

KEEPING FAMILIES TOGETHER IN HOWARD COUNTY

November 8, 2017
Presubmission Community Meeting



Erickson
LIVING

Add more Living to your Life®

www.ericksonatlimestone.com

INTRODUCTION

Our Team

Community Engagement:

Roger Caplan

The Caplan Group

Petitioner:

Steve Montgomery and Scott Sawicki

Erickson Living

Architecture and Planning:

Mark Heckman

Marks Thomas

Traffic Consultant:

Carl Wilson

The Traffic Group

Civil Engineer and Landscape Architecture:

Hank Alinger and Brandon Rowe

Bohler Engineering

Land Use Attorney:

Bill Erskine

Offit Kurman

AGENDA

1. Overview
2. Community Engagement
3. Existing Conditions
4. Updated Proposal
5. CEF Enhancements
6. CEF Zoning Regulations
7. Conformance to Existing Plans and Policies
8. Next Steps
9. Questions

OVERVIEW



Planning for the Growth of the Older Adult Population in Howard County

Creating an Age-Friendly Community

A Report from the Howard County
Department of Citizen Services
2015



Howard County, Maryland
Allan H. Kittleman, County Executive
Phyllis Madachy, Director, Department of Citizen Services
Starr Sowers, Administrator, Office on Aging

- By 2035, **28,108** more residents over the age of 75 will be living in Howard County
- Howard County will be adding **1,124** residents over age 75 per year for the next 18 years
- Howard County residents age 85 and older will increase from 6,606 to **23,334** by 2035

OVERVIEW

Bringing the Erickson Living lifestyle to as many seniors as possible

- National leader of senior housing and healthcare headquartered in Catonsville, MD
- Network of 20 properties in 11 states
- Over 30 years of creating successful Continuing Care Retirement Communities



What is a CCRC?

- Type of retirement community where a continuum of aging care needs are all met on the campus
 - Independent living
 - Assisted living
 - Skilled Nursing
 - Memory Care
- **Average age of residents are 80**



OVERVIEW

Erickson Living's Maryland Communities

Charlestown (*Catonsville, MD*)

- 1,460 independent living
- 317 health care units
- Fully occupied
- ***Wait list of 893 units***

Riderwood (*Silver Spring, MD*)

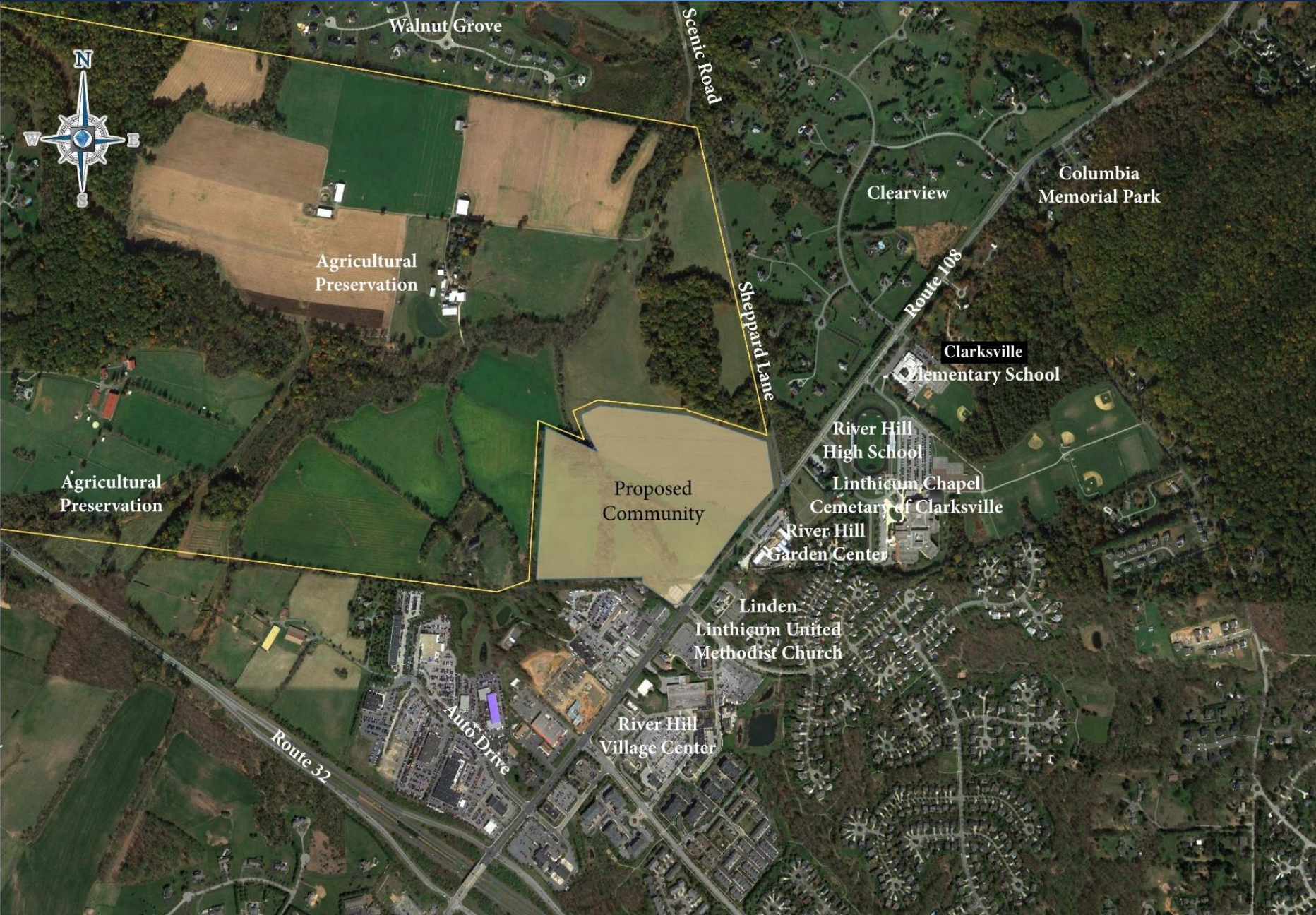
- 2,190 independent living
- 364 health care units
- Fully occupied
- ***Wait list of 642 units***



