

Respass, Charity

From: Christopher J. Alleva <jens151@yahoo.com>
Sent: Monday, July 17, 2023 8:28 AM
To: CouncilMail
Cc: Harrod, Michelle R
Subject: CB 28-2023 Christopher Alleva Testimony
Attachments: General Plan 1965 NT Supplement.pdf; ALLEVA GENERAL PLAN TESTIMONY 2023 (1).pdf; Planning Board Straight Jackets.png

Follow Up Flag: Follow up
Flag Status: Flagged

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Ladies and Gentlemen:

Please find my written testimony for CB 28-2023, the Howard County General Plan Update. First, I want to call your attention to a material omission on the timeline of General Plans on page I-6. The February 17, 1960, Policy and Design Concept as well as the 1965 New Town supplement were omitted. They are shown on my revision attached hereto. I have notified DPZ, the Office of Law, the Planning Board, and the Board of Appeals on numerous occasions.

Apparently, they just don't know, or they just don't care. **I urge the Council to amend the Plan to include these plans and harmonize them into the Plan in whole.**

I only have 3 minutes, but there are a number of other omissions, blind incorporation by reference to several other reports, and generally a lack of continuity. Perhaps you can retain the services of a professional editor to clean it up and make it more readable. I also urge the Council to adopt new regulations to direct the application of the General Plan to the Zoning Regulations. I want to note that I proposed that the Planning Board and Board of Appeals adopt their own General Plan applicability policy, which they are empowered to do, and they rejected my suggestion.

The omission and ignorance of these two General Plan amendments that underpin Zoning in Columbia are on the keys to understanding how the County succeeded in effectively abandoning Columbia's special New Town zone.

Consistency with the General Plan

There is no definition and or guidance on applicability of the General Plan currently in the Howard County code. There has been considerable confusion and inconsistency in how, what and when the policies and text of this State mandated locally adopted planning authority is used. This testimony is being submitted is in part for you to use in the development and adoption of a clear policy to guide the proper application of Howard County's General Plan in decision making cases.

1. General Plans generally

The General Plan is a cumulative document, the Maryland code requires it to be updated every 10 years with amendments as needed. This means General Plan policies remain in full force and effect unless and until they are

superseded in a subsequent update or amendment. The General Plan text and policies are the predicate for the Zoning Regulations. For example, the NT zoning district was adopted in 1965 and amended in 2010 and 2016 for Downtown Columbia, therefore the applicable General Plan policies and text is the 1960 General Plan and 1965 Supplement except for Downtown which is covered by the 2010 and 2016 amendments.

2. Example of the mis-application of the longstanding policy against strip zoning/ strip retail

The General Plan of Howard County commenced in 1960 when the Planning Board, then called the Planning Commission adopted “*A Planning Policy and Design Concept on February 17, 1960.*” This Plan was incorporated into the General Plan adopted on July 20, 1960. The policy against “strip zoning” was first adopted in the February 17, 1960, Policy and Design Concept. This policy remains in full force and effect having been affirmed six times, in 1960, 1971, 1982, 1990, 2000 and 2012. A General Plan policy in place for more than half a century should appropriately be given considerable weight by the Board.

To document this fact, I have attached the references to the strip zoning policy from February 17, 1960, Policy and Design Concept and the affirmations in 1971, 1982, 1990, 2000, and 2012 to show the full history of this policy. **Adopting a General Plan applicability policy will help ensure consistent application these policies in the future.** I would be pleased to furnish additional information at your request.

Best Regards,

Chris Alleva

Attachments



1. 1965 NT General Plan Supplement
2. Excerpts of General Plans from 1960-2012

A Supplement To The Text

of

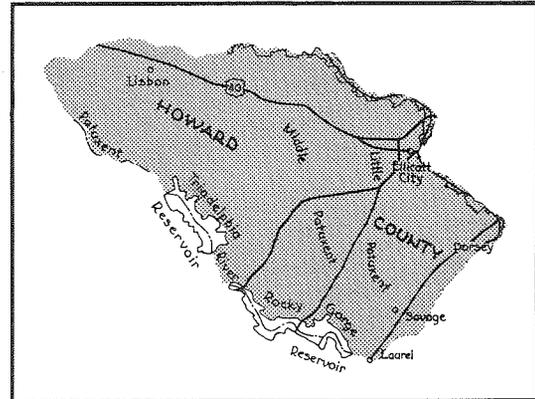
THE HOWARD COUNTY GENERAL PLAN

to

Guide The Construction

of

NEW TOWNS, NEW COMMUNITIES AND LARGE-SCALE NEIGHBORHOODS



ADOPTED ON MAY 17, 1965

HOWARD COUNTY PLANNING COMMISSION/55 COURT AVENUE/ELLICOTT CITY, MARYLAND

Howard County, Maryland

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J. HUBERT BLACK

DAVID W. FORCE

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ROBERT E. WIEDER, *Counsel*

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MARION J. McCOY, *Senior Planning Engineer* (Resigned April
21, 1965)

J. HERBERT CLAWSON, JR., *Senior Planning Engineer*

GERALD W. VONMAYER, *Assistant Planner*

LESLIE C. WADDELL, *Planning Technician*

B. GREGG COSTER, *Planning Draftsman*

MAXINE R. MULLICAN, *Secretary II*

MARY L. EDMONDSON, *Secretary I*

MARY E. ALLEN, *Secretary I*

Introduction

Pursuant to the provisions of Chapter 184 of the Acts of the Maryland General Assembly of 1953, the Planning Commission prepared an amendment to the General Plan of Howard County, which was originally adopted July 20, 1960. On May 17, 1965, after a public hearing had been held, the Commission adopted a Supplement to the Text of the General Plan, seeking to guide the construction of New Towns, New Communities, and Large-Scale Neighborhoods.

The Supplement to the Text was prepared to take full advantage of the opportunity for an outstanding development presented to the County by the Howard Research and Development Corporation. Proposed was a complete, balanced community on approximately 14,000 acres of land, providing a broad range of opportunities for housing and employment, and including major institutional, recreational, and cultural facilities.

The Planning Commission would like to thank those persons and organizations that helped in the formulation of the Supplement to the Text, especially the following: Walter H. Blucher, Malcolm H. Dill, George E. Gavrelis, George E. Kostritsky, Franz J. Vidor, Howard Research and Development Corporation, Howard County Citizens' Association, The League of Women Voters of Howard County, Donleigh Civic Association, and Lawyers Hill-Rockburn Association. The Planning Commission would also like to recognize the County Commissioners, Charles E. Miller, Chairman; J. Hubert Black; and David W. Force; for their aid and cooperation in developing a Supplement to the Text of the General Plan for Howard County.

POPULATION TRENDS AND GROWTH FORECASTS

The population of the Washington, D.C. metropolitan area increased by 35.6 percent during the 1950-1960 decade and it has continued to grow at a rapid pace since that time. The population of the Baltimore metropolitan area increased 22.4 percent during the same decade. Howard County, lying between the cities of Washington, D.C. and Baltimore, has felt the effect of this growth and will continue to do so at an accelerating rate as buildable areas are consumed and development pushes outward from both cities.

Howard County has almost doubled its population between 1950 and 1964 with an estimated population of 45,000 in 1964. At the present rate of growth, it is estimated that by 1968 its population will be in excess of 57,000 people.

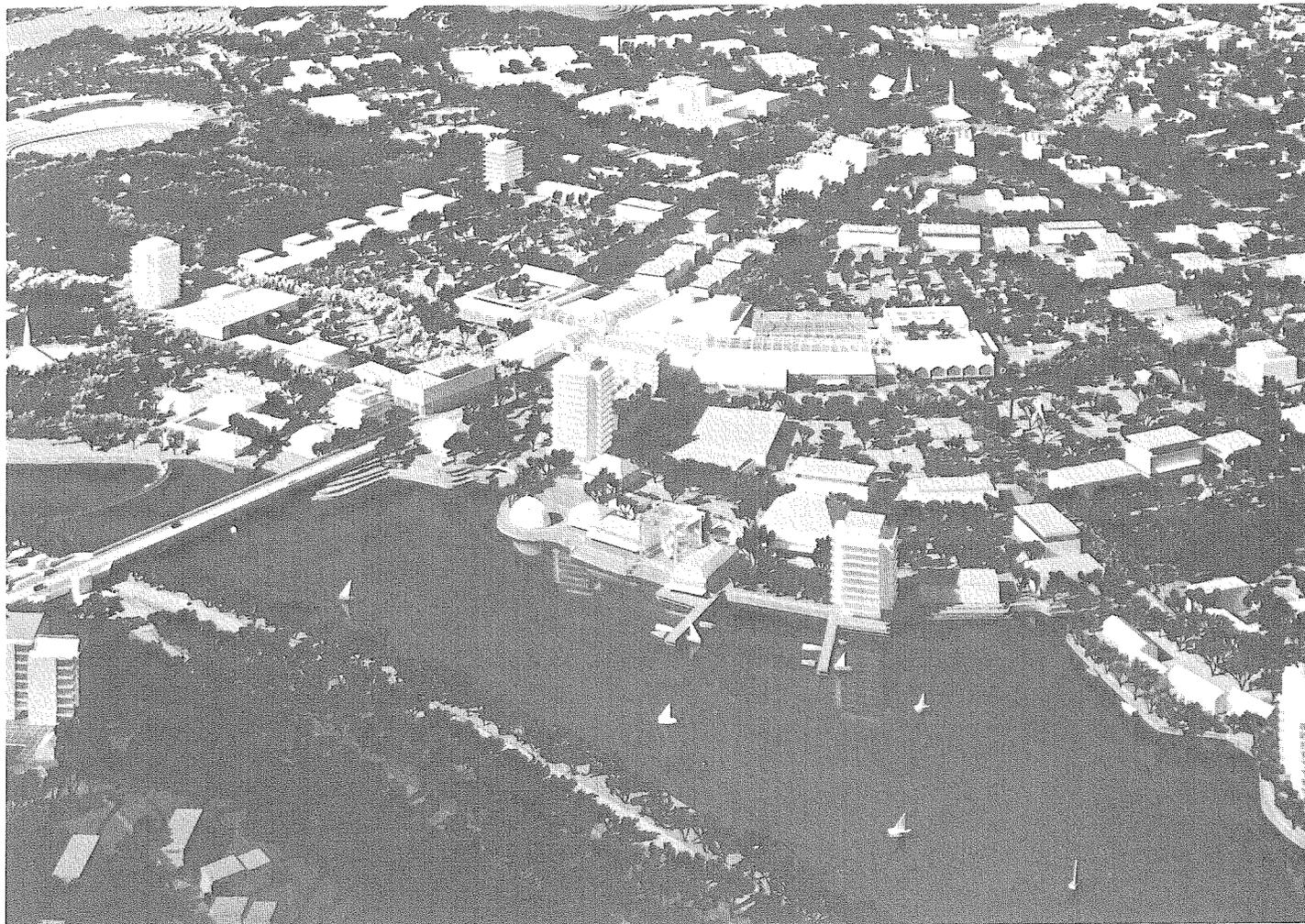
The nature of that growth has left something to be desired, with much of the residential building depending upon septic tanks and private wells. With the provision that in the near future of sanitary facilities and water for large areas suitable for development, it is anticipated that building will take place at an even faster rate than is presently being experienced.

