



Meeting Summary  
May 25, 2022

**Attendance**

Panel Members: Robert Gorman, Chair  
Dan Lovette  
Vivian Stone  
Larry Quarrick

DPZ Staff: Anthony Cataldo and Nick Haines

1. **Call to Order** – DAP Chair Bob Gorman opened the meeting at 7:06 p.m.
2. **Review of Plan No. 22-13 Route 1 Apartments, 7540 Washington Blvd, Elkridge MD**

Applicants and Presenters:  
Architect: Jeff Handelman  
Engineer: Benchmark Engineering  
Designer: Design Collective  
Ed Wyman – Wyman Company

**Background**

The property is approximately 9.94 acres and is comprised of Parcel 569, zoned Corridor Activity Center (CAC). 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 immediately adjacent final parcel in the Blue Stream community with Route 1 frontage.

The site currently has a one-story retail and market facility and expansive parking area. The existing one-story facility will be removed and replaced with a new 4 story residential apartment building with associated amenities and townhouse units. The project borders and has direct access to Route 1, access will be provided opposite Kit Kat Road.

**Applicant Presentation**

The site is located next to Trinity Episcopal Church with frontage on US Route 1. The property sits adjacent to existing residential developments on three sides. The parcel is zoned CAC-CLI with an existing strip mall type facility. The property has a high point on the left side with three access points along US Route 1. The applicant is working with the County and State Highway Administration to widen US Route 1 by one lane to get a right turn lane from the northern corner of the property to the main entrance, which will align with Kit Kat Road. The project proposal is for 233 apartment units and 24 townhomes. A 10-foot multi use pathway along the front edge of the property. There will be substantial landscaping, and existing water and sewer service will be utilized. Stormwater management will be a mixture of redevelopment strategies based on a focal point that will integrate into landscaping features. The back of the property currently has a grade separation of six to ten feet but there is a proposed

connection to Quiddich Lane Proposed townhouses along the back of the site will help to naturally make up the grade separation and allow for drive out basement garages in the back.

The recent signalized Kit Kat Road entrance is being used as the primary access into the site and to the proposed parking structure. Construction of a circular entrance will provide parking and drop off options at the front door as well as spaces for the leasing office, with a side entrance for packages and deliveries. Proposing a 10-foot multi pathway with substantial landscaping to buffer busy Route 1 traffic. A courtyard would be placed on the southern side to allow for solar access to the courtyard and the pool area. This courtyard is placed to open up to the adjacent courtyard for the Brompton 3 project, allowing the area more light open air while maintaining some buffering between the two projects. A secondary garage on the west side of the building providing greater access to the townhomes as well as a secondary access over to Route 1. Two service areas along the north and south for multiple service areas such as trash and holding areas for moving in and out of the building. Proposed apartments at ground level will have walk up access. The townhouses would mirror existing town home design on the adjacent Blue Stream property with two stories on the northern side and the majority would have a lower level garage level walkout.

On the multi-family side from the Kit Kat road intersection provides access to the townhomes, as well as emergency access around the building. The applicant is providing a grass paved condition off of Route 1 to provide a convenient emergency access route in lieu of a hairpin turn. To the north would be a secondary courtyard with the option for a proposed dog park.

There is green space located on the northern property edge that is being set aside for future development. The option for commercial or retail development is being investigated for future development.

The building is four-stories with residential units wrapping the internal garage situated closer to the Brompton 3 development. The proposed apartment units would be 1 and 2 bedroom and the parking garage houses about 420 automobiles. The facade will primarily be 25 to 30% brick or stone. Brick is proposed in the highly visible areas along route 1, with possible vinyl siding, subject to costs when the project gets to the building stage. There will be pre finished metal railings, high efficiency vinyl windows and a flat TPO fiberglass flat roof. A four-season terrace with a flexible gaming lawn with a fire pit, a nature based playground and a number of social pods that will provide opportunities for grilling.

The townhomes along the northern border will face quidditch lane and will be split level to assist with making up grade with rear access garage. Their architecture will be comparable in design and scale to match the housing opposite quidditch lane.

