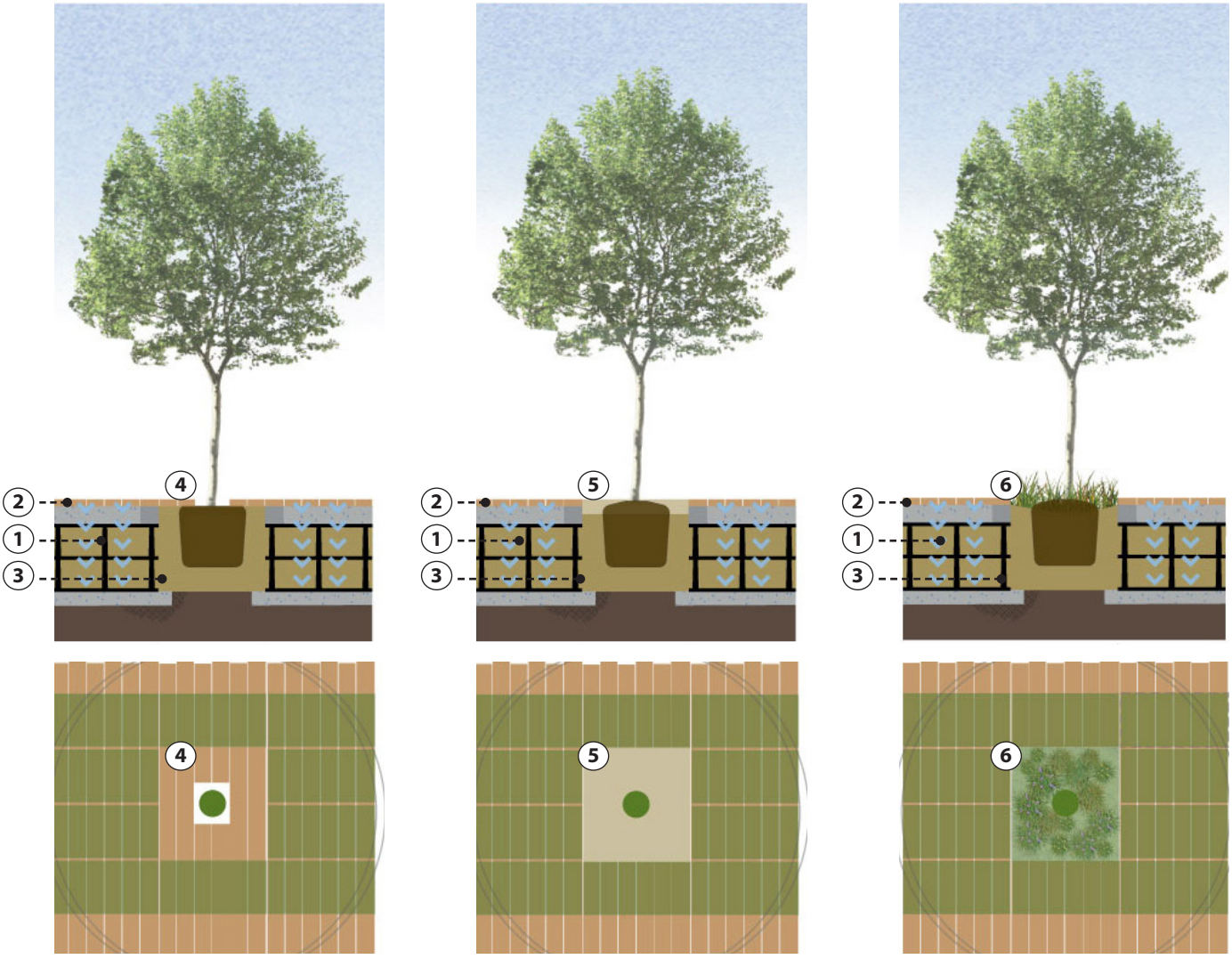


1. Porous Pavement
2. Permeable Sub-base
3. Silva Cell or other MDE approved systems
4. Uncompacted Soil Media
5. Rainwater Planter
6. Curb Inlet

Rainwater Tree Pits

Rainwater tree pits, as illustrated on the facing page, can provide two advantages over the typical tree pit: longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or other MDE approved system) the capacity to capture rainwater is increased, creating a cavity to store additional water while allowing tree root growth. The structural grid supports the hardscape and pedestrian or vehicular loads above while keeping the soil around tree roots from compacting and stunting the growth of the tree.

Details:
Rainwater tree pits can be detailed in three ways, with tree grates, permeable pavers, or plant materials at the surface (see images on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.



Rainwater Tree Pit: Pavers

Rainwater Tree Pit: Grates

Rainwater Tree Pit: Plantings

1. Silva Cell or other MDE approved systems
2. Permeable Sub-base
3. Uncompacted Soil Media
4. Permeable Pavers
5. Grates
6. Plantings

Benches, Tables, and Chairs

Outdoor seating is an important element in a vibrant, urban neighborhood, providing places for social interaction and recreation. When outdoor seating is comfortable, clean, and convenient, visitors will be encouraged to stay and enjoy Downtown. Benches, tables, and chairs within the Warfield amenity spaces, away from the street edge, shall be differentiated from the typical street furnishings. Whereas the street furnishings shall be uniform and consistent throughout Downtown, furnishings within the amenity spaces shall be unique and expressive of the overall composition and character of the space. Opportunities for benches to serve as public art pieces are strongly encouraged, as are a variety of styles, materials, and colors. Restaurants are encouraged to select furniture which reflects their individual design.