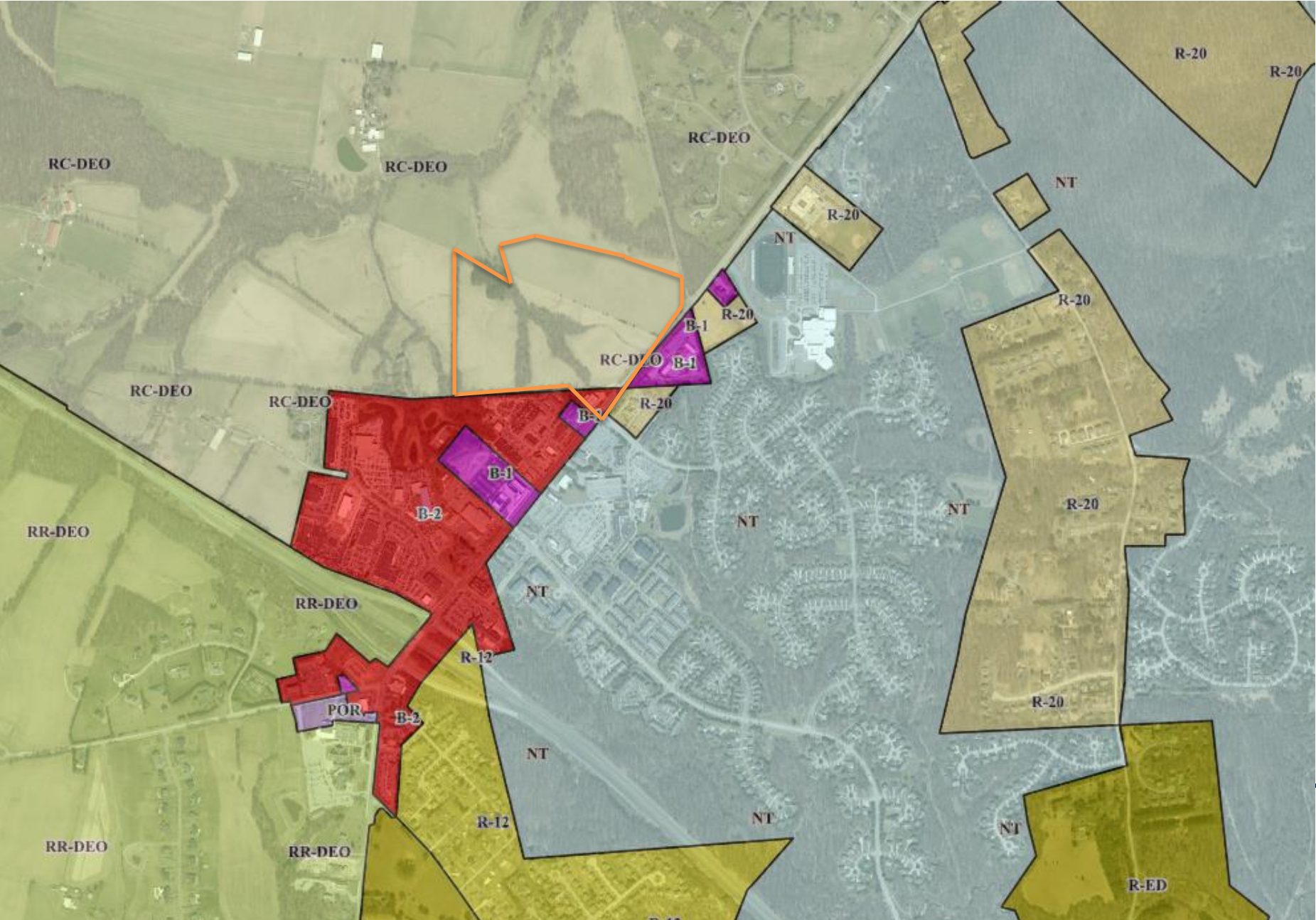
Community Group Engagement

- Informal community meeting (6/15/17)
- Walnut Grove HOA Leadership (6/13/17)
- Linden Linthicum United Methodist Church leadership (8/2/17)
- Clearview HOA Leadership (9/6/17)
- Initial Balloon test (9/6/17)
 - Second balloon test to occur when leaves off the trees (12/2/17)
- River Hill Village Board Traffic and Safety sub-committee (8/30/17)
- River Hill Village Board Development sub-committee (9/28/17)

EXISTING CONDITIONS - CONTEXT MAP



EXISTING CONDITIONS – ZONING



UPDATED PROPOSAL



SITE DATA:

APPLICANT:
OWNER:

AREA:
WATER & SEWER:

UTILITIES:
EXISTING LINES:
CURRENT ZONING:
PROPOSED ZONING:
PROPOSED LOTS:

PREVIOUS FILE NUMBERS:
SITE LOCATION:

NEIGHBORHOOD:
TOTAL ACCESSORY SPACE:
PARKING: GARAGE:
PARKING: DRIVEWAY:

NEIGHBORHOOD:
TOTAL ACCESSORY SPACE:
PARKING: GARAGE:
PARKING: DRIVEWAY:

TOTAL:
TOTAL GARAGE:
TOTAL DRIVEWAY:

*Note: Resident parking is provided in garage/bike

NOTES:

1. BUILDING FOOTPRINTS SHOWN ON THIS PLAN ARE SUBJECT TO THE DEVELOPER'S FINAL DESIGN. THE EXACT NUMBER AND LOCATION OF PARKING SPACES WILL BE DETERMINED BY THE DEVELOPER'S FINAL DESIGN.
2. THE EXACT NUMBER AND LOCATION OF PARKING SPACES WILL BE DETERMINED BY THE DEVELOPER'S FINAL DESIGN.
3. OUTDOOR AMENITIES AND LOCATION OF WALKING COURTS WILL BE PROVIDED THROUGHOUT THE DEVELOPMENT.

NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEER

DEVELOPMENT CONCEPT ILLUSTRATIVE PLAN

PHASING



LEGEND

- STREAM BUFFER
- WETLAND BUFFER
- STREAM
- ROADLINE

SITE DATA

APPLICANT:	BRONKHORST LIVING PROPERTIES, LLC
OWNER:	751 SANDY CREEK LANE BALTIMORE, MD 21208
ADDRESS:	LINCOLNSTONE VALLEY PARK 1000 HERRINGDALE LANE CLARKSVILLE, MD 21030
NEIGHBORHOOD:	NEIGHBORHOOD ONE
PROJECT TYPE:	RESIDENTIAL
PROPOSED USES:	RESIDENTIAL
PREVIOUS FILE NUMBERS:	None
SITE LOCATION:	1000 HERRINGDALE LANE CLARKSVILLE, MD 21030
NEIGHBORHOOD 1:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 2:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 3:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 4:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 5:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 6:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 7:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 8:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 9:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 10:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 11:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 12:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 13:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 14:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 15:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 16:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 17:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 18:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 19:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 20:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 21:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 22:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 23:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 24:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 25:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 26:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 27:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 28:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 29:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 30:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 31:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 32:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 33:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 34:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 35:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 36:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 37:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 38:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 39:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 40:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 41:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 42:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 43:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 44:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 45:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 46:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 47:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 48:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 49:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 50:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 51:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 52:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 53:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 54:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 55:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 56:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 57:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 58:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 59:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 60:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 61:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 62:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 63:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 64:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 65:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 66:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 67:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 68:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 69:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 70:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 71:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 72:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 73:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 74:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 75:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 76:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 77:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 78:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 79:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 80:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 81:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 82:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 83:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 84:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 85:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 86:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 87:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 88:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 89:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 90:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 91:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 92:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 93:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 94:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 95:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 96:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 97:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 98:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 99:	100 INDEPENDENT LIVING UNITS
NEIGHBORHOOD 100:	100 INDEPENDENT LIVING UNITS

- NOTES:**
- ALL PLANNING AND DESIGN ELEMENTS SHOWN ON THIS PLAN SHALL BE SUBJECT TO THE SUPPLEMENTARY SUE AND/OR RESOLUTIONS IDENTIFIED IN SECTION 10.1.1 OF THE CLARK COUNTY ZONING ORDINANCE.
 - THE EXACT NUMBER AND LOCATION OF PARKING SPACES IS SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL DESIGN. THE TOTAL NUMBER OF PARKING SPACES SHALL MEET THE REQUIREMENT IDENTIFIED IN THE ZONING ORDINANCE.
 - OUTDOOR AMENITIES INCLUDE OF SWIMMING POOL, INCREASING FACILITIES AND COURTS WILL BE PROVIDED THROUGHOUT THE LOT.

NOTE: CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEERING AND ARCHITECTURAL REVIEW

UPDATED PROPOSAL



SITE DATA:

APPLICANT:
OWNER:

AREA:
WATER & SEWER:

UTILITIES:
EXISTING LINES:
CURRENT ZONING:
PROPOSED ZONING:
PROPOSED LOTS:

PREVIOUS FILE NUMBERS:
SITE LOCATION:

NEIGHBORHOOD:
TOTAL ACCESSORY SPACE:
PARKING: GARAGE:
PARKING: DRIVEWAY:

NEIGHBORHOOD:
TOTAL ACCESSORY SPACE:
CARE CENTER UNITS:
TOTAL GARAGE:
TOTAL DRIVEWAY:

*Note: Resident parking is provided in garage/bike

- NOTES:**
1. BUILDING FOOTPRINTS SHOWN ON THIS PLAN ARE SUBJECT TO THE DEVELOPER'S FINAL DESIGN AND SHALL BE SUBJECT TO THE DEVELOPER'S FINAL DESIGN AND SHALL BE SUBJECT TO THE DEVELOPER'S FINAL DESIGN AND SHALL BE SUBJECT TO THE DEVELOPER'S FINAL DESIGN.
 2. THE EXACT NUMBER AND LOCATION OF PARKING SPACES AND THE LOCATION OF PARKING SPACES SHALL BE DETERMINED BY THE DEVELOPER'S FINAL DESIGN AND SHALL BE SUBJECT TO THE DEVELOPER'S FINAL DESIGN.
 3. OUTDOOR AMENITIES AND LOCATION OF WALKING COURTS SHALL BE PROVIDED THROUGHOUT THE SITE.