### **Staff Presentation**

Staff complimented the applicant on the site design for the proposed 257 units. DPZ would like the panel to make recommendations on the proposed project orientation layout and how it integrates into Route 1 and surrounding building types. DPZ would also like DAP to comment and make recommendations on the edge treatments and transitions along the perimeter, as well as site design and amenity spaces.

## **DAP Questions and Comments**

### **Site Design**

DAP commented that they liked the site design.

DAP asked about using recycled materials and the possibility of incorporating solar panels into the building design.

The applicant responded that the project will be recycling some of the materials for construction and aren't currently adding solar panels to the design but are considering them.

DAP liked the proposed green fire lane, and how the meandering walking path was incorporated into the site.

DAP suggested the applicant look into a trash enclosure near the townhouses ie. a screened area housing the trash elements in place of having the cans along the driveways in the back of the townhouses.

DAP questioned the emergency access road because the hairpin-turn along route 1 would be hard for the fire and rescue services. Assuming it will be an impervious surface, more thought into the access may be needed.

Applicant will work with the fire department to determine what is necessary and required. They will investigate the use of grass pavement which is permeable and has been used in the past for emergency access vehicles. They may also add bollards to prevent vehicular access during non-emergencies.

DAP asked the height of the building along Rt. 1 and if it would block the view to the internal parking structure.

The applicant confirmed the buildings in front along Route 1 is 4-story high and they prevent seeing the parking garage.

### **Sidewalks**

DAP commented about bringing some sidewalks in from the parallel parking area and inquired if there will be a sidewalk along the road in the front of the property.

DAP commented if the sidewalk from Quidditch could connect on the northside to make a loop.

### **Parking**

DAP asked where the guest parking for the project was and if there was any in the parking garage.

The applicant responded that guest parking would be provided for in the garage as well as parallel parking along the back by the townhomes.

DAP asked about ease of access from the parking garage to various entrances into the building.

The applicant explained that there would be an access point in each of the four corners of the garage.

DAP noted the number of elevators and their locations within the building. DAP made a recommendation that a fourth elevator be added to the main building.

The applicant responded that they would investigate the feasibility of adding a fourth elevator.

### **Architecture**

DAP commented that they liked the transitions between route 1 and the front of the building as well as the parking court. They also liked that the units facing route 1 can still have balconies and lower level patios. DAP commented on the elevation of the project and using materials such as stone to break up the buildings. DAP also noted similarities in the architecture and design to the nearby Brompton 3.

DAP commented that the building architecture was forced onto the townhomes and that it looks disproportioned.

The applicant advised that that there is some development that needs to take place to mend the proposed 4-story building and the adjacent colonial townhome architecture with the proposed townhomes.

DAP asked if the sidewalk from

### **Landscape**

DAP liked the overall landscape design and treatments of the individual areas. DAP noted the incorporation of native plant materials into the landscape design. DAP did suggest incorporating some additional greenery and plantings along the rear of the townhomes to camouflage and screen the trash containers. DAP also thought that if the space allows the plantings would lend to the terraced look of the rear of the townhouses.

### **DAP Motions for Recommendations**

1. DAP Member Larry Quarrick made the following motion:  
As the applicant further develops the concept landscape plan that they include a mixture of shade trees, ornamental trees, shrubs and perennials and strive to have approximate ratio of 70% native to 30% non-native.  
DAP Chair Bob Gorman seconded.  
Vote: 4-0
2. DAP Member Dan Lovette made the following motion:  
The applicant considers making a complete loop of sidewalks around the project  
DAP Chair Bob Gorman seconded.  
Vote: 4-0

### **3. Review of Plan No. 22-14 Lakefront North D-1 Update, Columbia MD**

Applicants and Presenters:  
Architect: Brandon Biederman, Melissa Schwartz, HCM  
Designer: Gabe Chung, Design Collective

### **Background**

The project is comprised of parcel D-1, which is zoned NT, the parcel is proposed to be constructed in phases. Parcel D-1 has frontage along roads B and C. The NT (New Town) zoning

accommodates pedestrian oriented, urban activity centers, with a mix of uses. The grading on Parcel D-1 is also set down from Little Patuxent Parkway meaning the proposed interim designs not be as prominent along the roadway. The Parcel D-1 update within the Lakefront Residential North area proposes a small parking garage with an interim public amenity space. The project is proposed to be temporary until the parcel is updated with a new proposed building with commercial retail.

