



Meeting Summary
November 10, 2021

Attendance

Panel Members: Fred Marino, Chair (recused for review of plan #21-12)
Dan Lovette
Vivian Stone
Larry Quarrick

DPZ Staff: Anthony Cataldo, Nick Haines and Melissa Maloney

1. **Call to Order** – DAP Vice Chair Robert Gorman opened the meeting at 7:17 p.m.

2. **Review of Plan No. 21-12, Brompton Phase III, Elkridge MD**

Applicants and Presenters:

Owner\Developer: MURN
Engineer: Rob Vogel – Vogel Engineering & Timmons Group
Landscape Architect: Michael Pullano, Brian Reetz – Design Collective
Architect: Chad Atwater – J Davis

Background

The 8.3-acre site is comprised of Parcel J-1, zoned CAC, which fronts Route 1 and has access via Blue Stream Drive. The CAC (Corridor Activity Center) zone allows pedestrian-oriented, urban activity centers with a mix of uses that may include retail, service, office and residential. The property is the final parcel in the Blue Stream community with Route 1 frontage. The Design Advisory Panel reviewed this project on June 12, 2019 and made comments regarding design updates that should be considered moving forward. The property has been updated from the previous submission to provide for the changing community needs.

Applicant Presentation

Blue Stream is located north of 175 on southbound side or west side of Route 1. It is located north of Howard Square and south of Route 100. The flea market and retail are off to the north along Route 1.

The Brompton Phase III plan is the last undeveloped parcel of the Blue Stream community. All other sections of Blue Stream have been constructed or under construction, this includes two sections of apartments and three neighborhoods of townhomes. The entire project is intending to be residential which takes advantage of a recent Zoning Amendment that allows the applicant to buy out the nonresidential component which would otherwise be required. Various amenities have been included in the Blue Stream development.

The site is currently vacant with an existing below grade SWM facility. Some constraints with the property include a substantial change in grade at the center of the property frontage along Route 1 that dips down and back up again and underground storm water management in the parking field. Storm

water management for the site is grandfathered to the old regulations and they are handling significant quantity control only with existing infrastructure.

The Brompton Phase III project includes a collection of three different buildings; a free standing 4-story apartment building (55 feet tall) at the corner of Blue Stream and Route 1, two sticks of 3-story townhomes fronting Blue Stream Drive, and a wrap style building with an integrated internal parking structure that is hidden from the outside. Vehicular circulation comes onto the site through the main entrance and circles around the parking lot next to the clubhouse between the collection of buildings. Trash and recycling areas are inward facing and contained inside the building. The trash pickup will be screened with landscaping from the parking lot. There is also a secondary trash area at the back of the site up against the existing townhomes.

Architectural focus points will be included on the buildings to break up the façade along Route 1 as you turn into Blue Stream and continue into the site. There is a strong viewpoint of the clubhouse with landscaping and a drop off area. With regards to the change in elevation along Route 1 the applicant undulated the façade, created a retaining wall with landscaping. The architecture of the main building is modern and contemporary but is influenced by projects in the area of the Thomas Viaduct and adds to the streetscape along Route 1. The building will be primarily brick with lap vertical siding up top and large openings to allow a lot of light and transparency. Setbacks, balconies and gray siding will be applied to some sections to break up the facade. The 3-story townhomes will also have the same contemporary look to fit into the community. Different brick colors and detailing will be used.

There was a focus on the entry to the site and the clubhouse that will be the center of the community activity which will include grills, firepits, a trellis tv, dining pods and a pool area with pool house and bathroom access. There is also a playground with seating areas and a bark park with a shaded structure including gaming areas and decorative lights in the back of the site. Community gardens will be available with small dining pods along the Route 1 side of the development. The change in grade in the middle of the site on Route 1 resulted in a 10 foot two-tiered wall that will have multiple levels of landscaping incorporated. Six-foot-high security fencing and landscaping will run along the perimeter to enclose the amenity areas. To tie this section in with the existing community the same materials of brick and stone will be used. There will be special pavers at the main entrance leading to the clubhouse.

Previous DAP Motions/Responses:

DAP made the following motions at the June 12, 2019 meeting in reference to the Brompton III project.

DAP Vice Chair Gorman made the following motion:

The applicant explores expanding the dog park and adding seating at both ends of the large parking island.