NOTE
CONCEPTUAL PLAN SUBJECT TO FINAL ENGINEER

DEVELOPMENT CONCEPT ILLUSTRATIVE PLAN

VISION

Architectural Character



THE VILLAGES OF RIVER HILL, CLARKSVILLE



WALNUT GROVE, CLARKSVILLE



COMMUNITY CHARACTER: BIKE PATH

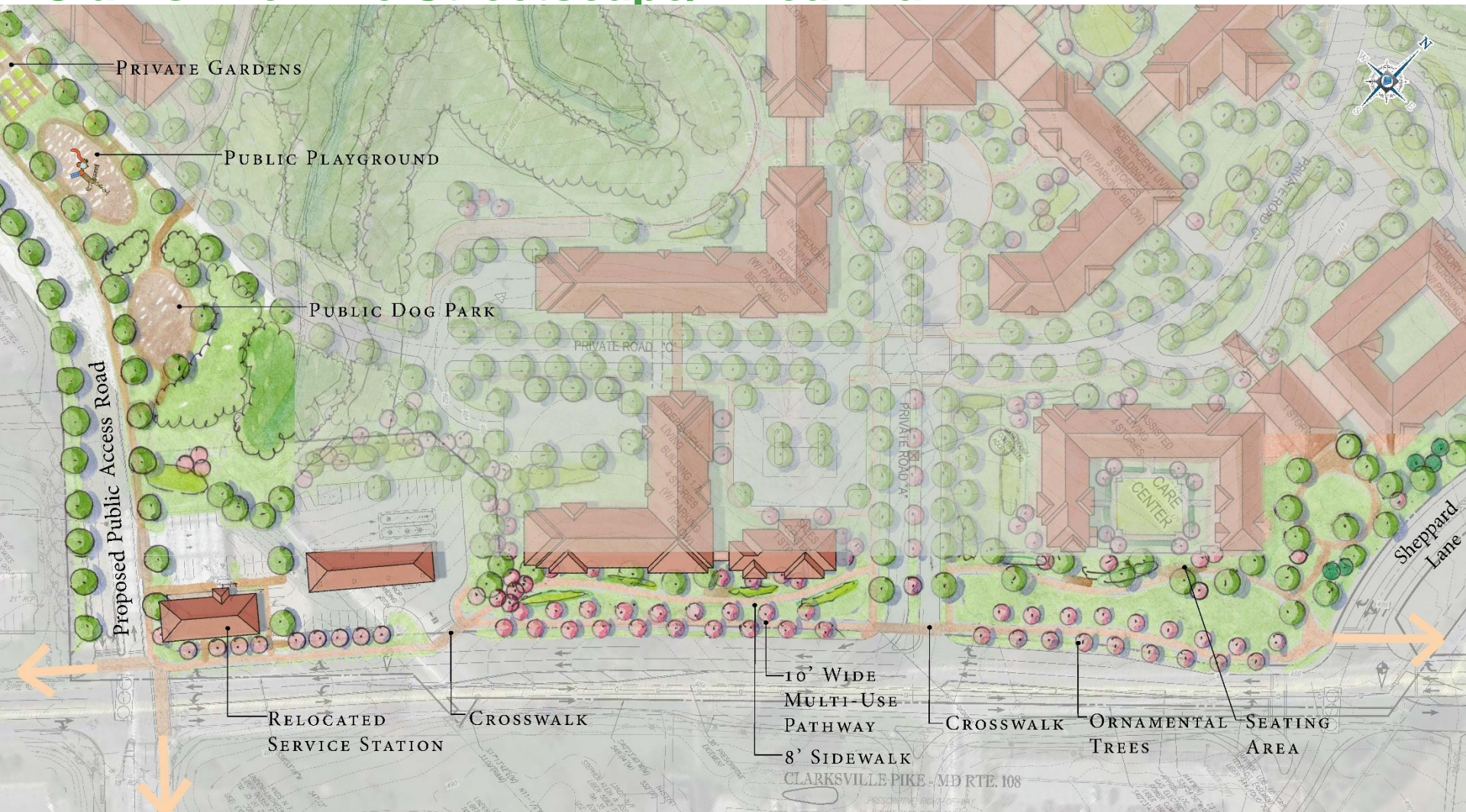


RICHLAND, CLARKSVILLE