History has shown that the provision of public facilities is economically feasible if done on the basis of large-scale development.

The County now has the choice, to continue growth on the current scattered basis or to encourage the development of New Towns, New Communities and Large-Scale Neighborhoods. These projects offer many advantages, mainly they afford better use of and less waste of land; all public facilities including schools, libraries, transportation facilities as well as sanitary and water facilities can be supplied; a sounder tax base is achieved through distribution of the tax load on industrial and commercial as well as residential property; lands suitable for parks and recreation can be reserved and dedicated to public use during the development stage; houses can be so arranged as to provide high living standards while reserving a greater portion of the land for private or community open spaces. Even in the case of projects at a scale smaller than a new community, many of the facilities mentioned above can be provided with a better use of the land than is achieved through scattered development.

Such large scale developments in the form of New Towns, New Communities and Large-Scale Neighborhood projects should be encouraged provided they are constructed under standards and conditions which will insure proper development, the provision of adequate public facilities, protection for the residents of the community, protection for surrounding properties and the general well-being of the County.

On petition to the Howard County Planning Commission, and after public hearing, the General Plan map may be amended to show the areas allocated to New Towns, to New Communities or to Large-Scale Neighborhoods, if such standards and conditions as are listed hereafter are provided or assured.



Howard Research and Development Corporation

Town Center of Columbia

For the purposes of this supplement, the following general definitions and criteria set forth in detail elsewhere in this text are applicable:

A self-contained community of residential, commercial and industrial areas containing a maximum of 10,000 acres of land and having an overall maximum density of 2.5 dwelling units per gross acre. (a) New Town Sector—a segment of a New Town containing a minimum of 2500 acres of land and permitted only when in conformance with the approved general development plan for a New Town. As the plan for each successive sector is submitted, the proposed sector should be recomputed so that the number of dwelling units within the New Town should never, at anytime, exceed the permitted number of dwelling units within the entire New Town.

A self-contained area of residential, commercial and industrial uses consisting of a minimum of 2500 acres of land with a maximum overall density of 2.5 dwelling units per gross acre.

NEW TOWN

Maximum Density 2.5 units per acre

NEW COMMUNITY

LARGE-SCALE NEIGHBORHOOD

An independent residential unit, with limited local commercial uses, consisting of a minimum of 400 acres of land having a maximum density of 2.5 dwelling units per gross acre. **Village Center Concept**

NEW TOWN STANDARDS

In creating a New Town:

1. The New Town plan should be in accord with any Regional or Metropolitan Plan that has been adopted.

2. A minimum of eighty (80) percent of the land to be included in the New Town should be in single ownership.

3. The New Town plan should be presented to the Howard County Planning Commission in stages:

a. *First Stage:* A general plan for the development of the New Town showing generally the lands to be used for residential, commercial, industrial and public purposes including lands to be dedicated or reserved as permanent open spaces. This first stage plan may be used to amend the General Plan for Howard County.

b. *Second Stage:* A preliminary development plan in sufficient detail to permit the rezoning of that portion of the New Town proposed for immediate development.

c. *Third Stage:* A final development plan showing in detail the location and character of all residential, commercial and industrial structures as well as open spaces, including plans showing elevations of all proposed structures.

4. Assurances should be provided as shown by the plans that the properties within as well as contiguous to, the New Town, not owned by the developer, will be adequately protected from incompatible uses.

5. Not more than twelve (12) percent nor less than five (5) percent of the total land area should be designated as used for industrial purposes and not more than seven (7) percent nor less than two (2) percent should be designated as used for commercial or retail purposes within the New Town.

6. A minimum of twenty (20) percent of the total land area, exclusive of streets, should be shown as permanent open space, of which not less than half should be public open space.

7. There should be in existence, or there should be assurance given (through a performance bond or comparable assurance) that all required public facilities will be provided to meet the needs of the New Town. These include, but are not limited to:

- a. adequate public water supply,
- b. public sewerage and disposal facilities,
- c. storm drainage facilities,
- d. highways and streets,
- e. sidewalks, and
- f. street lighting facilities.

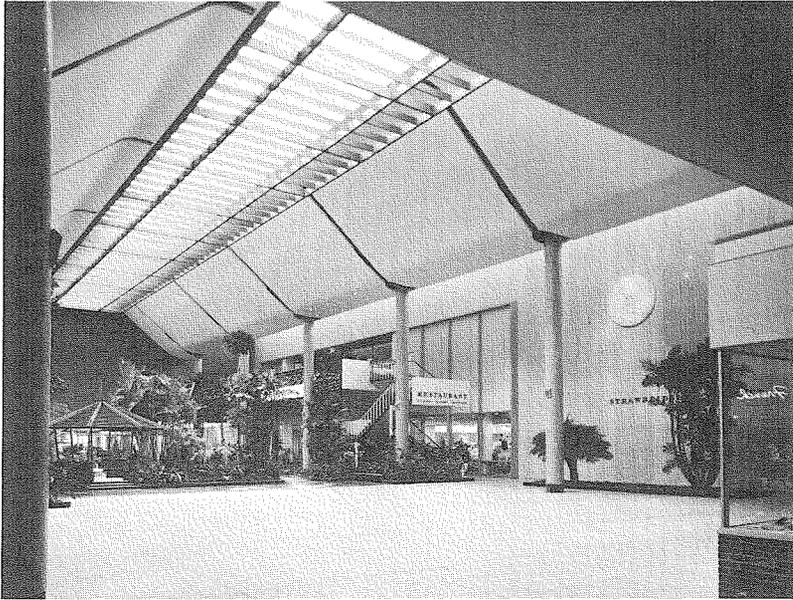
This general plan of development is a required precursor to any redevelopment

This is the approved governing Preliminary Development Plan ("PDP") of Columbia.

The design and construction of such facilities should be submitted for approval to the respective authorities such as, but not necessarily limited to, the Planning Commission, the Public Works Department (Roads Department), the Health Department, the Metropolitan Commission, the Board of Education and the State Roads Commission.

8. Assurance should be given that adequate storm drainage facilities will be provided within the site of the New Town, and that off-site drainage problems will not be created, but if they are created, necessary off-site drainage facilities will be provided.

Regional Shopping Center



Community Research and Development Corporation

9. It is desirable that a New Town be served by a limited or controlled access highway (Freeway or Expressway) facility either existing or scheduled for construction within a reasonable amount of time.

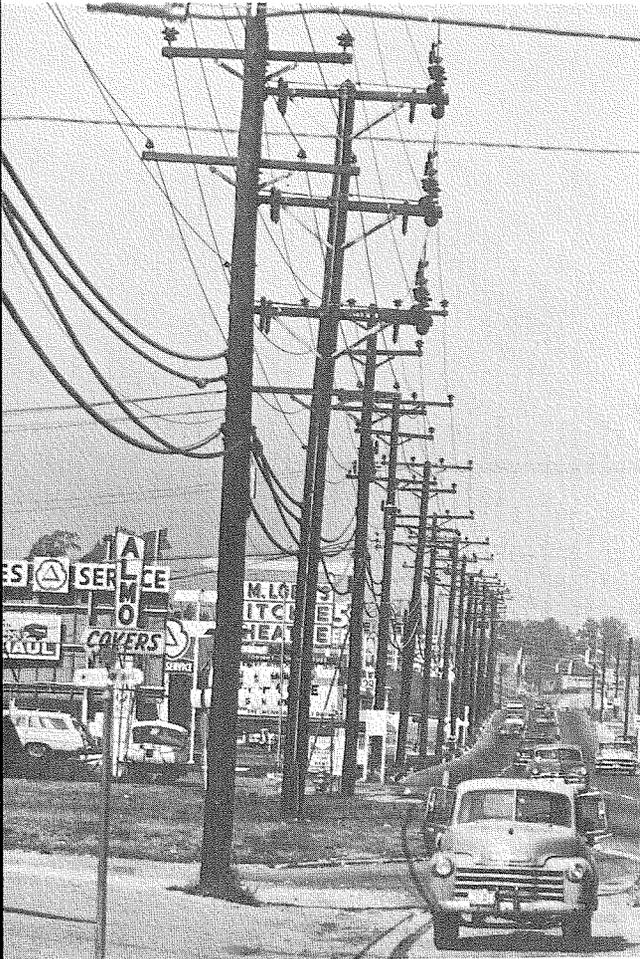
10. It is desirable in the creation of a New Town that boundaries thereof be established at major highways, streams and/or other natural barriers to insure a proper development within the New Town and adequate protection for the surrounding areas.

11. All utility lines and appurtenances constructed to serve the New Town should be placed underground, including but not limited to electric, communications, street lighting and cable television.

12. Land area within the New Town determined by the County Board of Education to be needed for public school sites should be dedicated to the County.

13. A public transportation system should be provided within the New Town.

Above ground Utilities



Underground Utilities



NEW COMMUNITY STANDARDS

In creating a New Community:

1. The New Community should be in accord with any Regional or Metropolitan plan that has been adopted.
2. Ninety (90) percent of the land to be included in the New Community should be in single ownership.
3. The New Community plan should be presented to the Howard County Planning Commission in stages:

a. *First Stage:* A general plan for the development of the New Community showing generally the lands to be used for residential, commercial, industrial and public purposes including lands to be dedicated or reserved as permanent open spaces. The first stage plan may be used to amend the General Plan for Howard County.

b. *Second Stage:* A preliminary development plan in sufficient detail to permit the rezoning of that portion of the New Community proposed for immediate development.

c. *Third Stage:* A final development plan showing in detail the location and character of all residential, commercial and industrial structures as well as open spaces, including plans showing elevation of all proposed structures.

Assurance should be provided as shown by the plans that the properties within, as well as contiguous to, the New Community, not owned by the developer, will be adequately protected from incompatible uses.

5. Not more than four (4) percent nor less than two (2) percent of the total land area within the New Community should be designated as used for commercial or retail purposes.

6. Not more than six (6) percent nor less than three (3) percent of the total land area of the New Community should be designated as used for industrial purposes.

7. A minimum of twenty (20) percent of the total land area, exclusive of streets, should be shown as permanent open space, of which not less than half should be public open space.