The applicant has expanded the dog park and incorporated seating areas in the space.

DAP Vice Chair Gorman made the following motion:

The applicant considers adding small trees behind the townhouses and between garages.

The applicant has included small trees behind the townhouses in between the garages.

DAP member Quarrick made the following motion:

The applicant explores expanding on-street parking along Blue Stream Drive and Coriander Place as a way to increase guest parking.

The applicant will be providing parking in the form of 92-space surface parking and 355-space parking garage.

DAP Member Stone made the following motion:

The applicant explores adding green space or better link the island in front of the townhomes to the pool area.

The applicant has addressed many of the comments about connecting to the adjacent property and the green and amenity spaces, particularly the location of the pool.

Staff Presentation

Staff thanked the design team for the thorough revised plan presentation of the Brompton III property. Staff noted that DAP last saw this project in June 2019 where a different format was presented. Due to Council Bill 8- 2021, effective May 2, 2021, which amended the Zoning Code to allow CAC zoned properties to reduce the required commercial square footage, the applicants have decided to update their design for the site. DPZ would like DAP to evaluate this new design and make recommendations on the new orientation and layout and how it interfaces with Route 1. Please make comments on the architecture and the scale since this has changed since the last presentation. DAP should advise if this fits in with the surrounding neighborhood and comment on the amenity and open spaces if they work within the context of the project.

DAP Questions and Comments

Site Design

Amenity Spaces

DAP appreciated the improvement from the last review and highlighted the connection between the clubhouse, pool, firepit and playground areas. DAP inquired if the entire site will be fenced with the decorative metal fencing and if these amenities are only available to the residents of the community.

The applicant responded that the amenities on this site will be for the residents. The adjacent community has its own amenities for their use.

DAP inquired if there will be a pathway connection between the bark park and the community gardens along Route 1.

The applicant advised it is a little tight there, but they could explore putting in a pathway to connect the two spaces. It will depend on how the grading works since there is a 4-story building and very shallow area makes it challenging.

DAP inquired how residents can get out to the bark park and if there will be a corridor from inside the building.

The applicant advised that there will be a corridor that comes out of the building and connects to the pathway in the bark park. There will also be access to the stair tower at the end.

DAP commented that there seems to be multiple exits to these spaces but depending on where your unit is located residents may need to spend more time in the interior corridors to get to the amenities. DAP advised that it would be nice if all the amenities were connected and residents could walk a loop around the property.

DAP inquired if someone in the community garden area could exit out of the gate to the sidewalk along Route 1.

The applicant responded that there will be a key fob on the gate for security reasons, but that residents can exit to the sidewalk.

Architecture

Overall

DAP likes the appearance of the facades, especially the brick portions, however the elevation on Route 1 seems a little be disjointed; there seem to be too many different languages going on and it would be beneficial if it were simplified. The portions with the gray cement panels seem less successful than the ones with brick or dark vertical siding. Overall DAP likes the portions that are warehouse like with large windows.

DAP commented that the architecture was refreshingly different with a contemporary flare that ties to the industrial path as opposed to the traditional 3 story colonial type facades that you normally see. The warehouse type of architecture is appropriate for the Elkridge area. The different setbacks help break up the solid wall of the building. The large apartment building is tied in with the existing townhouses. DAP appreciated how the applicant celebrated the change in grading with the tiered stone wall and plantings.

Landscape

Overall

DAP commented there was a lot of attention and detail put into the landscaping, but the landscape plan is very conceptual at this time. DAP recommended that as the applicant finalizes the plan they include pollinators, native plants and street trees such as Sycamores and Birches that will help to soften the hard architecture of the site. DAP wants to make sure the landscape design will use color, texture and hopefully native in the final plan.

Storm Water Management

With regards to storm water management DAP inquired if the applicant will address quality as well as quantity.

The applicant advised this is the 1-year old extended detention CPV. They also have detention and are discharging to the Route 1 storm drain system. This underground facility is designed for 10-year and 25-year detention. That was the storm water criteria that was established when this part was developed. They are rearranging and providing the same type of design that includes stone and sand and has great infiltration rates as well. The Route 1 corridor has sand, sand over clay and gravel over clay.