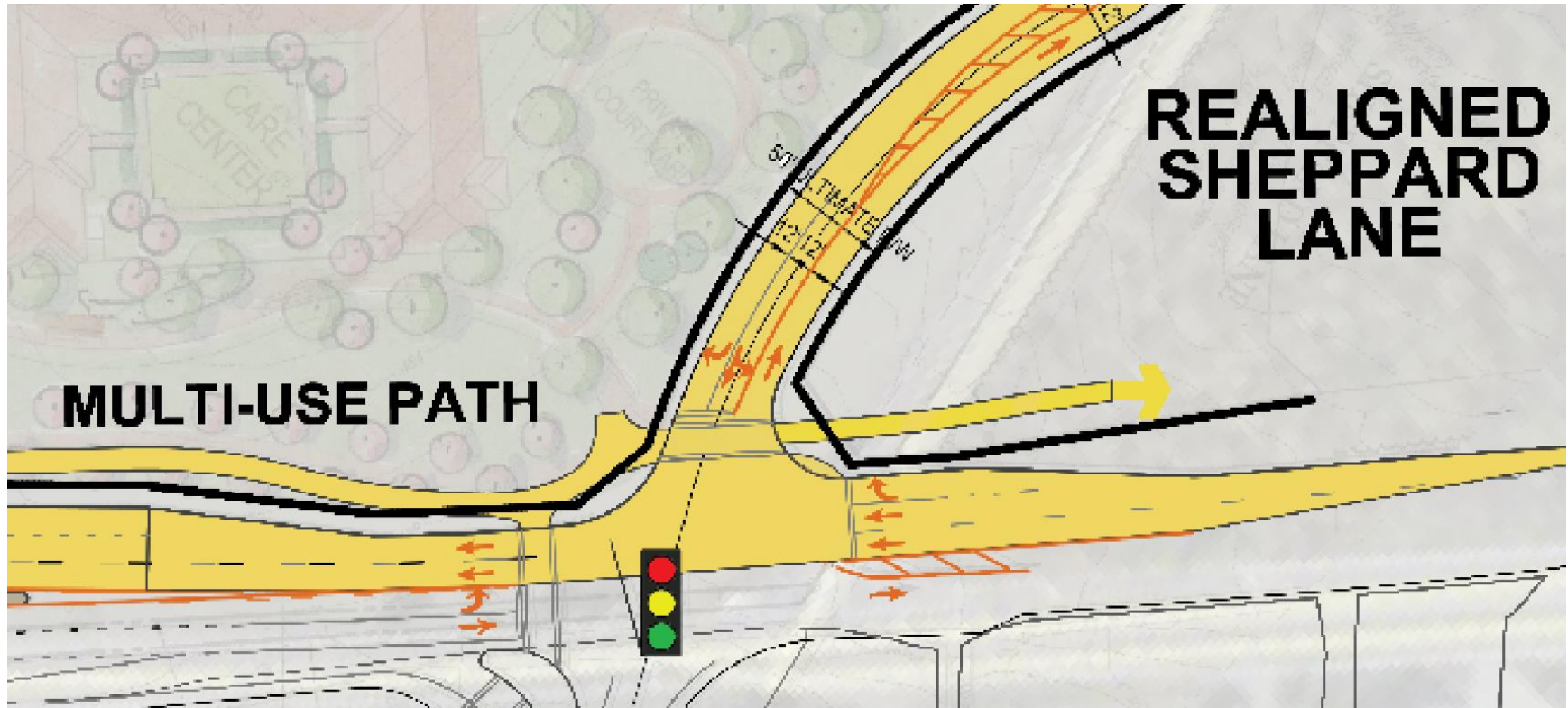


INITIAL PROPOSAL

Clarksville Pike Streetscape/Linear Park



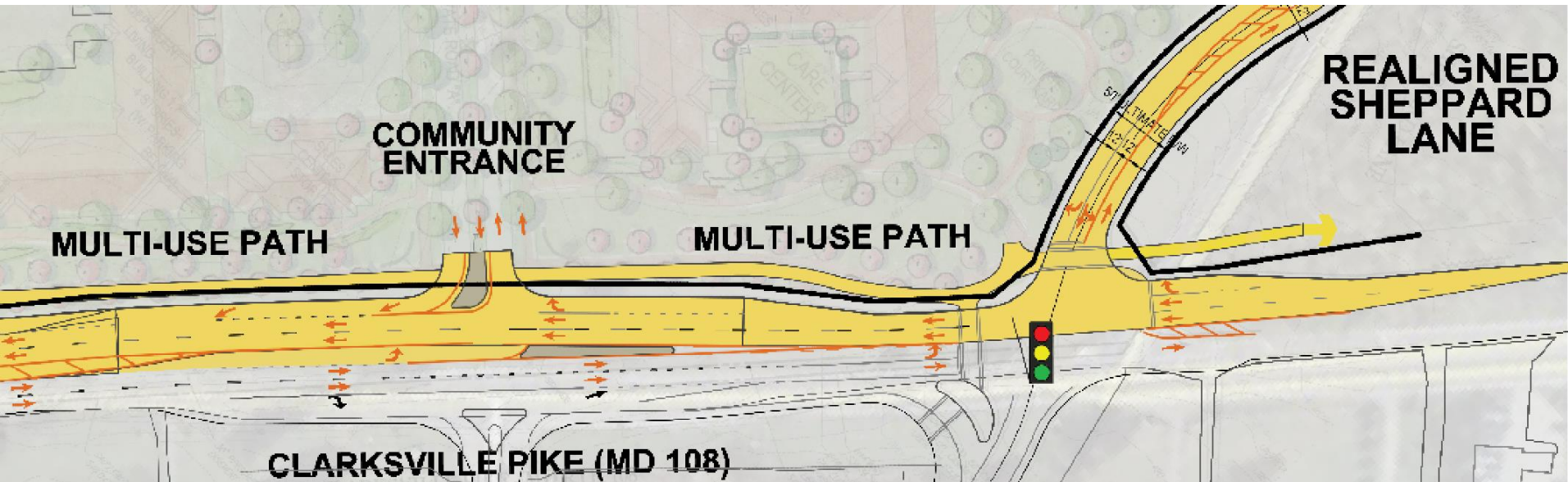
Route 108 and Sheppard Lane



Background Intersection Level of Service: **F** (AM); **F** (PM)

Proposed Intersection Level of Service: **B** (AM); **C** (PM)