Materials: Benches shall be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material (**see criteria for individual Amenity Space Types on p. 77-101**). Materials with a high percentage (75% or more) of recycled content are encouraged. Other materials may be used for benches that serve as public art by special exception.

Details: Benches should be surface-mountable or able to be embedded in paving. Tables and chairs may be either permanently placed/mounted or moveable.

Fountains

Fountains are encouraged to be incorporated into the Warfield amenity spaces to act as focal points and public art (**see criteria for individual Amenity Space Types on p.77-101**). Beyond simply adding visual interest, fountains may be used to activate a space or create white noise. Fountains shall be designed to be integral to the overall composition and character of the open spaces. Integrating rainwater harvesting and use within the fountain design is encouraged.

Materials: Fountains shall be constructed of long-life, durable materials.

Details: Fountains are encouraged to be designed with consideration of year-round attraction and amenity and shall be designed in consideration of safety, accessibility, and maintenance.

Pots and Planters

Pots and planters should add interest, color, and pedestrian scale to the amenity space. Low-maintenance planters with perennial and annual plantings are highly encouraged throughout Warfield, but shall be appropriate to the overall design of the amenity spaces in which they occur. Moveable pots and planters shall be used where permanent planters may limit the versatility and use of an open space.

Details: Pots and planters shall be of a durable, low maintenance material. Materials with a high percentage (75% or more) of recycled content are encouraged. Pots and planters shall not impede pedestrian circulation or block visibility.

Bollards

Bollards shall be used in amenity spaces primarily to protect pedestrians from vehicles, but may also be used to add visual interest and provide ground-level lighting.

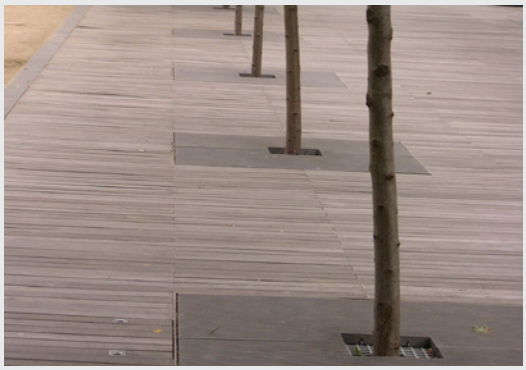
Details: Bollards shall be of a durable, low maintenance material. Bollards may be permanent or removable, depending on the desired limits of access. Removable bollards are recommended where possible in order to provide maximum flexibility.

Tree grates

Tree grates are appropriate in amenity spaces with high pedestrian traffic. In Warfield, tree grates shall be used near transit stops, plazas, and other appropriate locations. As part of the streetscape, tree grates shall be consistent throughout Downtown; when used in Warfield amenity spaces away from the street edge, tree grates may be of a different design coordinated with the amenity space character.

Materials: Tree grates shall be metal (steel or cast iron). Materials with a high percentage (75% or more) of recycled content are encouraged.

Details: Tree grates shall be properly maintained and cleaned for the safety of visitors and for the welfare of the trees they protect.



Waste/Recycling Stations

Materials: Waste and recycling receptacles shall be metal or a combination of wood and metal.

Details: Waste and recycling receptacles shall be coupled together and shall be conveniently located in all public amenity spaces. For sanitation purposes, receptacles shall have a rain guard over the main opening and shall conceal the main recycling or trash container.

Smoking Receptacles

A non-smoking environment is the goal of the Warfield Neighborhood; however, proper disposal of tobacco products is necessary to avoid littering and fire hazards.

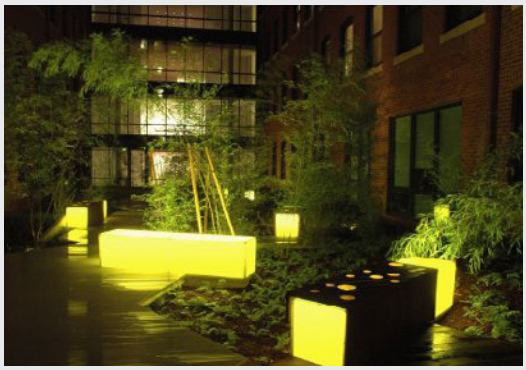
Materials: Smoking receptacles shall be metal.

Details: In most instances, smoking receptacles shall be placed adjacent to or nearby waste receptacles. Any exterior designated smoking areas shall be located at least 25 feet away from building entries, outdoor air intakes, and operable windows.

Lighting

Lighting in amenity spaces shall change in scale and type according to the adjacent use and the scale and character of the space. Light fixtures used as standard types for streets shall not be employed randomly (out of alignment, away from the street edge) in adjacent amenity spaces (see Street Design, p. 70). A variety of lighting types are encouraged in amenity spaces and may include pole-mounted, bollard, sconce, step, and similar.

Materials: All light poles and fixture housings shall be metal. All lighting fixtures are encouraged to be Dark Sky compliant, as defined by the International Dark Sky Association (IDA). Lamp color and quality should be Ceramic Metal Halide, 80+ CRI, and 3000 to 3500 K. For these pedestrian-scale area lights, lamping of 70-100 watts shall be used. Alternatively, LED fixtures are encouraged with a lamp color near 4000 K.



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