DAP recommended that the landscaping for the grassy areas could include mini bio retention sites so that there can be more infiltration into the ground.

DAP Motions for Recommendations

1. DAP Member Larry Quarrick made the following motion:
The applicant explores the feasibility linking the amenities from the pool to the playground and east to the dog park and community garden area with a pathway.

DAP Member Dan Lovette seconded.

Vote: 3-0

3. Review of Plan No. 21-13, 2796 Rogers Avenue, Ellicott City, MD

Applicants and Presenters:

Owner\Developer: Mr. Kim Sungai (Owner) & Tim Burkard (Developer)

Engineer: Sam Alomer – Mildenberg, Boender & Associates, Inc.

Landscape Architect: David Mitchell- Mildenberg, Boender & Associates, Inc
Architect: Ron Johnston

Background

The 6.3-acre site is zoned R-20 (Residential: Single) and is comprised of Parcel 558 with access to Rogers Avenue. Age Restricted housing is permitted in R-20 zoned properties with approval through a conditional use process. The proposed use will be subject to the requirements established in the Howard County Zoning Ordinance for age restricted housing. The property currently contains one single-family residence, detached garage, and sheds. The property contains a stream that runs from North to South through the Western edge of the property and forest. The surrounding neighboring properties are single family residential and the Northern border of the property fronts along Route 70.

Applicant Presentation

The site is zoned R-20 and the proposal is a 22 semi-detached unit age restricted conditional use project located on 6.3 acres on the west side of Rogers Avenue and south of Route 70. To the south of are four residential homes and to the west of the community are Ellicott Hills condominium townhomes and apartment buildings. The site is approximately 200 feet wide and 2000 feet long which causes some constraint to the design. It was noted that the zoning would have allowed for 24 units, but the applicant is proposing 22 units. 6 of the 22 units are proposed as sticks of 3 townhomes and the remaining 16 units are proposed as semi-detached structures. The open space requirement is 35% and the applicant is providing more to that due to the wetlands and the stream to the west as well sloping of the site east to west. Each unit will be 52' x 28' and all the units will be facing the private road which will be 26' wide and have a 5' sidewalk on one side. The private road will end at a cul-de-sac. The site will be shielded from the existing road by existing trees and the applicant is proposing to add additional landscaping. The building height of 25' will comply with the zoning, which allows up to 34'. The applicant will comply with bulk (set back) regulations and the units will be universal design compliant. The property contains an existing historic house that has not been well maintained and was moved from its original site when Route 70 was built. The applicant is trying to keep most of the wooded land intact and are adding more landscaping than required along the road and along the perimeter adjacent to the existing four single family homes. The applicant will be adding a 750 square foot community building which will be larger than the required 500 square foot building.

The proposed units will be designed to fit in with the existing homes in the area which are traditional homes with gabled roofs and have mostly siding and some brick exteriors. The duplexes will appear as two single family homes that are attached. These homes will be designed to very accessible to 55 and older residents with no steps at the front doors or garages, wide hallways and 3-foot-wide doors. To keep the massing within manageable proportions the units will have a slightly deeper footprint instead of having 3 levels above ground.

Staff Presentation

The proposal is a 22-unit age restricted housing development which intends to build a private road terminating in a cul-de-sac while preserving the environmental features located on the western portion of the property. The applicant will need to go through the conditional use process after DAP. DPZ would like the panel to give recommendations on the orientation, configuration and layout of this site plan and advise if this site fits in with the surrounding community. Since the site borders Route 70 on the northern side please recommend additional ways to both buffer and soften that side of the development. Please advise if there are any additional amenities that would meet the needs of this age restricted community.

DAP Questions and Comments

Site Design

Density

DAP advised this site is like another site that was reviewed off Ilchester Road. The structures seem huge and the site seems overbuilt even though there are 2 less units than approved. The site to the left is very dense, but this site seems like an island by itself.

The applicant reviewed the proposal against the nearby townhouses; that this site is really a transition site between the single-family dwellings, 4-story apartment buildings and 3-story townhomes (units are 55'x70') in the surrounding community. The applicant stated they do want to be respectful of the neighbors and, therefore the proposed 2-unit buildings, not the 3-unit buildings that will be adjacent to the single-family homes. There will also be a landscaping buffer to screen the site. Garages add to the footprint but are necessary since there is not a lot of room for off street parking, but they felt that the having 3 stories would not be appropriate, so they designed the larger footprint.