8. There should be in existence, or there should be assurance given (through a performance bond or comparable assurance) that all required public facilities will be provided to meet the needs of the New Community. These include, but are not limited to:

- a. adequate public water supply,
- b. public sewerage and disposal facilities,
- c. storm drainage facilities,
- d. highways and streets,
- e. sidewalks, and
- f. street lighting facilities.

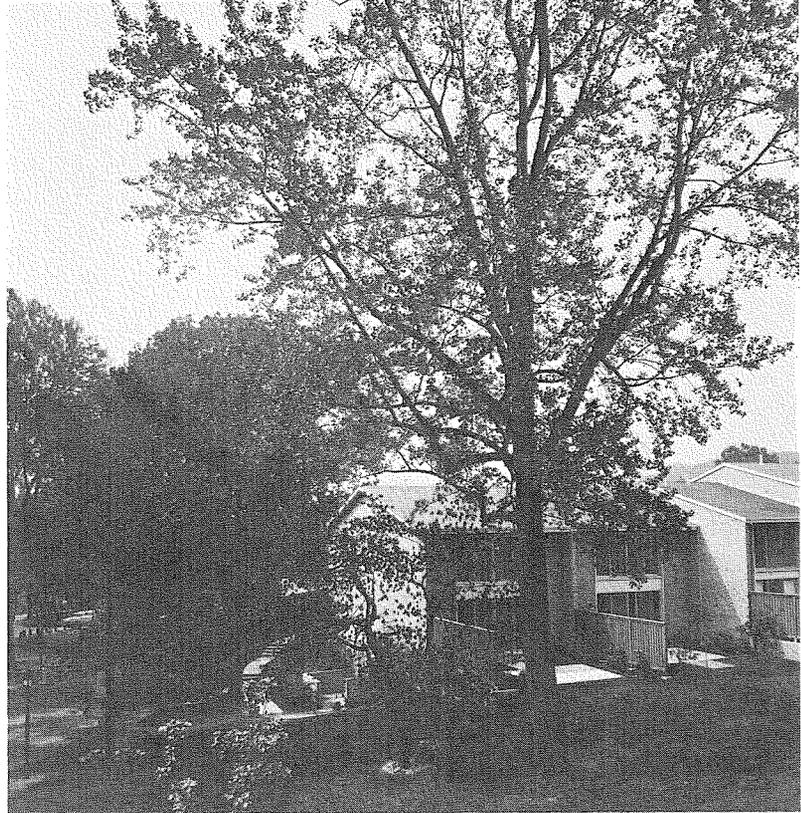
The design and construction of such facilities should be submitted for approval to the respective authorities such as, but not necessarily limited to, the Planning Commission, the Public Works Department (Road Department), the Health Department, the Metropolitan Commission, the Board of Education and the State Roads Commission.

9. Assurance should be given that adequate storm drainage facilities will be provided within the site of the New Community and that off-site drainage problems will not be created, but if they are created, necessary off-site drainage facilities will be provided.

10. It is desirable that a New Community be served by a limited or controlled access highway (Freeway and Expressway) facility either existing or scheduled for construction within a reasonable amount of time.

11. It is desirable in the creation of a New Community that boundaries thereof be established at major highways, streams and/or other natural barriers to insure proper development within the New Community and adequate protection for the surrounding areas.

12. All utility lines and appurtenances constructed to serve the New Community should be placed underground, including but not limited to electric, communications, street lighting and cable television.



Community Research and Development Corporation

13. Land area within the New Community determined by the County Board of Education to be needed for public school sites should be dedicated to the County.

14. A public transportation system should be provided within the New Community.

LARGE-SCALE NEIGHBORHOOD STANDARDS

In creating a Large-Scale Neighborhood:

1. The Large-Scale Neighborhood should be in accord with any Regional or Metropolitan plan that has been adopted.

2. All of the land to be included in the Large-Scale Neighborhood should be in single ownership.

3. The Large-Scale Neighborhood plan should be presented to the Howard County Planning Commission in stages:

a. *First Stage:* A general plan for the development of the Large-Scale Neighborhood showing generally the lands to be used for single-family residential-low density, single-family residential-medium density, apartments, commercial and public purposes, including lands to be dedicated or reserved as permanent open spaces. The first stage plan may be used to amend the General Plan for Howard County.

b. *Second Stage:* A preliminary development plan in sufficient detail to permit the rezoning of that portion of the Large-Scale Neighborhood proposed for immediate development.

Implementation of the Village
Center concept.

c. *Third Stage*: A final development plan showing in detail the location and character of all residential and commercial structures as well as open spaces, including plans showing elevations of all proposed structures.

4. Assurance should be provided as shown by the plans that the contiguous properties not owned by the developer will be adequately protected from incompatible uses.

5. No industrial uses should be permitted within a Large-Scale Neighborhood.

6. Not more than one and one-half (1½) percent of the land area within the Large-Scale Neighborhood should be designated as used for commercial or retail purposes.

7. A minimum of twenty (20) percent of the land area, exclusive of streets, should be shown as permanent open space, of which not less than half should be public open space.

8. There should be in existence, or there should be assurance given (through a performance bond or comparable assurance) that all required public facilities will be provided to meet the needs of the entire Large-Scale Neighborhood. These include, but are not limited to:

- a. adequate public water supply,
- b. public sewerage and disposal facilities,
- c. storm drainage facilities,
- d. highways and streets,
- e. sidewalks, and
- f. street lighting facilities.

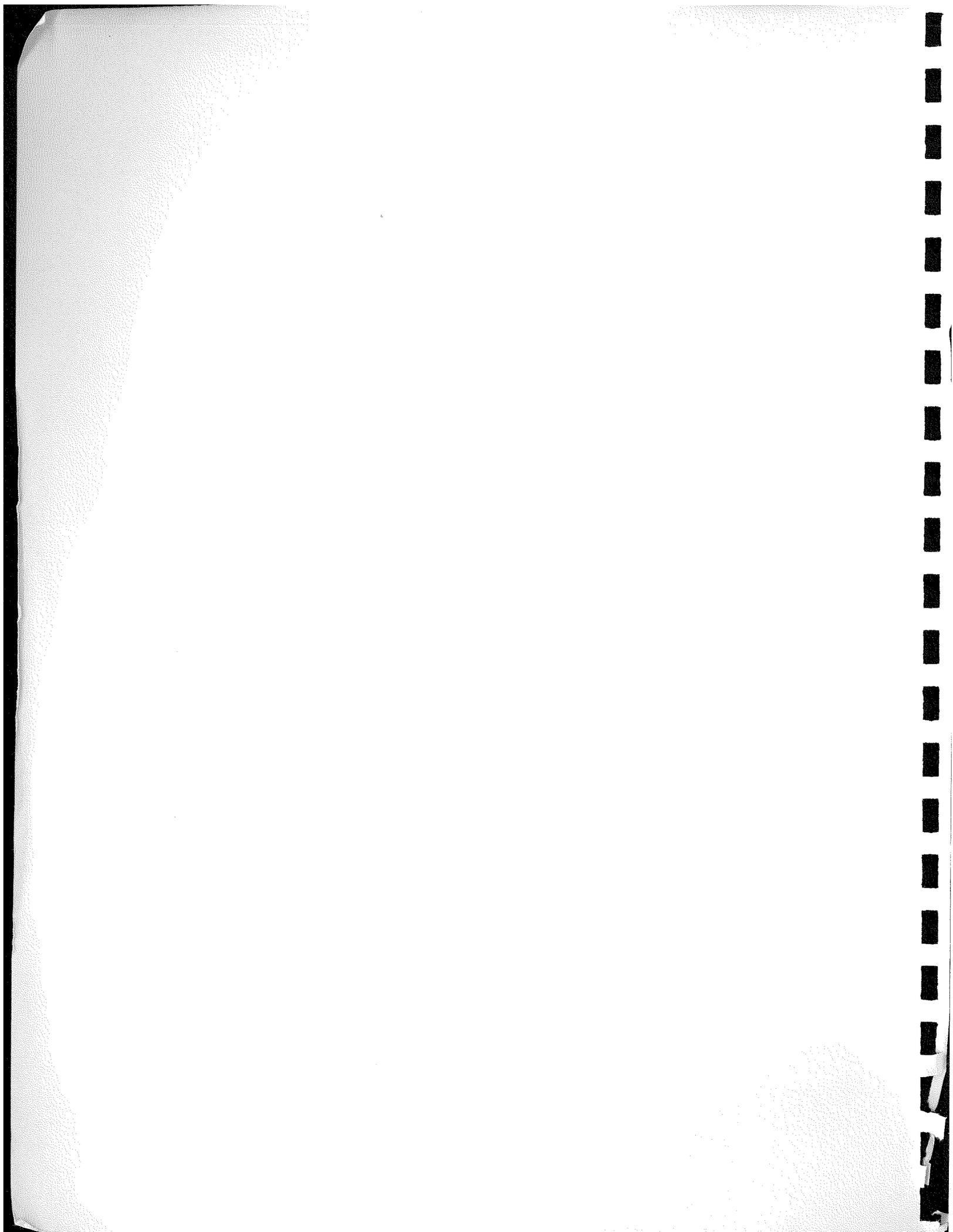
The design and construction of such facilities should be submitted for approval to the respective authorities such as, but not necessarily limited to, the Planning Commission, the Public Works Department (Road Department), the Health Department, the Metropolitan Commission, the Board of Education and the State Roads Commission.

9. A Large-Scale Neighborhood should be served by a major or primary highway facility.

10. Assurance should be given that adequate storm drainage facilities will be provided within the site of the Large-Scale Neighborhood and that off-site drainage problems will not be created, but if they are created, necessary off-site drainage facilities will be provided.

11. All utility lines and appurtenances constructed to serve the Large-Scale Neighborhood should be placed underground, including but not limited to electric, communications, street lighting and cable television.

12. Land area determined by the County Board of Education to be needed for public school sites should be dedicated to the County.



Via email: planningboard@howardcountymd.gov

March 8, 2023

Mr. Edward Coleman, Chairperson
The Howard County Planning Board
3430 Courthouse Dr.
Ellicott City, MD 21043

Subject: Testimony Chris Alleva Ho Co General Plan Planning Board Review March 9, 2023

Dear Mr. Coleman:

As long time proponent of recycling I am submitting a copy of March 23, 2022 letter regarding General Plan Applicability.

Sincerely,



Christopher Alleva
10848 Harmel Dr.
Columbia, MD 21044
443 310 1974

March 23, 2022

Via email: planningboard@howardcountymd.gov and First Class Mail

Mr. Edward Coleman, Chairperson
The Howard County Planning Board
3430 Courthouse Dr.
Ellicott City, MD 21043

Subject: **The General Plan 1960-2012 and the Planning Board**

Dear Mr. Coleman:

I am writing today to clarify the definition and applicability of the General Plan under the Maryland code. There has been considerable confusion and inconsistency in how, what and when the policies and text of this foundational authoritative local planning tool are used. This letter is submitted to the Planning Board as official correspondence under the Board's rules of procedure.