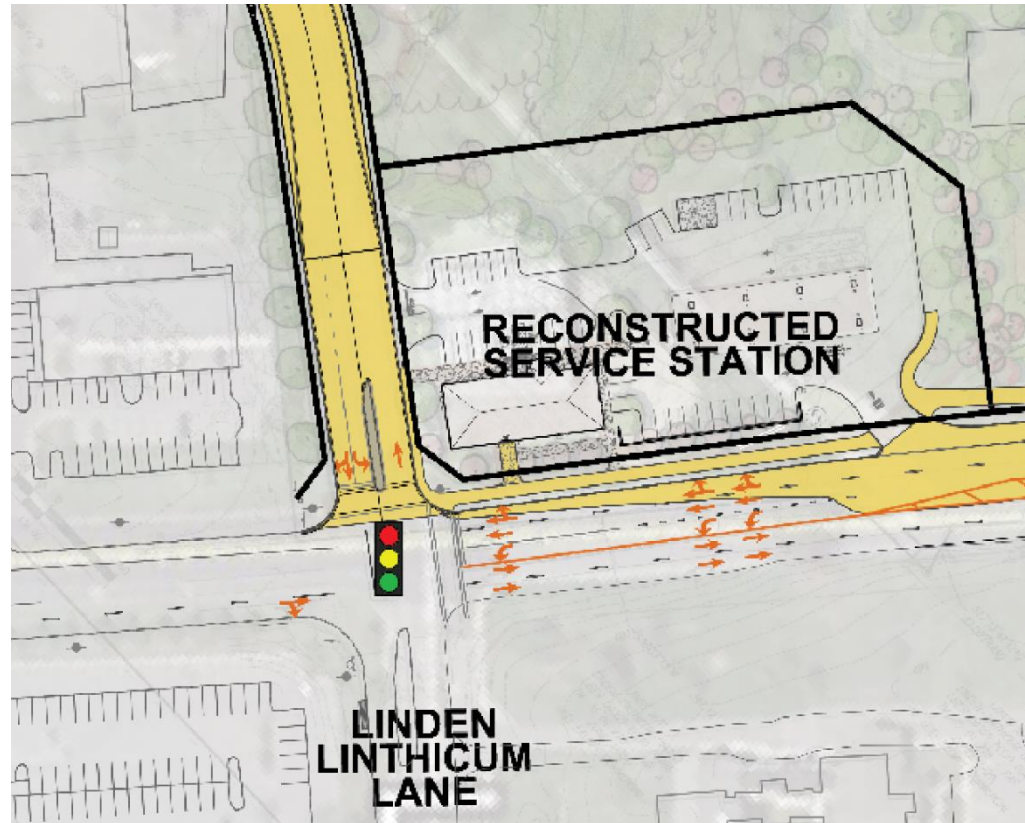
Route 108 – Left Turn Lane



Existing Storage: 6 vehicles

Proposed storage: > 15 vehicles + deceleration length

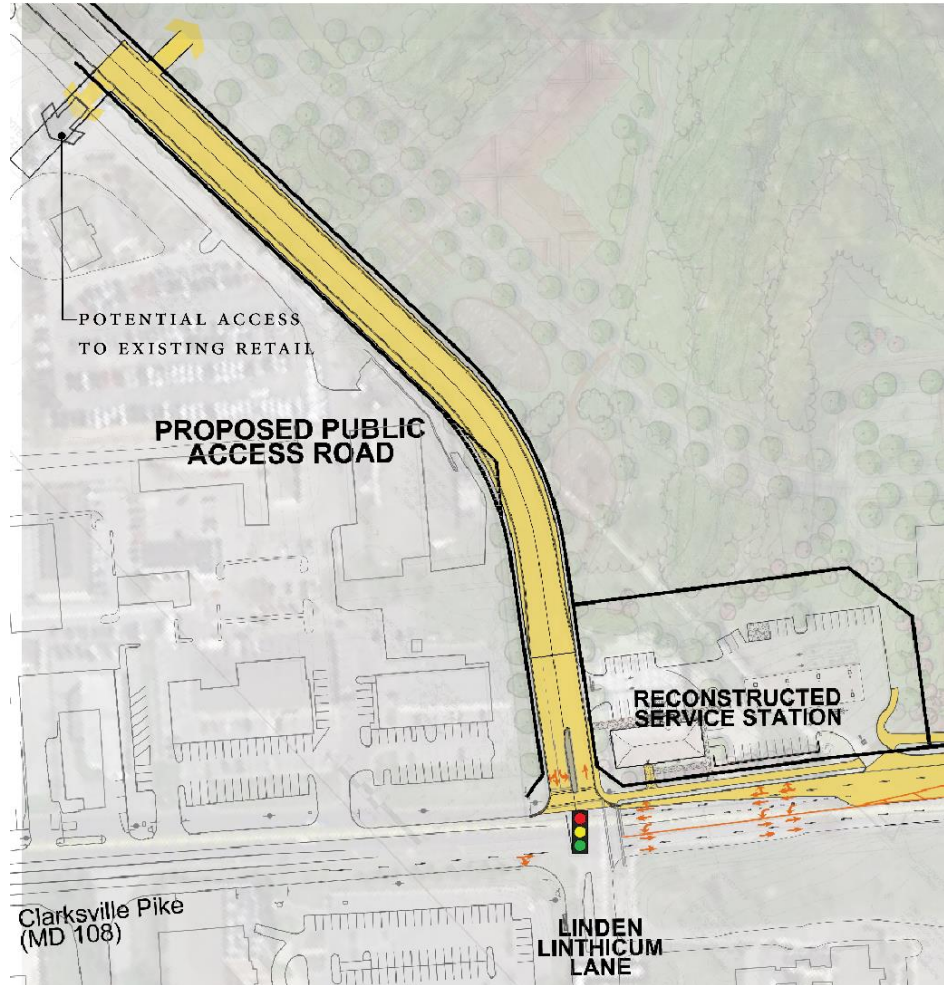
Route 108 and Linden Linthicum Lane



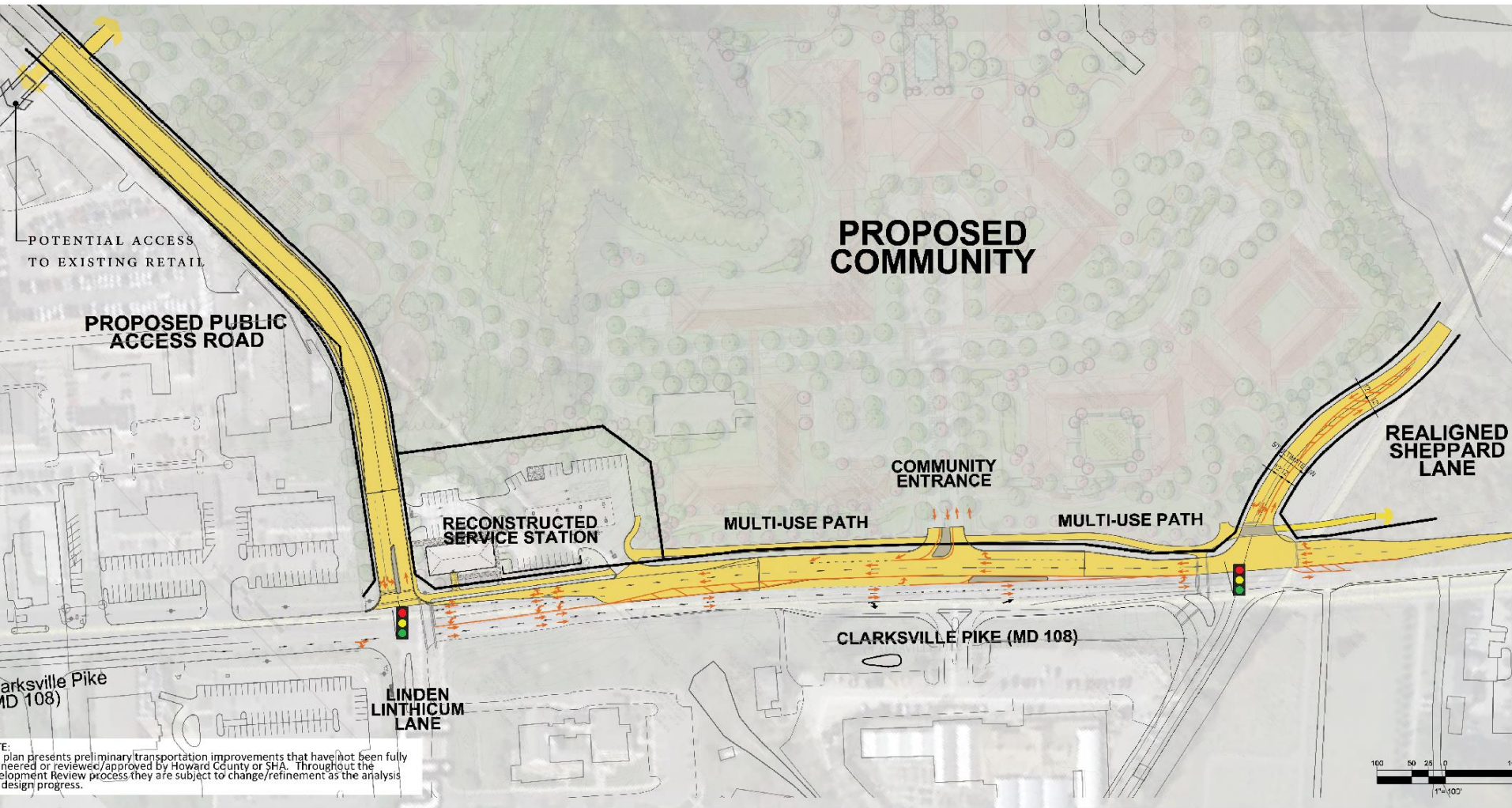
Background Intersection Level of Service: **A** (AM); **E** (PM)

Proposed Intersection Level of Service: **A** (AM); **B** (PM)

Construction of Proposed Public Access Road



CEF TRANSPORTATION ENHANCEMENTS



This plan presents preliminary transportation improvements that have not been fully needed or reviewed/approved by Howard County or SHA. Throughout the development Review process they are subject to change/refinement as the analysis design progresses.

CEF Zoning Intention

CEF Zoning Regulations	Development Proposal
Greater design flexibility and a broader range of development alternatives than the existing zoning district	✓
Provide features and enhancements which are beneficial to the community in accordance with Section 121.0.G.	✓
Provide a higher quality of site design and amenities than is possible to achieve under the standard provisions of existing zoning district requirements	✓