DAP felt that the scale, proportions and size of the units were rationalized but still unsure about the density.

DAP asked what the depth of the driveway is from the street to the garage and noted if someone has an F150 pickup truck this space would not be enough, the bumper would be in the street, and would interfere with the sidewalk.

The applicant responded that the driveways are 20 feet and that is measured beyond the 5-foot sidewalk, so those driveways would really be 25 feet. The applicant advised they will look at the F150 example and see if they can give more room.

Trash Pickup/Snow Removal

DAP inquired about how trash and snow removal will be handled.

The applicant advised the homeowner's association will need to manage both trash pickup and snow removal. Trash will be picked up at each home as there will not be a central repository. It was noted that trucks can turn around in the cul-de-sac.

Parking

DAP inquired about the lack of on street parking.

The applicant responded that each unit can have 2 cars in the garage and 2 cars in the driveway and there will be 7-8 parking spots by the community building. 94 spaces will be provided and only 65 are required according to the regulations. With that said the applicant agreed to add some more parking spaces near the community center for overflow.

Noise

DAP cautioned that the perimeter along Route 70 will be very noisy due to the traffic and this site seems closer to the highway than the other sites in the community. The rest of the area off Church Lane is quiet. DAP commented that this area near Route 70 has a very high decibel level and inquired about the feasibility of the picnic and outdoor seating area with the noise. DAP asked who constructs the sound wall.

The applicant advised that the 6 units in the back will have a sound wall behind them and the applicant will be doing a study to make sure the backyards of these units will have acceptable noise levels. Additional units and the picnic bench area near the community building may also require a sound barrier to be constructed based on the study. The buildings themselves will act as sound barriers to the other homes in the development.

Sidewalk\Curb & Gutter

DAP inquired why the sidewalk is only on the north side of the road, but not on the south side and asked if it can be on both sides.

The applicant advised that the private road needs to be 26 feet wide and to add sidewalk on both sides would be challenging. The requirement is for only 1 sidewalk.

DAP commented that anytime you can add more sidewalk for pedestrian traffic it should be considered. DAP understands why the sidewalk was put on this side however, the other side of the road connects to Ridge Road, which is a more walkable road for the residents. Ridge Road is a very popular area to walk and it would be beneficial to connect this community by trail or sidewalk.

The applicant advised that there is an existing sidewalk on Ridge Road, and they discussed adding sidewalk to connect the site to it, but some residents in the community are in favor and some are opposed to it.

DAP inquired if curb & gutter are required since this is a private road.

The applicant advised they will have modified curb and gutter.

Trails

DAP advised that although there are some constraints with the environmentally sensitive areas on the site it would be beneficial to have a place for residents to walk on the property even if it is a mulch trail. These pathways could tie in from the community center and around the backs of the units and back out to the road.

The applicant advised that they can have a trail on the northern side of the site, but per DPZ they cannot cross any of the wetlands and the trails will need to be paved. There is a stream, wetlands and some floodplain so it is difficult to add something, and they must adhere to the preservation requirements.

Community Building

DAP commented that the community building feels like it is checking a box, is a small footprint, and doesn't serve a purpose. DAP recommended instead of having the separate picnic tables in the grass, that the team design a patio with a firepit that would be an extension of the community building and possibly a privacy wall that shields the noise. Horseshoe pits or other inexpensive amenities could be added to the green space to give some activities for seniors that are 55+.

The applicant responded that they liked the idea of the patio outside the community center and a more active recreation space.

Architecture

Color Palette

DAP inquired what the elevations will look like for the sticks of 3 townhomes and asked if there will be more variations in terms of color and material. DAP advised they would like to see more earth tones added to the color palette instead of the gray monotone options that were shown.

The applicant responded that for the 3-unit sticks, the right-hand unit would be mirror reversed and added to the left side. They will not be developing a 3rd type of unit for this design. The applicant advised that will be up to the developer to come up with the color palette that will be used. They do want to have contrast between the adjacent units and do not want them to appear as 1 single family building.