### **Applicant Presentation**

The applicant reviewed the previous presentation for Phase 1 and highlighted that this presentation was focused on the temporary parking proposed for site D1. The plan is to create a two level garage at the south end of the site, with entry into the garage off the proposed new access road. There will be two openings of drive aisles to access the adjacent D2 garage under the apartment building. The second level entrance via car into the D2 garage will be using a ramp or the alternate access via the Sterrett place garage entry. Proposed stair access is provided in the interim landscape area along Road C. The second level of the garage is open air and the east elevation wall is partial height at level 2. A set of stairs to an outdoor terrace is proposed along the main road. The exposed garage has openings for ventilation along the outdoor terrace which provide areas for public art on the wall. The west elevation grade is higher than the east so the parking structure will primarily be below grade on the western edge. The future buildout of phase 2 will be construction atop the garage and outdoor terrace area and conform with allowable maximum building height of 9 stories or 145 feet.

The alternative parking scenario is a surface parking lot in place of the two-story garage. The parking entry would be off of Road B. A retaining wall would be placed along the western edge to make up the necessary grade change. There would still be access provided to the D2 garage from within the parking lot.

An interim public space is proposed along Road C with generous planting zones along the curb, seating, and social gaming options. The interim plan takes advantage of space along the streetscape to ensure it still provides access for community and residents. Looking north on the site there would be some café seating, some sort of social games in the middle, and more café seating to bookend. Road C moves to the south with a large grade change. Adding step edge that overlooks lower terrace to the south. Possibly looking at synthetic grass in the middle to support games, socializing, etc. Generous building frontage along the planned future retail activity.

The team is evaluating planting containers to support greenery along building edge on the west side of interim public space with screen help to provide visual interest along the façade. Proposed furnishings are similar to the rest of the site are proposed to feel integrated with the rest of the development. Along the café seating areas possibly include planters supporting seating along the edges with ornamental trees and native perennials to provide seasonal interest. The scheme A parking garage for interim buildout would have screen walls that wrap the garage to provide air movement but also provide visuals to the activity in the social areas, with plantings to provide a separation between the space and new Road B. Future development of the interim amenity area will provide generous building frontage along with planned future retail activity. The proposed retail space would not encroach on the public space.

## **DAP Questions and Comments**

### **Staff Presentation**

Staff complimented the applicant on the site design and presentation of the proposed parking and amenity area. DPZ felt the panel should have input of the proposed design and how it will fit within the context of the greater Lakefront Development. DPZ requested the panel to make recommendations on the proposed site layout and design.

## **DAP Questions and Comments**

### **Site Design**

DAP commented that they like the proposed design and that it fit with the adjacent property.

DAP asked about the proposed retail building and the extents to which it would occupy after the amenity area. DAP thought the future retail seemed small considering the space that it was to occupy.

DAP commented on scheme b and ask if it was just surface area or if there was any structure.

The applicant responded that they were not anticipating any structure other than a retaining wall.

### **Sidewalks**

DAP commented that they would like to see indentations into the sidewalk if possible to invite individuals into the site. DAP commented on the ADA accessibility of the site.

The applicant explained the layout with sloping sidewalks as well as flush areas to allow access to the game area and terrace and would be accessible.

### **Architecture**

DAP commented on the storefront depths and questioned the shallow units.

The applicant responded that the units are shallow and that they are in negotiations with a larger tenant that would take multiple units. The proposed units would match current adjacent structures. The storefront would engage road C which would bring individuals into a lobby space and then access a second story. It is not envisioned to be typical retail or restaurant space.

### **Landscape**

DAP liked the proposed landscaping and use of planters to bring green space to the area.

### **DAP Motions for Recommendations**

The DAP had no motions for the Lakefront D-1 Update.

## **4. Other Business and Informational Items**

DPZ Staff Anthony Cataldo noted that there is a meeting scheduled for June 8th.

## **5. Call to Adjourn**

DAP Chair Bob Gorman adjourned the meeting at 8:17 PM