The General Plan is a cumulative document, the Maryland code requires it to be updated every 10 years with amendments as needed. This means General Plan policies remain in full force and effect unless and until they are superseded in a subsequent update. The General Plan text and policies are the predicate for the Zoning Regulations. For example, the NT zoning district was adopted in 1965 and amended in 2010 and 2016 for Downtown Columbia, therefore the applicable General Plan policies and text is the 1960 General Plan and 1965 Supplement except for Downtown which is covered by the 2010 and 2016 amendments.

The General Plan of Howard County commenced in 1960 when the Planning Board then called the Planning Commission adopted "*A Planning Policy and Design Concept on February 17, 1960.*" This Plan was incorporated into the General Plan adopted on July 20, 1960. The policy against "strip zoning" was first adopted in the February 17, 1960, Policy and Design Concept. This policy remains in full force and effect having been affirmed for the last half century in 1971, 1982,

Attached to this letter is the timeline of General Plans source from the current update of the General Plan called "HoCo by Design." This timeline omitted the February 17, 1960, Policy and Design Concept as well as the 1965 New Town supplement so I added them accordingly. Also, I have attached the references to the strip zoning policy from February 17, 1960, Policy and Design Concept and the affirmations in 1971, 1982, 1990, 2000, and 2012.

Perhaps the Board can adopt a policy under their rules to ensure consistent application of General Plan policies in the future. I would be pleased to furnish additional information at your request.

[SIGNATURE AND COPY LIST ON PAGE2]

March 23, 2022
Howard County Planning Board, Edward Coleman, Chair

Sincerely,

Christopher Alleva
10848 Harmel Dr.
Columbia, MD 21044
443 310 1974

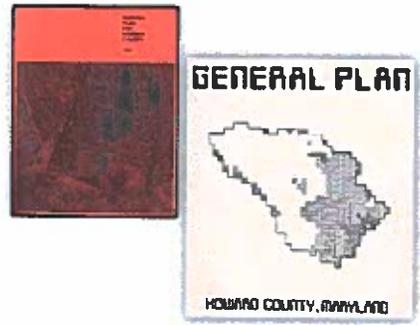
Michael Golibersuch: michealgolibersuch@gmail.com
Joel Hurewitz: joelhurwitz@gmail.com
David Moore, Deputy County Solicitor
Ms. Amy Gowan, DPZ Director
Ms. Mary Kendall, Deputy Director

Other Copies: Andy Stack and the Columbia Association Board of Directors; Owen Brown
Community Association Board of Directors

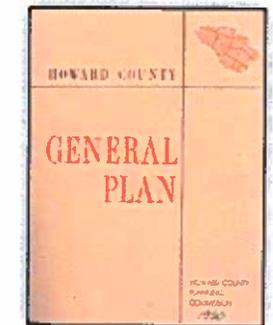
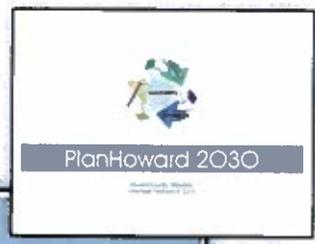
HISTORY & TIMELINE

HoCo By Design is the latest addition in Howard County's history of general planning efforts. The General Plan has been updated in Howard County approximately every ten years (1960, 1971, 1982, 1990, 2000, 2012) and each Plan has responded to the challenges and opportunities of its time. HoCo By Design starts from the baseline of the 2012 General Plan—PlanHoward 2030. HoCo By Design is character-based and focuses on redevelopment of a mature community that has a high housing demand and employment capacity but is constrained by limited remaining undeveloped land. HoCo By Design aims to define a path to 2040 that is more equitable, more predictable, more sustainable, and more achievable for the County.

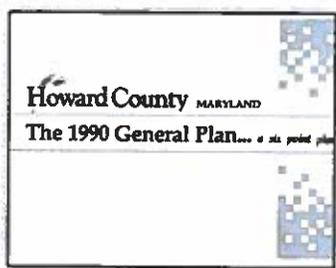
1960
Howard County's first General Plan envisioned accommodating its growing population of 36,000 residents through a largely suburban, large lot development pattern. This Plan was adopted in an era when major highway connections were being planned across the region.



1990
In the 1990 Plan, policies were adopted to better manage growth, calling for the establishment of an adequate public facilities ordinance, and density sending and cluster development options in the Rural West. The Planned Service Area (PSA) boundary was introduced that bifurcated land development patterns between east and west.



1971 & 1982
By the second General Plan's adoption in 1971, James Rouse's vision for Columbia as a planned city of 100,000 was well underway, with Columbians comprising nearly 15 percent of the County's population in 1970. Both the 1971 and 1982 Plans responded to the rapidly growing Columbia; they guided land development to locations with planned infrastructure, and established policies for agriculture and environmental preservation in the rural western portion of the County.



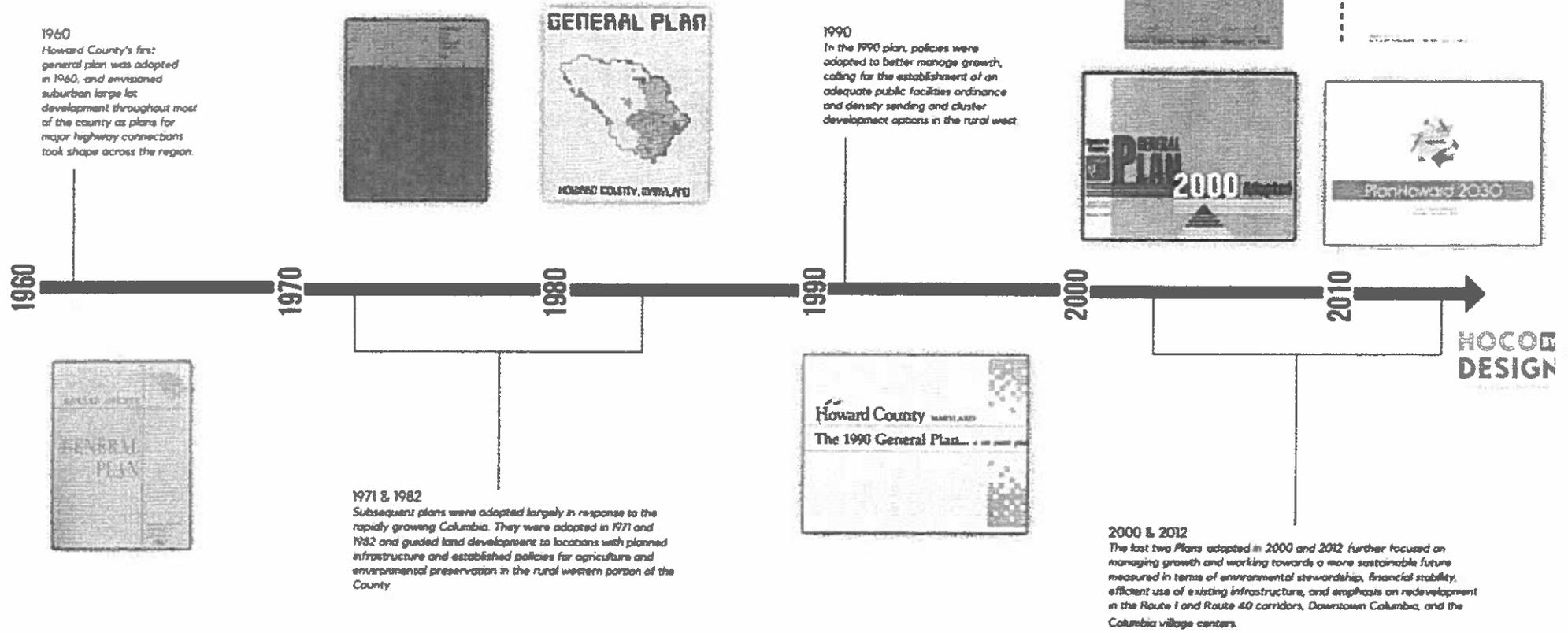
2000 & 2012
The last two Plans—adopted in 2000 and 2012—further focused on managing growth and working toward a more sustainable future measured in terms of environmental stewardship, financial stability, efficient use of existing infrastructure, and emphasis on redevelopment in the Route 1 and Route 40 Corridors, Downtown Columbia, and the Columbia village centers.



GENERAL PLAN HISTORY IN HOWARD COUNTY

Howard County has a strong tradition of planning for a collective vision for the community's future, dating back to the first General Plan adopted in 1960.

A Planning Policy and Design Concept for Howard County 1960 and the 1965 GP Supplement for New Town



HOWARD COUNTY PLANNING COMMISSION

**A PLANNING POLICY AND DESIGN
CONCEPT FOR HOWARD COUNTY**

HOWARD COUNTY, MARYLAND — FEBRUARY 17, 1960

COUNTY COMMISSIONERS

Charles M. Scott, President
Norman E. Moxley
Arthur K. Pickett

HOWARD COUNTY PLANNING COMMISSION

COMMISSION MEMBERS

Wilmer M. Sanner, Chairman
Doris S. Thompson
Norman E. Moxley
Frank S. Parlett
Samuel L. Pfefferkorn

COUNSEL

Daniel M. Murray, Jr.

PLANNING STAFF

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Thomas G. Harris, Jr.	Senior Planner
Theodore H. Schaefer, Jr.	Planning Draftsman
Gerald W. Von Mayer	Geographer (Part time)
Carol A. Bareckson	Secretary

The Planning Commission would like to thank the many persons and organizations who have helped in developing the Planning Policy and Design Concept for Howard County.

A PLANNING POLICY AND DESIGN CONCEPT FOR HOWARD COUNTY

INTRODUCTION

It has been popular recently for certain authors to write in glowing terms of our future cities and the technical improvements soon to come. Such items as domes covering entire cities to provide uniform weather, monorail trains zooming about at 100 miles an hour, a helicopter for every family, and so on, have been suggested. These same authors, however, seldom mention solutions to social, economic, physical and aesthetic problems now existing in cities and communities. The elimination of slums, sign-cluttered highways, traffic congestion and other obvious problems is lightly skimmed over. Effective methods for obtaining parks and open space in advance of need are also not often found in these overly optimistic articles.

The costs or need for atmospheric controlled cities and other gadgets proposed in these dream cities are seldom discussed. Many of the facilities described would be nice to have, and in many cases could be made available, but the cost would be so great as to force citizens to sacrifice more essential facilities or services to pay for the improvements.

