

Amendment 1 to Council Resolution No. 17-2022

**BY: The Chairperson at the
request of the County Executive**

**Legislative Day No. 4
Date: February 7, 2022**

Amendment No. 1

(This Amendment corrects the diagram for Neighborhood Street without parking to reflect a 6-foot wide bike lane, instead of a 5-foot wide bike lane.)

- 1 Amend Detail R-1.06, as attached to the Resolution as part of Exhibit B, as shown in the revised
- 2 Detail R-1.06, as attached to this Amendment.

I certify this is a true copy of

AI to CR 17-2022
passed on Feb 7, 2022

Michelle DeJong
Council Administrator

Amendment 2 to Council Resolution No. 17-2022

BY: Christiana Rigby

**Legislative Day No. 4
Date: February 7, 2022**

Amendment No. 2

(This Amendment clarifies the purposes and need for the Resolution.)

1 On page 1, after line 19, insert:

2 “WHEREAS, the goal of Complete Streets is to enhance, prioritize, and incentivize the
3 utilization of a range of transportation options in Howard County, including walking, bicycling, transit
4 use, and accessibility for all users to improve the health, wellbeing, and sustainability of Howard County;
5 and”.
6

7 On page 2, strike 27 through 31 and substitute:

8 “WHEREAS, following the adoption of this resolution, the Administration shall convene a
9 similar Complete Streets Implementation Team in 2022 to develop comprehensive changes to the Design
10 Manual Volume III Chapters 4 and 5 that are needed to support the County’s complete streets policy and
11 inform revisions to the Subdivision and Land Use Regulations; and”.
12

13 On page 3, before line 2, insert:

14 “WHEREAS, revisions to Adequate Public Facilities Ordinance and Subdivision and Land Use
15 Regulations must reflect a complete streets approach throughout the County that would support and
16 encourage walking, bicycling, transit use, and accessibility for all users as per the County’s Complete
17 Streets Policy (CR 120-2019); and

18 WHEREAS, the Complete Streets Implementation Team shall make comprehensive revisions to
19 Chapters 4 and 5 of the Design Manual Volume III and Subdivision and Land Use Regulations and
20 submit an updated copy of the Design Manual Volume III to the County Council for approval nine
21 months following the adoption of the Design Manual per the Complete Streets Policy (CR 120-2019); and

22 WHEREAS, the County Council strongly encourages that the Administration take a proactive
23 approach to incorporate Complete Streets principles and transportation mode shift goals to increase active
24 transportation and reduce road traffic through the ongoing “HoCo By Design” General Plan process and
25 other planning efforts.”.

I certify this is a true copy of
A 2 to CR 17-2022
passed on Feb 7, 2022
Michelle Howard
Council Administrator

Amendment 3 to Council Resolution No. 17-2022

BY: Christiana Rigby

**Legislative Day No. 4
Date: February 7, 2022**

Amendment No. 3

(This Amendment requires certain studies in Transit Oriented Developments and Main Streets in Ellicott City and Elkrigde.)

1 In the Howard County Design Manual, Volume III “Complete Streets and Bridges” attached to
2 the Resolution as Exhibit A, on the page identified as 5-10:

- 3
- 4 • in the second paragraph at the top of the right column, strike “park, or county library,”
5 and substitute “park, county library, or other specified location.”
 - 6
 - 7 • in the first bulleted language, strike “parks and libraries” substitute “parks, libraries,
8 Transit Oriented Developments, US Route 40 from the Howard County line at the
9 Patapsco River west to the interchange with Interstate 70, and Main Streets in Ellicott
10 City and Elkrigde as defined by Howard County, Main Street in Ellicott City from the
11 Patapsco River to Rogers Avenue and Main Street in Elkrigde from Route 1 to
12 Washington Boulevard” and strike “identified park and library” and substitute “identified
13 location”.
 - 14

I certify this is a true copy of

A3 to CR 17-2022
passed on Feb 7 2022

Michelle Herron
Council Administrator

Amendment 1 to Amendment No. 3 to Council Resolution No. 17-2022

BY: Christiana Rigby

Legislative Day 4

Date: February 7, 2022

Amendment No. 1 to Amendment No. 3

(This amendment clarifies the definition of Transit Oriented Developments for which certain studies are required.)