Encourage creative architectural design with the most favorable arrangement of site features, based on physical site characteristics and contextual sensitivity to surrounding developments	✓
Serve as a transitional area by providing a mix of uses compatible with the surrounding community or developments	✓
Encourage aggregation of underutilized properties	✓

PlanHoward 2030

Policy 5.8: Continue to enhance the vitality and redevelopment of Columbia's village centers

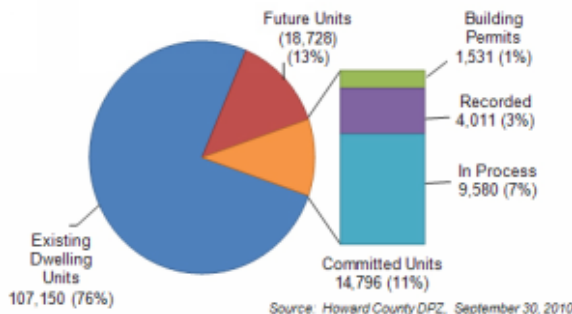
Policy 6.1: Maintain adequate facilities and services to accommodate growth
A: Limited planned service area expansion

Policy 7.6: Reduce highway congestion, energy consumption and greenhouse gases by increasing the number of residents using alternative modes of transportation

Policy 8.5: Pedestrian and Bicycle Connections

Policy 9.4: Expand housing options to accommodate the County's senior population who prefer to age in place and people with special needs

Figure 6-9 - Housing Units Buildout Based on Current Zoning Total= 141,000 Dwelling Units



33% of future new homes will be single-family detached and 67% will be townhouses, condominiums, or apartments (Figure 6-9).