With our American cities littered with slums, unhealthy housing conditions, traffic congestion, etc., it becomes of primary importance to take a soul-searching look at existing communities and their futures. It becomes imperative that we give more thought to preventing future problems and solving existing fundamental problems of communities by making adequate plans for future growth and renewal than thinking of more ways of spending the public's money on unnecessary luxuries.

When the growth and development of our western civilization in the last 50 years is reviewed, one cannot help but be impressed with the tremendous advances and changes that have taken place in scientific and technical development. The automobile, radar,

television, rockets, atomic energy, etc., are now discussed in conversations as if they have always been with us. If one reviews the development of cities in the first half of this century, one is equally impressed with the lack of progress in the design and livability of our cities and neighborhoods. Some progress has been made but at a painfully slow pace.

American cities have become notorious for being dangerous, gaudy, unpleasant, and ugly places in which to live. Evidence is growing, however, by the action of city, county, and regional planners, architects, engineers, civic leaders, etc., in various American cities that new concepts of community planning and civic design are emerging that can make our cities and communities more livable and attractive.

One of the reasons so little progress has been made in creating pleasant and interesting environments is because there has been too little or no effective leadership, public and private, in presenting a concept of design for cities and communities to the public by the professionals in the fields. Far too many of our city, county and regional planners have no planning goals or concept as to what kind of community is desirable. There is no guide for the public to approve, disapprove, or amend. As a consequence, builders, bankers, developers, and government agencies concerned with financing building projects are actually making decisions affecting the growth pattern of communities because of the existing vacuum, which is bringing about the development of our communities in their present form. The elected officials, commissions, planners and other professions involved in guiding growth must be able to present to the public a clear concept of what kind of community is desired. It is felt people in cities and counties will follow the goals of the planners and officials if there are imaginative, achievable goals before them. Naturally any planning goals would change with time and would need to be adjusted to new developments. Planning goals must be made that reflect knowledge of a community's unique problems. Thus any concept of physical development must be adapted to local conditions before it can be fostered and devel-

oped. It is important, however, that planners, officials and civic leaders develop goals and a physical concept for development at an early date.

COMMUNITIES OF TOMORROW

What kind of communities do we want? What is achievable? These are not easy questions to answer in view of the many rapid technical advances of today. There have been numerous concepts proposed for the "cities of tomorrow". A French architect, Le Corbusier, has recommended that cities be constructed housing people in superhigh apartment houses, sixty stories high, with shops and community facilities located within or very close to the residential towers. Large elevated super highways would carry traffic between the building concentrations. There would be large open spaces between each tower. Frank Lloyd Wright, in his broad-acre city concept, proposed that cities be spread out and that each home be of a single-detached type and have a minimum of one acre of ground assigned to it. A subdivision following very closely the principles of Broad Acre was actually built near Pleasantville, New York, called Usonia. Wright's concept has probably come closer to the present pattern of development in the United States than any other theories. Other ideas have been proposed, but the two above represent the two extremes. Howard County should be developed along a pattern somewhere between the two types described above. At what point between the two extremes is the desirable pattern for Howard County to develop as its goal? There will be many pressures and forces operating to influence the development in various directions, of which many will be unfavorable to the interest of the general public.

It is therefore the purpose of this paper to present a planning policy and a design concept for the future development of Howard County that will be in a desirable and achievable direction and greatly benefit the general public. Because Howard County has a strategic location between two metropolitan areas, certain planning decisions must be made concerning the growth and development of the

function and aids in reducing the tendency to spread single-family homes over a large area, blotting out the countryside. Single-family dwellings should be located away from major centers of activity and in more quiet surroundings conducive for family life.

It is strongly felt that some limited high density in certain locations will help reduce the destruction of the countryside brought about by too much low density housing. Detroit and Los Angeles are unfortunate examples of what can happen if low density residential development is carried to the extreme.

Parks and Recreation

Large river valleys should be planned for parks, conservation and watershed control use, and the location of future utility rights-of-way. By reserving the streams throughout the regional area and adjacent rural areas as a park reserve the basic framework for a good park system can be developed. As stream valleys are frequently subject to flooding, the low land is not normally very useable for building purposes and is thus easier to acquire for park purposes if done at an early stage.

Large rivers and their bank area, sections of bay and ocean frontage, and areas having very interesting terrain should be established as regional or state parks. These parks should be planned to preserve sites of scenic significance, provide future recreation facilities and create a greenbelt between regions and large cities or communities. As it is anticipated that there will be more and more leisure time available to people in the future, there is great need now for planning and acquiring adequate space for recreational facilities for present and future generations.

Commercial Facilities

Adequate commercial facilities should be provided that are well located, designed for maximum convenience to the public, and developed in relation to the population and purchasing power of the people in an area to be served.

Shopping facilities and professional services should be adjacent to communities and neighborhoods and should be placed in convenient locations which are easily and safely reached by vehicles or pedestrians.

Regional, community and neighborhood shopping centers should all be developed within the regional area as centers of activity, not only for shopping, but for certain community and cultural activities. The centers should contain libraries, restaurants, with sidewalk or outdoor eating facilities where shoppers can view and be viewed, post office, bank, meeting rooms and a plaza or square where concerts and exhibitions can be given.

Careful thought should be given to the landscaping and screening of shopping centers and to relating the adjoining land uses to the shopping centers. As stated above, the shopping center should be designed as an active community center, with activity taking place during the evening as well as during the day.

Community Facilities and Services

Community facilities and services, public and private, should be provided for the social, cultural, religious and recreational needs of people. These include water, sewerage, schools, roads, libraries, garbage collection, police and fire protection, etc. The cultural activities should be distributed in a manner to best serve the public.

Water and Sewerage

As water and sewerage facilities are of fundamental importance to a metropolitan area's welfare and development, studies and plans for their development should be made thirty to forty years in advance of need. In order to do this properly some type of metropolitan water and sewerage advisory board, commission or authority with representation from all local jurisdictions should be established within the Baltimore region. This board or authority should be responsible for the following:

1. Coordination of the planning activities of all agencies

fairly short lengths and designed to serve local traffic of a few neighborhoods. The right-of-way should have a width of eighty to one hundred feet and permit four lanes with a short median strip of ten to sixteen feet. Where possible, existing roads should be utilized with modification of curves and grades.

Collector Roads

Collector roads should connect residential streets to each other and to community facilities. They should carry traffic to freeways, primary and secondary roads. They should have a right-of-way of sixty to eighty feet and have two to four moving lanes.

Collector roads, when acting in the capacity of a service road for a freeway, should be located generally parallel to and several hundred feet from the freeway being served. Residential structures, as well as some types of commercial properties, should back on to freeways and primary roads and front on the collector road.

Residential Streets

Residential streets should have, in general, a winding, complex and quiet character. They should carry only local residential traffic and necessary service vehicles needed in residential areas. The right-of-way should be from fifty to sixty feet. They should feed into the collector street.

Residential streets should blend into the natural terrain, and not look like small freeways. Where possible, they should have the appearance of country lanes with grass running to the edge of the pavement. Off-street parking, of at least two cars per dwelling unit, should be required to keep the roads clear of parked cars except in the case of important occasions and large gatherings. Curbs should be used only where necessary to facilitate the flow of storm water or for the protection of pedestrians.

Roads, Commercial Activities and Aesthetics

Strip or ribbon type commercial and industrial developments

along highways should be discouraged and prevented. Existing strip zoning should be eliminated whenever possible. Commercial centers should be developed on a planned basis, in small groupings, with each grouping separated from residential properties by buffers. Billboards should not be permitted along major freeways and only along primary and secondary highways at certain appropriate locations where there is a planned commercial development. Where billboards are permitted they should be heavily taxed as they do much to spoil the beauty and character of an area. Billboards should not be permitted on or adjacent to any federal or state highways of a non-access nature.

Gas stations and other commercial facilities should be carefully integrated with the natural pattern and not stand out as a garish, over-sized juke box with gas pumps, as vast numbers of stations are presently displayed. Identification signs should be small and simple and need not be flashing and blinking to catch the motorist's attention. The gas station structure, if part of a large shopping center or commercial development, should be of similar building material, texture and design, and be unobtrusive.

Road Signs

Road signs should be simple, of an abstract nature, easily understood, pleasing in appearance and sensible in scale, and be acceptable in any residential or commercial setting, as well as in the countryside. Signs containing lengthy instructions to motorists are not practical nor safe for motorists moving at great speeds on well travelled highways. Signs must be very quickly comprehended, which can be accomplished better by abstract symbols. Experience has shown that abstract symbols best meet the need of immediate comprehension.

Wherever possible, the surface of roads should be used for various road signs; directional, speed limit, etc. Signs placed on posts should be kept to a minimum. Where signs are necessary to advertize churches and various civic organizations, they should be grouped and be of standard size and shape.



HOWARD COUNTY

G. W. 2001 map



GENERAL PLAN

HOWARD COUNTY
PLANNING
COMMISSION

Community Renewal Program

As there are several sections of the County that have deteriorated physically, it is important that a community renewal program be initiated soon. By adhering to certain requirements, it is possible to obtain Federal funds for clearing slum structures and rehabilitating deteriorated areas. A renewal program could eliminate or greatly improve problem areas and prevent future ones from occurring.

A sign and bill board regulation should be prepared which would make it possible to remove non-conforming signs and billboards. This will greatly aid in making U.S. Route 1 a more desirable area for industry and other land uses. It will also do much to prevent many parts of the County from being littered with unnecessary signs.

There are indications that there is a need for strict enforcement of zoning regulations in the County. There should be active and aggressive enforcement of regulations, to maintain the attractive appearance and character of the County.

Conclusion

The General Plan has been prepared, reviewed with the public, adjustments made and finally adopted by the Planning Commission on July 20, 1960. An important task is now before the citizens and the officials of Howard County. With the assistance and support of citizens and officials the Plan can be implemented, with adjustments now and then to improve it. The County has a wonderful opportunity to grow in an orderly manner, preserve much of its natural beauty, have fine residential, commercial and industrial developments and in general, become one of the most outstanding counties in the State. The chaotic results of not planning and developing properly can be seen in many nearby jurisdictions. The choice is before all Howard Countians. What will it be?

U.S. 29 at Gorman Road and at Route 32, much too close for shopping districts of their land areas. Both districts have been in the process of developing for approximately four years, but an automobile service station at U.S. 29 and Route 32 and a small vacant structure at U.S. 29 and Gorman Road are the only commercial activities to have developed at either location. A large area is actually under development as a shopping center at Route 40 and Rogers Avenue, but is zoned B-2.

There were approximately forty-two acres zoned B-1, the more restrictive of the two business districts. This district occurs primarily along both sides of Maryland Route 144 for a depth of 100 feet, with some exceptions, from the Patapsco River to Rogers Avenue. B-1 districts also are found on all four corners of road intersections in many areas of the County.