Front Loaded Garages

DAP noted that these types of attached homes have the garage placed very prominently. It would be best if the garage door could be a carriage type of garage door that has the appearance of 2 doors that open even if it is only 1 door. Also, a 2-foot wide trellis could be added to frame the garage door and

put it more in a shadow and allow the decorative structure to become more of a feature rather than the garage door itself.

The applicant advised the current door is an upgraded door, but they will investigate the carriage door style.

Driveway

DAP recommended that for maintenance purposes, instead of having a narrow 3-foot strip of grass between each driveway, that decorative (cobble or permeable) pavers be installed instead. There does not appear to be enough room to have a tree in the space between the driveways.

The applicant responded that this is a better solution than the grass strip.

Landscape

Storm Water Management

DAP noted that there were several areas for storm water management and inquired what were the plans for these areas.

The applicant advised they are proposing 4 or 5 micro bio retention areas since a maximum half acre of drainage area is required. The design is not finalized yet.

DAP commented that the bio retention areas can be decorative as well as functional and take on a rain garden look if they are planted with items such as Winterberry and Swamp Milkweed. These plants will flourish in the wet environment.

The applicant agreed to do that.

Trees

DAP recommended that the applicant improve upon the evergreen screen between the community building and Route 70 and they work to establish early. This will help if a sound wall is not allowed. DAP cautioned that the applicant needs to make sure the trees to be saved at the entrance near Rogers Ave have adequate protection during construction. DAP also inquired about the number of specimen trees on site.

The applicant advised there are 4 specimen trees that will need to be removed, but there are more in the back that will be preserved.

DAP Motions for Recommendations

1. DAP Member Larry Quarrick made the following motion:
That the applicant looks at the outdoor picnic area and possibly convert it to an outdoor patio as an extension of the community building possibly with amenities such as a fire pit and horse shoe pit.

DAP Chair Fred Marino seconded.

Vote: 4-0

2. DAP Member Dan Lovette made the following motion:
That the applicant makes the driveways a minimum of 24' long instead of 20' long.

DAP Chair Fred Marino seconded.

Vote: 4-0

3. DAP Chair Fred Marion made the following motion:

That the applicant studies the pathways around the community as well as connecting the proposed sidewalk to Ridge Road.

DAP Member Larry Quarrick seconded.

Vote: 4-0

4. Review of Plan No. 21-14, South Lake Medical Office Building, Columbia MD

Applicants and Presenters:

Owner/Developer: Tonja Potter & Greg Fitchett - Howard Hughes Corporation

Architect: Cope Bailey - Studio Red Architects

Engineer: Carl Gutschick & Dan Sweeney - Gutschick, Little & Weber, P.A.

Landscape Architect: Claire Agre - Unknown Studio

Background

The 6.509-acre site is comprised of Lot 24 zoned NT. The site is currently parking lot adjacent to the Whole Foods in the Lakefront Neighborhood section of Downtown Columbia. The NT (New Town) zoning accommodates pedestrian oriented, urban activity centers, with a mix of uses. The project was previously reviewed by the DAP on September 1, 2021. This presentation was to address previous motions made by the Panel.

Previous DAP Motions:

- DAP made the following motions at the September 1, 2021 meeting in reference to the South Lake Medical Office Building project.
- DAP Member Ethan Marchant made the following motion:
That the southside of the building be studied to address a connection to the waterfront either physically for pedestrians or visually in compliance with the Downtown Columbia Master Plan; including flipping the public terrace from the north side to the south side of the building.
- DAP Member Larry Quarrick made the following motion:
That the applicant incorporates a pedestrian way (connection) that includes centralized plantings and potentially artwork to make a special connection to the lake and the main trail.
- DAP Member Ethan Marchant made the following motion:
That the applicant returns to the DAP with an updated presentation.
- DAP Chair Fred Marino made the following motion:
That the applicant develops a better plan regarding the landscape and pedestrian experience, circulation on all sides of the building, and how it connects along the lakefront to make it a better experience for everyone along the lakefront and inside the building.
- DAP Member Vivian Stone made the following motion:
That the applicant studies the visual connection from within the building to the lakefront.