Expansion of the Planned Service Area

Expansions to the Planned Service Area (PSA) for water and sewer service since 1990 have been very limited. In 1993, the County Council voted to extend water service to include the area around the Alpha Ridge Landfill. This extension was done solely out of concern for potential future groundwater contamination that might originate from the Alpha Ridge Landfill; therefore, only water service is provided in this area. No sewer service is allowed and no change from rural land uses or zoning is authorized. Map 6-2 shows the current boundary for public water and sewer as well as the water-service-only area.

The boundary of the PSA for both water and sewer service is important not only to determine which parcels will be served by public water and sewer service, but also because the PSA is Howard County's designated growth boundary or Priority Funding Area per the State's Smart

Growth Act. The PFA/PSA is also the boundary for *PlanHoward 2030's* rural place designations. As such, adjustments to the PSA would have significant ramifications in terms of both permitted development intensity and the level of other County and State services.

PlanHoward 2030 proposes three minor expansions of the Planned Service Area (adjoining Ellicott City, Clarksville, and Maple Lawn). To achieve Bay restoration goals it is preferable to include these properties in the PSA, rather than have them utilize septic systems particularly where the area drains to reservoirs or high quality stream systems. These properties, because of their location at the interface of the rural residential zone and the planned service area, should be designed and zoned to establish a transition that is compatible with and enhances surrounding communities. In addition, they should create an environmental benefit through environmental site design that mitigates impervious surfaces so that storm water will be captured onsite and not affect nearby waterways. In the future, it should be anticipated that there may be isolated situations where minor PSA adjustments may be appropriate. A PSA revision requires a General Plan Amendment to Map 6-2. Any requests for a General Plan Amendment for expansion of the PSA should be denied unless either:

1. The proposed expansion of the Planned Service Area is intended to provide for a public or institutional use such as a religious facility, philanthropic institution, or academic school; or
2. The proposed expansion of the Planned Service Area includes a

zoning proposal that is consistent with the General Plan and Smart Growth policies. Sewer and water infrastructure capacity and costs must be analyzed to confirm the feasibility and availability of scheduled capacity.

As established in General Plan 2000 and subsequent amendments, institutional or public use expansions of the Planned Service Area boundary are limited to:

1. Properties adjoining the existing PSA boundary without including an intervening privately owned parcel;
2. The minimum area necessary to serve the proposed use. Subdivision of the parcel consistent with the PSA boundary amendment is required after approval of the General Plan Amendment and prior to the inclusion of the parcel into the Metropolitan District; and
3. The particular use proposed at the time of expansion with a deadline for the completion of the improvements for the proposed use and connection to the public water and/or sewerage system. If the proposed public or institutional use is not actually constructed and connected to the public water and/or sewerage system by the deadline specified in the Bill, the Planned Service Area expansion shall be null and void and the Planned Service Area automatically shall revert to its location prior to the Council Bill approving the expansion.

Clarksville Pike Streetscape Plan and Design Guidelines

Full implementation of the streetscape plan and design guidelines on-site

BikeHoward

Begin implementation of structured project number 64:

- Shared use path on the west side of Route 108 between Guilford Road and Trotter Road along Route 108 to include pedestrian, crosswalk and signal improvements.

2007 Howard County Pedestrian Plan

Begin implementation of Project 240:

- Pedestrian improvements from Ten Oaks Road to River Hill High School

River Hill Village Center Community Plan

Goals and Visions:

- I. Maintain vibrancy and success of the village center
- IV. Support improved traffic and safety
 - Intersection of Linden Linthicum Lane and Route 108

Next Steps

- Howard County Design Advisory Panel (anticipated December 2017)
- Howard County Planning Board (anticipated January/February 2018)
 - *CEF Zoning and General Plan Amendment*
- Howard County Council (anticipated Spring 2018)
 - *General Plan Amendment Only*
- Howard County Zoning Board (anticipated Spring 2018)
 - *CEF Zoning Only*

Questions We've Heard

1. The scale of the development seems large. Why 1,200 units?
 - This number of units (1,200 independent living and 240 continuing care units) allows us to offer a wide range of amenities and services that are characteristic of an Erickson community and make the proposed transportation enhancements that will improve the quality of life for Clarksville residents. Reducing the overall unit count results in less funding for community enhancements as well as increases pricing.
2. Why here – can't you locate within the Planned Service Area?
 - We have spent a decade trying to locate land to develop an Erickson community in Howard County. There is no available land for sale that is 60+ acres in the Planned Service Area.

Questions We've Heard

3. Will the proposed transportation enhancements improve traffic flow along Route 108 to Route 32, or just in front of the Erickson property?
- Yes, the proposed enhancements will improve traffic flow and safety through the entire corridor, not just in front of the proposed site. The traffic signal at Sheppard Lane restricts through traffic east bound on Route 108, due to the number of vehicles attempting to turn left onto Sheppard Lane during peak PM traffic. This causes delays at other traffic signals along Route 108. The proposed enhancements will provide a dedicated turn line and through lane east bound on Route 108 at Sheppard Lane. This will improve the Level of Service for the traffic signal from an existing F level (lowest) in the AM and PM to a level B in the AM and C in the PM, while improving the level of service at other traffic signals along Route 108.

Questions We've Heard

4. When will the transportation improvements and amenities be built?
 - The transportation improvements and community/public amenities will be built prior to the first resident moving into a unit at Limestone.
5. What is the construction timeline for the project?
 - If we are successful in our entitlements efforts, the start of construction would begin with a Sales Center in early 2019. Full build-out takes between 6 to 10 years on average depending on market conditions.

KEEPING FAMILIES TOGETHER IN HOWARD COUNTY

QUESTIONS AND ANSWERS



Erickson
LIVING

Add more Living to your Life®

www.ericksonatlimestone.com