There were 486 acres zoned B-2, the least restrictive commercial district. The district occurs predominately on both sides of U.S. 40 in scattered locations for a distance of approximately four miles in the northeastern section of the County. B-2 districts are found also at many road intersections, predominately along Md. 144, U.S. 29 and U.S. 40.

There are three zoning districts, M-1 (light manufacturing), M-2 (heavy manufacturing), and T-2 (tourist accommodations), where certain commercial uses are permitted. The existing M-1 and M-2 districts permit all commercial uses allowed in the B-2 district which amount to 913 and 4,768 acres, respectively. There were fifty-six acres zoned T-2, which is primarily for trailer coach parks and any use normally associated with them. Special permits allowing certain commercial uses had been granted for approximately eighteen acres in the County.

Of the total land area zoned for commercial activities, 597 acres, only 142 acres were actually used for commercial purposes. As can be seen, 65% of the zoned land area within the four "commercial" districts has yet to be developed, allowing possibly, for large population increases before additional commercial zoning is needed.

The zoning districts, M-1, M-2, T-2 and special permits, S-P, which permit all or specific types of commercial uses contained 149 acres of land used by commercial activities. Within the M-1 and M-2 districts 153 acres were used for an automobile speedway, a harness raceway and a race track. There were seventy-eight acres of land in commercial uses that are non-conforming or in districts where commercial activities are not permitted to operate unless having existed before zoning regulations were established.

Much of the County's existing zoning for commercial uses is in what is commonly called "strip" or "ribbon" zoning, where commercial development clutters the frontage along major highways for great distances. The results of "strip" development are:

The loss of views and vistas of the countryside to the automobile traveler

The reduction in carrying capacity of the highways by

STRIP ZONING

continual interference of through traffic with cars moving in and out from any point along the ribbon of commercial establishments

The blighting influence on adjoining residential areas because of the excessive traffic and noise

The possible damage to businesses themselves, who can not compete with well-planned commercial and shopping centers in providing customers with a variety of goods and services within walking distance of each other.

FOUR CORNER ZONING

This type of zoning may not create problems in areas of low population densities or in places where the traffic volume is very low. This pattern of commercial zoning does present serious problems when the traffic volumes on the two intersecting roads increase. Howard County has many "four-corner" commercial zoning districts that have not caused serious problems, but may in the future if not guided in their development.

COMMERCIAL LAND USE PROJECTION METHODS

Before a commercial land use plan can be made, certain assumptions and projections must be made.

Given a specific population estimate, it is possible to determine with some accuracy:

The future gross floor area of retail and service facilities;
The anticipated population's purchasing power for retail sales;

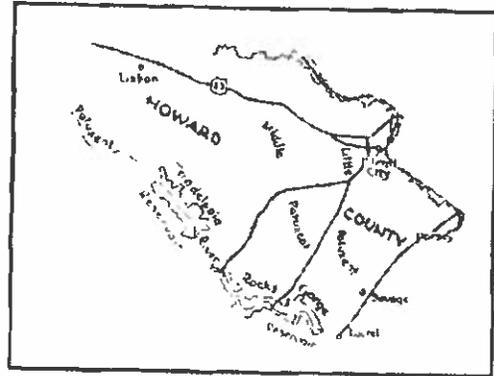
The number, type and size of planned shopping centers;
The amount of parking area required; and

The total amount of commercial land needed to provide space for necessary commercial facilities.

There are many methods for estimating the future commercial land area required for a jurisdiction. Several methods were used to determine Howard County's future needs, based on a projected population size and an estimated number of families. Studies were made of the existing land use pattern in Howard County. Commercial studies and findings in other jurisdictions were also reviewed and analyzed. After these methods were evaluated, the commercial land use plan was prepared.

Gross Floor Area Method

The gross floor area method of projecting commercial needs for the future was accomplished through comparison of commercial development in similar nearby communities. Gross floor area per person in major types of business uses was determined by an analysis of data from eight commercial trade areas in the Maryland Suburban Area of Washington, D.C., and evaluated in relation to the existing stage of development in each type of commercial use in Howard County. The resulting total of 20.7 square feet per person for commercial retail sales and services was derived. An additional 5.6 square feet



A Supplement To The Text

of

THE HOWARD COUNTY GENERAL PLAN

to

Guide The Construction

of

NEW TOWNS, NEW COMMUNITIES AND LARGE-SCALE NEIGHBORHOODS

ADOPTED ON MAY 17, 1985

HOWARD COUNTY PLANNING COMMISSION/55 COURT AVENUE/ELLICOTT CITY, MARYLAND

Howard County, Maryland

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J. HUBERT BLACK

DAVID W. FORCE

PLANNING COMMISSION

WILMER M. SANNER, *Chairman*

DORIS S. THOMPSON, *Vice-Chairman*

WILLIAM P. BRENDDEL (*Appointment expired on May 1, 1965*)

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MARY L. EDMONDSON, *Secretary I*

MARY E. ALLEN, *Secretary I*

Introduction

Pursuant to the provisions of Chapter 184 of the Acts of the Maryland General Assembly of 1953, the Planning Commission prepared an amendment to the General Plan of Howard County, which was originally adopted July 20, 1960. On May 17, 1965, after a public hearing had been held, the Commission adopted a Supplement to the Text of the General Plan, seeking to guide the construction of New Towns, New Communities, and Large-Scale Neighborhoods.

The Supplement to the Text was prepared to take full advantage of the opportunity for an outstanding development presented to the County by the Howard Research and Development Corporation. Proposed was a complete, balanced community on approximately 14,000 acres of land, providing a broad range of opportunities for housing and employment, and including major institutional, recreational, and cultural facilities.

The Planning Commission would like to thank those persons and organizations that helped in the formulation of the Supplement to the Text, especially the following: Walter H. Blucher, Malcolm H. Dill, George E. Gavrelis, George E. Kostritsky, Franz J. Vidor, Howard Research and Development Corporation, Howard County Citizens' Association, The League of Women Voters of Howard County, Donleigh Civic Association, and Lawyers Hill-Rockburn Association. The Planning Commission would also like to recognize the County Commissioners, Charles E. Miller, Chairman; J. Hubert Black; and David W. Force; for their aid and cooperation in developing a Supplement to the Text of the General Plan for Howard County.

POPULATION TRENDS AND GROWTH FORECASTS

The population of the Washington, D.C. metropolitan area increased by 35.6 percent during the 1950-1960 decade and it has continued to grow at a rapid pace since that time. The population of the Baltimore metropolitan area increased 22.4 percent during the same decade. Howard County, lying between the cities of Washington, D.C. and Baltimore, has felt the effect of this growth and will continue to do so at an accelerating rate as buildable areas are consumed and development pushes outward from both cities.

Howard County has almost doubled its population between 1950 and 1964 with an estimated population of 45,000 in 1964. At the present rate of growth, it is estimated that by 1968 its population will be in excess of 57,000 people.

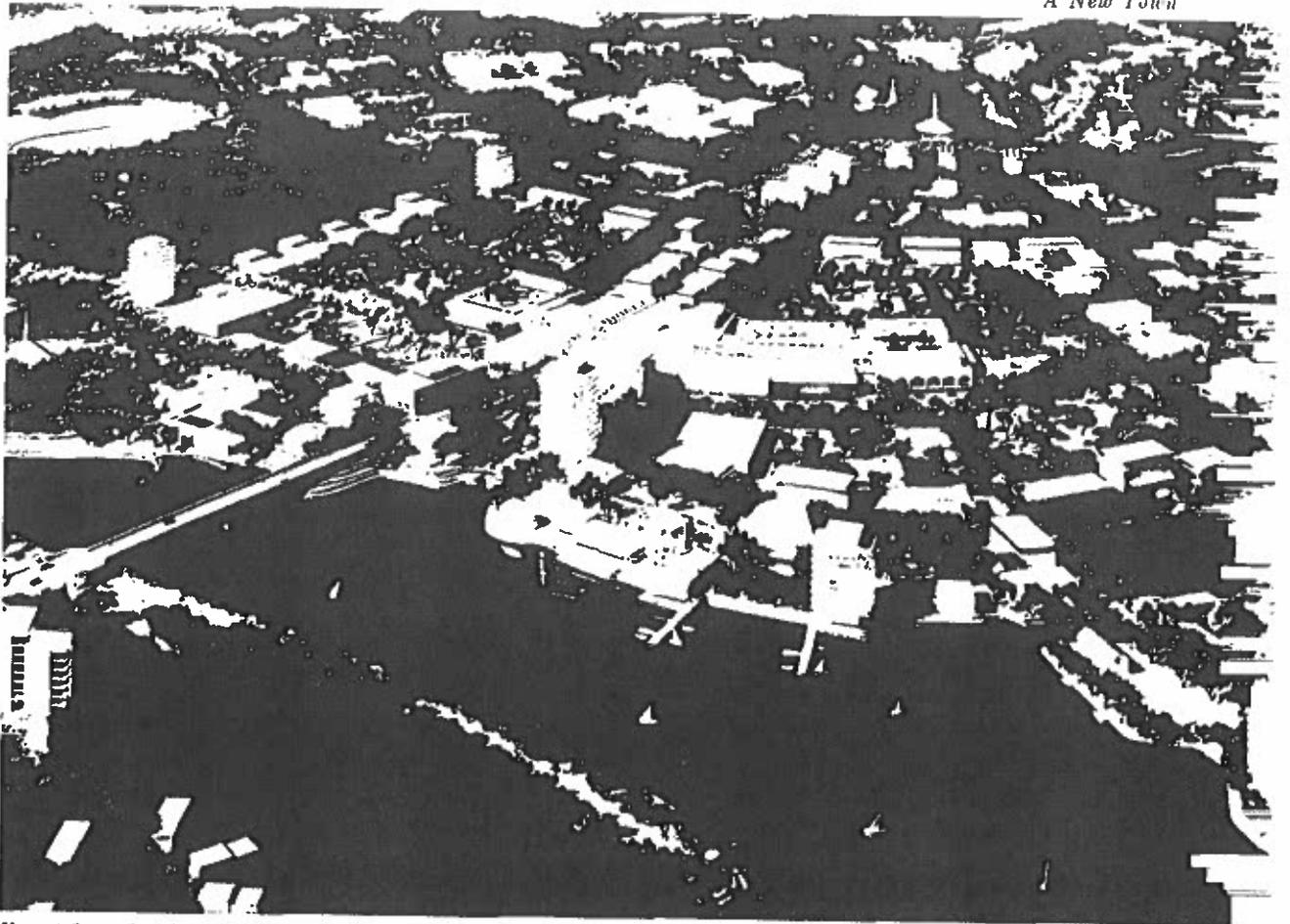
The nature of that growth has left something to be desired, with much of the residential building depending upon septic tanks and private wells. With the provision that in the near future of sanitary facilities and water for large areas suitable for development, it is anticipated that building will take place at an even faster rate than is presently being experienced.