Applicant Presentation

The applicant reviewed the overall site development history and building design. The lake is an artificial feature of Columbia with some remnant of woodlands and a 35-foot grade change which can cause some access and connectivity challenges from Wincopin Circle down to the lake. The existing

lakefront trail connects through the woods to the library and symphony woods. To the right of the trail a future ADA connection will be added. There is an existing ADA access path next to Bailey Park from Wincopin Circle down to the lake. The primary access to the lake will be from the public pier to a set of stairs to the lakefront path. It is not feasible to put in an ADA access ramp next to the building because of the grade. There is ADA public parking available with access to the trailhead.

The site is asymmetrical, and the building sits in the middle. The primary northern terrace will be a public pier to gather and look out over the water. There will be a public sidewalk over the bridge that connects to the terrace. The north facing 4,000 square foot terrace will have a picket rail with a wood top and wood decking with warm tones. There are a few opportunities for artwork on the pedestrian bridge, trailhead entrance and stair tower from the terrace. The owner can program the small space year-round for yoga classes or small book fair. The applicant is studying configurations of some modular planters that can act as benches for seating.

The plant material would include seasonal ornamental grasses that will bring color and texture. The applicant proposes to plant 6 new trees and install bike racks and benches. The parking screen will include a cable system planted with a native deciduous vine pallet that warps the corner and will have rapid growth. Bignonia Capreolata is being considered as it flowers and can grow 20-30 feet in 1 year and up to 50 feet high, so coverage is not an issue. Small ornamental trees will be planted along the drop off ramp and east facing shrubs and tree plantings will go in along the driveway. This will give a layered, seasonal vegetative screening. The plant palette will include ones that can handle an urban condition while offering habitat and seasonal color. The owner will need to determine if this will need to be managed or if they will let it go. Headlights in the parking garage will not be visible due to the garage end-wall height.

Staff Presentation

The panel saw this project originally on September 22, 2021 and the applicants have returned with a refined plan for consideration today. The project remains a 4-story building with a 2-story parking garage that is immediately south of the Whole Foods building. DPZ would like DAP to make recommendations and comments on the transitions and edge treatments of the refined design. Does the new design enhance and provide for better pedestrian connection to the area and better landscaping with necessary screening? Please advise if the improvements to the terrace provide a stronger pedestrian connection and tie the area together and address the previous motions made by the Panel.

DAP Questions and Comments

Site Design

Overall

DAP does appreciate the macro to micro approach and thorough explanations of the circulation, pedestrian experience and how the landscaping and architecture of the building will work together. DAP commented that this presentation was improved and more clearly shows the context of the area.

ADA Access

DAP was not aware of the planned connection on the south side of the building and if someone needs to get down to the lake in a wheelchair or walker, they can use the ADA walkway on the north side of Whole Foods.

DAP inquired if an elevator could be installed on the deck to allow the handicapped to access the lakefront from the terrace.

Terrace>Loading Dock

DAP does like the textured wood pier proposed for the north terrace but is still concerned about the view into the loading dock area of Whole Foods. DAP recommended having a vertical element on the terrace that could screen the view of the trucks unloading. There was continued discussion of art/screening installation in this key location for consideration by the team. DAP hopes that the pedestrian will be screened from the utilitarian function of the existing docks and then will be able to enjoy the view of the Gehry buildings, the lake, and have a pleasant seating area so people can wait for someone at the doctor's offices.

DAP inquired how this building will fit in with the master plan when the connection from Wincopin circle connects to the lakefront. DAP had previously inquired if the terraces could be flipped to have the public terrace on the south side of the building instead of the north side. The applicant did not explain what will be done on the southside terrace. It seems the applicant did address most of the concerns, but there are few still open.

The applicant advised there will be a tenant accessed terrace that runs the length of the south side of the building that would be screened by the existing woodland. Once the master plan connection is in place, they will have a view of those steps to the lakefront. The applicant advised that the building will adjust accordingly. This is a medical office building. Some of the floors/uses will face the lake. The terrace itself will change and adapt overtime. How the space is subdivided over time.

DAP inquired if there was any thought into how the master plan connection will be integrated into the building.

The applicant advised that this is a medical office building and the building will adjust accordingly with how the space is subdivided over time. Some of the interior floors/uses will face the lake and that the terrace itself will change and adapt overtime.

DAP inquired how people will get down to the trailhead in the loading dock area.

The applicant advised that they can drive down the existing ramp to the parking area or can park in the lowest level of the parking garage which is open to the public. They can also take the elevator down from inside the building.

