Binder Lane Apartments is a proposed 285 unit luxury/market rate residential community located on several existing, consolidated industrial sites at the intersection of Route 1 and Route 100 in Elkridge, Maryland. The “T” shaped site fronts Binder Lane to the northeast, has minimal frontage on Route 1 to the northwest and is flanked by private parcels on all remaining sides which, pending future development, will conceal large portions of the building. The site is zoned as a Transit Oriented Development (TOD) and connected to the Dorsey MARC station via Binder Lane and Dorsey Hall Road.

The building itself will be a four level, wood framed structure wrapping a parking deck and will provide a luxury amenity package including robust indoor programmable spaces and an exterior pool and pool deck. Binder Lane itself, where it transitions from Public to Private ownership, will be removed and replaced with landscaping. Grasscrete fire lanes will be provided around the building, as reviewed with the Howard County Fire Department, and sidewalks will connect Washington Boulevard to the pedestrian and street network that ties the project to the Dorsey MARC Station. The northeastern neighboring parcel, adjacent to the on ramp to southbound Route 100, will potentially contain additional walking path and gazebo amenities. Stormwater retention will be treated as landscape features– a series of micro-bioretention facilities along the Binder Lane frontage and a turnaround/drop off at the front of the building will create a vibrant and elegant arrival point to the apartment community.

The facade of the building will be comprised of stone, brick and fiber cement siding. The primary corners of the building are thought of as solid “anchors” consisting of iron spot brick. Infill zones created from fiber cement siding will contrast with a warm gray tone. Fiber cement panels will clad white painted “bays” that further serve to break up the massing and provide visual interest. A modern landscape furniture package will complement the contemporary facade and extend the indoor amenity package to the outdoor spaces. Several other large apartment communities are being constructed in the immediate area with comparable height and massing.

The Route One Design Manual focuses land use on high density residential (among other uses) in the TOD districts. Given the minimal frontage on public streets, a mixed use retail package is not feasible; however, all other aspects of the Manual are addressed within this proposal. The building is pushed as close to the street frontage as permitted and landscape buffers and street trees are designed to accommodate an extensive network of underground infrastructure along Washington Boulevard. The residential density in this location will promote the success of the Train Station and other surrounding development with an increased residential presence and the resulting 24 hour activities.
SITE CONTEXT AT STREET LEVEL
PATH CONNECTIVITY
DESIGN
SOUTHWEST, FROM DORSEY RD + MEMORIAL PARK

NORTHWEST, FROM BINDER LANE

SOUTHEAST, FROM RT 1

1" = 40'
MATERIAL PALETTES + EXTERIOR FURNISHINGS + NATIVE PLANTINGS
PEDESTRIAN AMENITIES

LEO AREA LIGHT
LE330 & LE350

BANCAL BENCH

LOOP BIKE RACK

CONNECT 2.0 SHELTER

PETOSKY LITTER RECEPTACLE
PLATANUS x ACERIFOLIA
LONDON PLANE TREE

AMELANCHIOR
AUTUMN BRILLIANCE

SYRINGA RETICULATA
IVORY SILK

MAGNOLIA VIRGINIANA

ILEX VEERTICILLATA
WINTERBERRY

MYRICA PENNSYLVANICA
BAYBERRY

IRIS VERSICOLOR
BLUE FLAG

VERNONIA NOVEBORACENSIS
NEW YORK IRONWEED