History has shown that the provision of public facilities is economically feasible if done on the basis of large-scale development.

The County now has the choice, to continue growth on the current scattered basis or to encourage the development of New Towns, New Communities and Large-Scale Neighborhoods. These projects offer many advantages, mainly they afford better use of and less waste of land; all public facilities including schools, libraries, transportation facilities as well as sanitary and water facilities can be supplied; a sounder tax base is achieved through distribution of the tax load on industrial and commercial as well as residential property; lands suitable for parks and recreation can be reserved and dedicated to public use during the development stage; houses can be so arranged as to provide high living standards while reserving a greater portion of the land for private or community open spaces. Even in the case of projects at a scale smaller than a new community, many of the facilities mentioned above can be provided with a better use of the land than is achieved through scattered development.

Such large scale developments in the form of New Towns, New Communities and Large-Scale Neighborhood projects should be encouraged provided they are constructed under standards and conditions which will insure proper development, the provision of adequate public facilities, protection for the residents of the community, protection for surrounding properties and the general well-being of the County.

On petition to the Howard County Planning Commission, and after public hearing, the General Plan map may be amended to show the areas allocated to New Towns, to New Communities or to Large-Scale Neighborhoods, if such standards and conditions as are listed hereafter are provided or assured.



Howard Research and Development Corporation

Town Center of Columbia

For the purposes of this supplement, the following general definitions and criteria set forth in detail elsewhere in this text are applicable:

A self-contained community of residential, commercial and industrial areas containing a maximum of 10,000 acres of land and having an overall maximum density of 2.5 dwelling units per gross acre. (a) New Town Sector—a segment of a New Town containing a minimum of 2500 acres of land and permitted only when in conformance with the approved general development plan for a New Town. As the plan for each successive sector is submitted, the proposed sector should be recomputed so that the number of dwelling units within the New Town should never, at anytime, exceed the permitted number of dwelling units within the entire New Town.

NEW TOWN

A self-contained area of residential, commercial and industrial uses consisting of a minimum of 2500 acres of land with a maximum overall density of 2.5 dwelling units per gross acre.

NEW COMMUNITY

**GENERAL
PLAN
FOR
HOWARD
COUNTY**

1971



Recreation in the Planned Golf Course Community should include a minimum of two 18-hole championship golf courses. A variety of other recreational amenities should also be provided. At least fifty percent of the land in the planned community should be devoted to open space to secure a park-like atmosphere.

Sound fiscal planning requires that commercial and industrial growth be sufficient to create the tax base needed to fund the public facilities and services a growing population requires. Economic development is also needed to make jobs available to the local population and to make commercial retail and service centers convenient to residential areas.

The basic policy governing the location, scale, and level of commercial development in Howard County is to maximize such convenience yet hold in check the trend toward "strip commercial" development along major access roads. This policy provides for a system of commercial service centers designed and located to fit the size and density of the area being served.

At the neighborhood level, a small commercial convenience center of one acre or less could include a drugstore, a small food store, a barber shop, a beauty shop and other such uses.

A convenience center would be permitted in some low-density areas subject to approval or an amendment to the Zoning Map by the Zoning Board for commercial land use subject to criteria to be set forth in the Zoning Regulations.

A second level of commercial activity would be at the community or village level. At this level, a commercial center serving a retail market population of between 15,000 and 20,000 residents would provide such uses as a branch bank office, small retail stores, a supermarket, medical offices and restaurants.

This second level of commercial activity may be permitted in some medium and high density areas subject to amendment to the Zoning Map by the Zoning Board.

The design, access, size and function of the community commercial center would be subject to review by the Planning Board and its recommendations forwarded to the Zoning Board.

Not all neighborhood and community commercial centers are located on the General Plan Map.

NON-RESIDENTIAL DEVELOPMENT

COMMERCIAL

The specific location of commercial centers will be determined in accordance with the location of the low, medium and high density development and the distances from existing or proposed commercial areas as shall be set forth in the Zoning Regulations.

The design of each center should respond to the physical organization of the specific neighborhood or community. One goal of the method outlined in these regulations is to provide designers of these centers with greater site planning flexibility, yet also give the County more control over the design, scale and location of commercial development than normally occurs under conventional zoning methods.

Sub-regional and regional shopping centers are the third level of commercial activity. The sub-regional centers correspond to four of the five development centers in the General Plan. The fifth center is the regional commercial center in downtown Columbia.

The sub-regional centers are primarily within the existing commercial zoning which provides for commercial activity in the Route 1 industrial corridor, in the North Laurel area, the Waterloo area, and in the Greater Ellicott City area.

The commercial functions of the sub-regional centers are expected to grow in relation to the growth of population in their retail service areas. The new sub-regional centers are expected to develop at a relatively slow pace during the first years of development and increase more rapidly during the later part of the development period. Additional commercially zoned land in the existing commercial areas may be needed in the future to strengthen the ability of these commercial areas to serve the public.

Downtown Columbia has a retail trade area of 500,000 people and is one of the major commercial centers in the Baltimore-Washington region. Downtown Columbia commercial activities are structured to provide a balance of local, community and regional needs within the development framework of the County.

Interstate 95 (an eight-lane highway) and the upgrading of U.S. 29 have greatly improved transportation connections between the Baltimore and Washington areas and accelerated growth within the corridor. The improvements to the Interstate 70 - U.S. 40 corridor have also created new economic development opportunities

INDUSTRIAL

**GENERAL PLAN
FOR
HOWARD COUNTY
1982**

Adopted May 3, 1982

and

August 2, 1982

Non-Residential Development

Sound fiscal planning requires that a sufficient level of commercial and industrial growth be maintained in order to provide a sufficient county tax base to support the level of public facilities and services required by a growing population. In addition, economic development is required to make jobs available to the local population and to enhance residential livability through the convenience of commercial retail and service centers.

The basic policy governing the location, scale and level of commercial development in Howard County is designed to maximize convenience while minimizing the trend toward "strip commercial" development along major access roads. This policy provides for a system of commercial service centers designed and located on the basis of functional relationships relevant to the size and density of the area being served.

At the neighborhood level, a small commercial convenience center of not more than one acre in size could include such uses as a drugstore, a small food store, a barber shop and a beauty shop.

A convenience center would be permitted subject to approval or an amendment to the Zoning Map by the Zoning Board for commercial land use subject to criteria to be set forth in the Zoning Regulations. Prior to action by the Zoning Board, the site plan would be reviewed by the Planning Board, and its recommendations forwarded to the Zoning Board.

A second level of commercial activity would be at the community level. At this level, a commercial center serving a retail market population of between 15,000 and 20,000 residents would provide such uses as a branch bank office, small retail stores, a community size food store, medical offices and restaurants.

A second level of commercial activity may be permitted in some medium and high density areas subject to amendment to the Zoning Map by the Zoning Board. Prior to action by the Zoning Board, the site plan would be reviewed by the Planning Board and its recommendations forwarded to the Zoning Board.

The design, access, size and function of the community commercial center would be subject to review by the Planning Board and its recommendations forwarded to the Zoning Board. In addition, the site development for the center would have to meet performance criteria as set forth in the zoning regulations. Both the neighborhood and community commercial centers are not specifically located on the General Plan Map. The location of Commercial centers will be determined as relative to the location of the low, medium and high density development areas and the distances from existing or zoned commercial areas as shall be set forth in the Zoning Regulations. The design of each

COMMERCIAL, INDUSTRIAL AND BASIC EMPLOYMENT

COMMERCIAL

Howard County, Maryland

**The 1990
General Plan**

... a six point plan for the future.

Adopted July 2, 1990

of homes. The detailed zoning regulations for mixed-use centers will include high standards for design quality including urban design, quality and extent of public space and green spaces, and relationship to adjacent areas. Controls on the intensity and scale of development will include such techniques as Floor Area Ratio (FAR) limits, performance standards for the amount of paved areas and roof areas, and significant requirements for open space or common public areas. In addition, a process of review similar to that for the current Planned Employment Center (PEC) or Planned Development (PD) Zoning Districts would be required to guarantee such quality. Public meetings before the Planning Board would be part of the review process at the initial and later phases of such developments. The zoning regulations for such a mixed-use zone would be considered through a public hearing process before the Planning Board and the Zoning Board prior to the adoption of such zoning.

These mixed-use centers should not be confused with the major commercial centers described in Chapter 7: *Community Enhancement* (Box 7-1). These mixed-use developments will not be sites for regional shopping centers or strip commercial type development. However, some limited commercial activity geared to the needs of the residents and businesses within the mixed-use center should be permitted.

In addition to not allowing regional shopping centers or strip commercial development, the regulations for mixed-use centers also would not permit any heavy industrial uses.

The following policies are based on this review of housing and employment area opportunities, constraints and trade-offs.

Policies and Actions

Where these Policies and Actions can be mapped, they are reflected on Map 5-21.

Howard County, in order to balance its extensive employment base with housing, will:

5.1 Increased Housing Intensities

Designate specific areas for housing at somewhat higher intensities than currently shown, allowing for small lot, attached and multi-family units to be built over the next twenty years; approximately 4,500 to 6,000 additional units will result from this action.

5.2 Substitution of Housing for Employment Areas

Designate housing in areas currently identified for employment which have good potential to accommodate housing including small lot, attached and multi-family units over the next twenty years; approximately 3,500 to 4,000 additional units will result from this action.

(Policies relating to low and moderate income housing are addressed in the Housing section of this Chapter)

Howard County, in order to optimize its employment potential and to balance its supply of employment land, will:

5.3 Retention of Strong Employment Areas

Reaffirm the designation of current undeveloped areas with strong potential for employment.

5.4 Reduction of Problematic Employment Areas

Reduce the extent of employment areas with very problematic access; where these have good potential for housing, a new mixed-use development category will be developed. Approximately 350 acres are withdrawn from employment use through this action, significantly reducing potential site-specific traffic congestion problems.