- 1 On page 1 of the amendment, in line 10, strike “, and Main Streets in Ellicott City and Elkridge”,
- 2 and substitute “as defined by Howard County, Main Street in Ellicott City from the Patapsco
- 3 River to Rogers Avenue and Main Street in Elkridge from Route 1 to Washington Boulevard”.

I certify this is a true copy of

A1 A3 CR17-2022

passed on Feb 7, 2022

Michelle Howard
Council Administrator

Amendment 2 to Amendment No. 3 to Council Resolution No. 17-2022

BY: Liz Walsh

Legislative Day 4

Date: February 7, 2022

Amendment No. 2 to Amendment 3

(This amendment would add Route 40 to the list of areas that would require a transportation study.)

- 1 On page 1 of the amendment, in line 10, after the comma, insert "US Route 40 from the Howard
- 2 County line at the Patapsco River west to the interchange with Interstate 70."

I certify this is a true copy of

A2 A3 CR17-2022

passed on Feb 7, 2022

Michelle Harris
Council Administrator

Amendment 4 to Council Resolution No. 17-2022

BY: Christiana Rigby

**Legislative Day No. 4
Date: February 7, 2022**

Amendment No. 4

(This Amendment alters specified target and design speed for certain Neighborhood Connector roads.)

1 In the Howard County Design Manual, Volume III “Complete Streets and Bridges” attached to
2 the Resolution as Exhibit A:

- 3 • on the page identified as 1-15, in “TABLE 1-5. NEIGHBORHOOD CONNECTOR
4 DIMENSIONS AND CHARACTERISTICS”, strike each instance of “35 mph” and
5 substitute “30 mph”.
- 6 • on the page identified as 1-23, in “TABLE 1-13. HOWARD COUNTY STREET TYPES
7 FOR NEW CONSTRUCTION”, in the row labeled “Neighborhood Connector” and in
8 the row labeled “Neighborhood Connector No Parking”, strike each instance of “35 mph”
9 and substitute “30 mph”.
- 10 • on the page identified as 2-2, in “TABLE 2-1 STREET TYPE TARGET SPEEDS AND
11 DESIGN SPEEDS”, in the row labeled “Neighborhood Connector”, strike “35” and
12 substitute “30”.
- 13 • on the page identified as 2-2, in “TABLE 2-1 STREET TYPE TARGET SPEEDS AND
14 DESIGN SPEEDS”, in the row labeled “Neighborhood Connector”, strike “40” and
15 substitute “35”.

I certify this is a true copy of

A4 to CR 17-2022

passed on

Feb 7, 2022

Nichelle Howard
Council Administrator

Amendment 5 to Council Resolution No. 17-2022

BY: Liz Walsh

**Legislative Day No. 4
Date: February 7, 2022**

Amendment No. 5

(This Amendment changes the default background growth rate to 3%.)

1 In the Howard County Design Manual, Volume III attached to the Resolution as Exhibit A, on
2 the page identified as 4.3, under "4.3 Traffic Volumes", in subsection C "Projected Background
3 Development", in paragraph 3 "Background Traffic Growth Rate", strike "2% per year" and
4 substitute "3% per year".
5

I certify this is a true copy of

AS to CR 17-2022

~~passed on~~ Feb 7, 2022

Michelle Harris
Council Administrator

Failed due to
No Second

Amendment 1 to Amendment 5 to Council Resolution No. 17-2022

BY: Liz Walsh

Legislative Day No. 4

Date: February 7, 2022

Amendment No. 1 to Amendment 5

(For consistency, this Amendment changes another reference to the default background growth rate.)

1 On page 1, after line 4 insert:

2 “In the Howard County Design Manual, Volume III attached to the Resolution as Exhibit A, on the
3 page identified as 5-6, in the second line of first full paragraph in the second column,” strike “2%
4 per year” and substitute “3% per year”.

5

I certify this is a true copy of

AI A5 to CR 17-2022

~~passed~~ on Feb 7, 2022

Michelle Harris
Council Administrator

was not moved