DAP advised that this area was always perceived as the loading dock and with the new building, the loading dock function may have an impact on the success of this design/how it functions.

The applicant responded that this was discussed extensively by the team. The Howard Hughes Corporation also owns the Whole Foods building and has a great partnership with Whole Foods and is constant communication with them. They would like deliveries and trash pick up to be very early in the morning or later at night and Whole Foods agrees as this building could be a source or potential revenue for them.

Architecture

DAP likes the idea of the elegant, floating building, but commented in the winter the concept will not be as effective when the view of the parking garage will be so prominent.

Landscape

Overall

DAP advised they appreciate the focus on the native plants.

Parking Garage Screening

It was recommended that the vines on the parking lot be managed. DAP likes the clean lines of the building and hope the vines growing on the parking garage will not look so wild and unmanaged. DAP is concerned with how the screening on the garage will look in the winter months when there is no

vegetation. There is concern with the vines growing quickly to maturity, but it does help that it is east facing. Previously DAP requested exploring alternatives for screening the parking garage and that did not seem to happen. DAP discussed the overpass over Route 29 that has art intertwined with the functional screening. It was recommended that the applicant could take another look at this kind of approach with an open mesh like structure that has art incorporated into it instead of the vegetation. They also identified the parking garage by Merriweather that has brightly colored artwork masking the garage.

The applicant advised that the vines will be grown on a cable system made up of lattice work on the entire lower east side of the building. The vines will be Bignonia which can grow 20-30 feet in a year, and they are not worried about coverage. The question of maintenance will be needed so it is not overwhelming. The vines are at the bottom of swale and are east facing so coverage should not be an issue. There will still be character in the winter with the woody vine and cables. The applicant likes the idea of the four seasons and how it will change. The vines will grow up a stainless-steel cable system that will be mounted to the exterior of the structure. They can play with the pattern of the cable and have it crisscross.

DAP commented that the design of this structure will be key so that during the wintertime you still see the elegance of the overall design of the building.

DAP inquired if there will be a challenge for someone to turn around if they drop someone off at the trailhead.

The applicant advised that there will be a designated space for turning around or they may have a T-turnaround. During a Saturday there will be twice as much public parking as there is today because of the use of the lower level of the garage. The building will be closed, but the parking will still be accessible.

Planters

Since the terrace will be on the north side of the building it will not get a lot of sunlight and cautioned the applicant to take that into consideration when selecting their plants for the planter boxes.

DAP Motions for Recommendations

1. DAP Member Larry Quarrick made the following motion:
That the applicant studies the possibility of adding a vertical screening element from the west entry along the terrace tier to the eastern edge to screen the loading dock at Whole Foods.

DAP Chair Fred Marino seconded.
Vote: 4-0

5. Other Business

- a. Thank you to Sujit Mishra for serving two consecutive terms on the DAP. Sujit is at the end of his second term and we will need to look for a replacement. Unfortunately, he was not able to attend the last meeting so we could not thank him in person. Please let DPZ know if the panel has any recommendations for a replacement panel member for consideration. The replacement does not have to be an architect since the panel has good representation but needs to be Howard County resident.
- b. Scooter Station Design Conversation
Spin Scooter and other providers will start to make their applications and redline their plans and put scooters at their project. The scooters will be in public areas in the utility zone and will be in hubs like electric bicycle racks at county locations. They will be designed through

the redline process but will be in accordance with the downtown Columbia/lakefront guidelines. DPZ wanted to have a general conversation about the scooters/stations to gather any DAP comments or concerns that DPZ should be aware of during the future reviews. Most of them will be in the Columbia area and the first one will be at the Gateway building at the county facilities. DAP agreed that the existing guidelines should provide enough direction for review. They did comment that they riders will be utilizing the bike lanes and that they can cause issues since they don't obey traffic laws. DAP also commented that scooters are left everywhere and can cause congestion issues. Scooters make sense around the lakefront to get around, but they can be dangerous on the road. DPZ noted that the applicants are working with the Department of Transportation for the guidelines. It was noted that helmets may be mandatory, but most users do not wear them. There were no follow-up items to be addressed from this conversation.

6. Call to Adjourn

DAP Chair Fred Marino adjourned the meeting at 10:11 p.m.