**Howard
County**



P GENERAL **PLAN**

2000

Adopted

James N. Robey,
County Executive

November 8, 2000

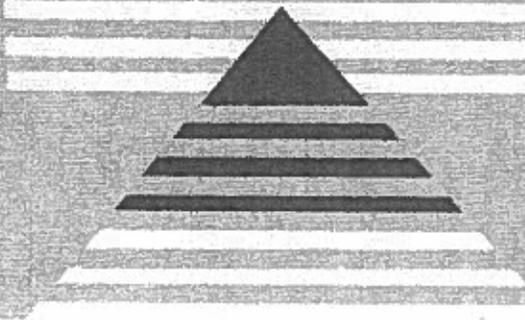
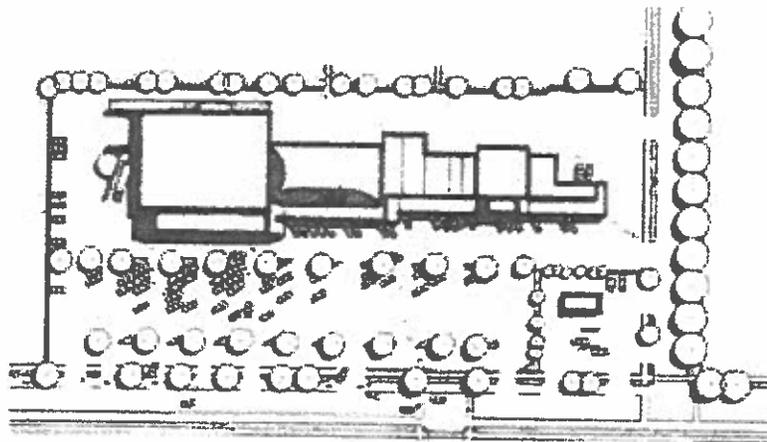
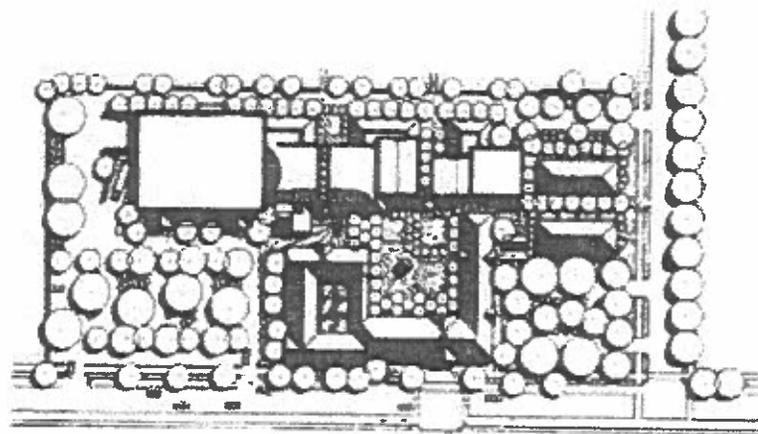


Figure 5-9
Redevelopment of Strip Commercial Site
into Mixed Use Center



Existing Strip Commercial Shopping Center



Redeveloped Mixed Use Shopping Center

Source: Corbett, M.N. A Better Place to Live, 1981.

an impetus for redevelopment of obsolete warehouse and manufacturing properties. When such sites are large or numerous, they offer the opportunity for redevelopment to be well-planned and attractive.

To address the economic development and community enhancement potential of Route 1 and Route 40, Corridor Revitalization Studies must be developed. Additional revitalization or redevelopment plans could be developed for older business parks in other parts of the County, if needed. Planning for the Route 1 and Route 40 corridors will be closely related to the Community Master Plan process, because major communities, such as Elkridge, Savage, North Laurel and Ellicott City, include portions of the Route 1 and Route 40 corridors. The planning process is described in more detail at the end of this chapter.

Factors that make development difficult within sections of the Route 1 and Route 40 corridors, as discussed in Chapter 4, *Balanced and Phased Growth*, are the limited availability of large parcels, the need for land consolidation, problematic highway access, zoning or building code provisions, obsolete older buildings, environmental concerns, aging infrastructure and utilities, and lack of stormwater management.

Incentives for revitalization/redevelopment may include additional permitted uses, increased flexibility in bulk regulations, expedited processing, lower development review fees, and tax or development financing incentives. Local business improvement associations could help to implement and manage coordinated improvements in landscaping, access, signs and facades. County or State capital projects to improve infrastructure can encourage and support private investment.

Policies and Actions

POLICY 5.9: Allow for the appropriate size, location and purpose of commercial centers.

- ◆ ***Definition of Centers.*** Use the categories of commercial centers defined in Box 5-6 to guide land use decisions affecting existing and future commercial needs. Ensure that the size and location of new, ex-

panded or redeveloped commercial centers will be in keeping with the road capacities and their surroundings.

- ◆ **No Extension of Commercial Strips.** Reaffirm the policy of past General Plans to not extend strip commercial development areas on major roads beyond their present limits.

POLICY 5.10: Improve the design of commercial areas.

- ◆ **Scale of Buildings.** Adopt standards that require commercial structures to be in scale with adjacent residences. Reduce the scale and uniform appearance of commercial buildings, by using techniques such as articulating facades and roof lines, having multiple entrances and locating smaller retail stores in larger centers for variety.
- ◆ **Multiple Facades.** Require that all facades of a commercial building that are visible from surrounding roads, residential or public properties be similar in design to the front facade. Prohibit the use of blank rear or side walls in locations visible from roads.
- ◆ **Parking Locations.** Encourage the dispersal of parking into small, heavily landscaped lots and discourage large parking lots in locations that dominate the public image of the site along the main roads leading to the site. Increase the requirements for internal parking lot landscaping to visually break up large parking lots, provide more shade and improve the pedestrian environment.
- ◆ **Landscaping.** Improve landscape design standards and strengthen enforcement to better mitigate the visual impacts of commercial properties. Require heavily landscaped buffers along the sides and backs of commercial structures and along the perimeters of commercial centers to screen large parking lots, provide shade along sidewalks and offer an attractive streetscape. Apply, where feasible, new landscape design standards to commercial properties that are undergoing renovation.
- ◆ **Pedestrian Improvements.** Install sidewalks along roads that provide access to commercial centers and connect store entrances to street

crossings, transit stops and focal points for increased safety and convenience for pedestrians. Adopt standards that encourage provision of pedestrian-scale features and spaces, such as landscaped plazas and sitting areas.

- ◆ **Sign Code.** Review the County Sign Code for possible revisions to commercial signs.

POLICY 5.11: Make existing commercial centers and strip commercial-industrial corridors more efficient and attractive, and give them a more positive role in communities.

- ◆ **Older Commercial Properties.** Develop strategies to encourage renovation or redevelopment of older commercial centers, particularly those showing indications of decline. Make local commercial centers more positive community focal points through design improvements and renovation.
- ◆ **Corridor Revitalization Studies.** Develop Corridor Revitalization Studies for Route 1 and Route 40 in partnership with representatives of affected businesses, industries and communities.
- ◆ **Redevelopment Strategies.** Define potential redevelopment sites through the corridor planning process. Identify planning goals, potential barriers and strategies to promote redevelopment for these sites. Establish appropriate, cost effective incentive mechanisms, including incentives to encourage consolidation of small properties for more effective redevelopment.
- ◆ **Redevelopment Standards.** Assess current zoning and land development standards as they apply to strip commercial and industrial areas. Provide revised or alternative standards to encourage redevelopment with improved building, site and landscape design.
- ◆ **Public Environment.** Improve the public environment along the right-of-way through consolidation of access driveways, screening of exposed storage, unified designs of signs and landscaping, and other means. Promote joint improvements (for example, shared entrance



PlanHoward 2030

Howard County, Maryland
Adopted July 26, 2012
Amended February 9, 2021

A government partnership in pursuing the goals of the Sustainable Communities program will provide opportunities to leverage increasingly scarce resources for public and private investment.

Policies and Implementing Actions

POLICY 10.5 – Adjust County funding programs to reflect community investment needs and partnership opportunities.

Implementing Actions

- a. **Community Plans.** Refine the County's capital budget process using place types, geographic planning areas, and priorities established by community-based plans.
- b. **Sustainable Communities.** Seek State support through its Sustainable Communities program by developing action plans for identified areas and convening community work groups to guide planning and implementation.

Design of Commercial Centers and Corridors

Part of maintaining a high quality of life is providing residents and workers easy access to the goods and services they need as part of their normal activities. The amount of commercial property must be reasonably in balance with the need for commercial services. Excess commercial space within a community can lead to deterioration of some commercial properties, which can impact surrounding areas. New trends, such as Internet shopping, will affect consumer shopping habits. Existing

centers need to respond to changing consumer demands to remain competitive. Promoting the redevelopment and renovation of existing commercial centers is important and may in some instances be addressed by community plans that examine ways to encourage renovation or redevelopment.

The appearance of commercial centers and their relation to adjacent communities are important community enhancement issues. Redevelopment or renovation of aging commercial centers can lead to significant improvements in design and appearance. Attention to building and landscaping design, to green areas or plazas that offer seating and other amenities, and to neighborhood bike and pedestrian connections can strengthen a center's role as a community focal point.

Route 1 and Route 40 are Howard County's primary commercial corridors, although strip commercial development occurs along sections of other roads. Residential neighborhoods generally abut the narrow strip of commercial zoning along these highways. In a few locations, office/retail parks extend further back from Route 40. Route 1 is more varied, with a mix of commercial and industrial uses. The commercial strip sections of the Route 1 corridor are most concentrated near the communities of Elkridge, North Laurel, and Savage.

Commercial corridors across the country generally have a negative image associated with unplanned and uncoordinated development. These corridors are automobile-oriented and were seldom planned to accommodate any civic

buildings or public spaces. For these reasons, the policies reflected in this section also apply to existing and proposed strip commercial development along roads throughout the County, not solely in the Route 1 and Route 40 Corridors.

The County's commercial corridors will not be expanded but will remain an important part of the County's commercial land uses. Both the Route 1 and Route 40 Corridors have been subjects of significant revitalization planning since the adoption of General Plan 2000. Zoning amendments and design guidelines have been adopted for these two corridors. Additionally, review of proposed plans by the County's Design Advisory Panel is provided to assist designers and property owners in applying the design guidelines for new projects and redevelopment. Streetscape studies and improvements have also been undertaken. Revitalization of both commercial corridors will continue to be County priorities to improve their economic viability, appearance, and ability to serve the surrounding communities.

Policies and Implementing Actions

POLICY 10.6 – Improve the competitiveness and design of commercial areas.

Implementing Actions

- a. **No Extension of Commercial Strips.** Reaffirm the policy of past General Plans to not extend strip commercial development into residential areas along major roads beyond their present limits or allow new areas of strip centers on these roads unless there are adjacent strip centers on both sides.

- b. **Older Commercial Properties.** Promote renovation or redevelopment of older commercial centers, particularly those showing indications of decline. Develop strategies to encourage older commercial centers to become stronger community focal points through design improvements.
- c. **Building Design.** Adopt standards that require commercial structures to be in scale with adjacent residences and to enhance design by articulating facades and roof lines. Require all facades that are visible from surrounding roads or properties to be similar to the front façade. Prohibit the use of blank rear or side walls in visible locations.
- d. **Parking Design.** Discourage large parking lots in locations that dominate the public image of the site along main



Highland is an example of a commercial crossroads in the County's Rural West.

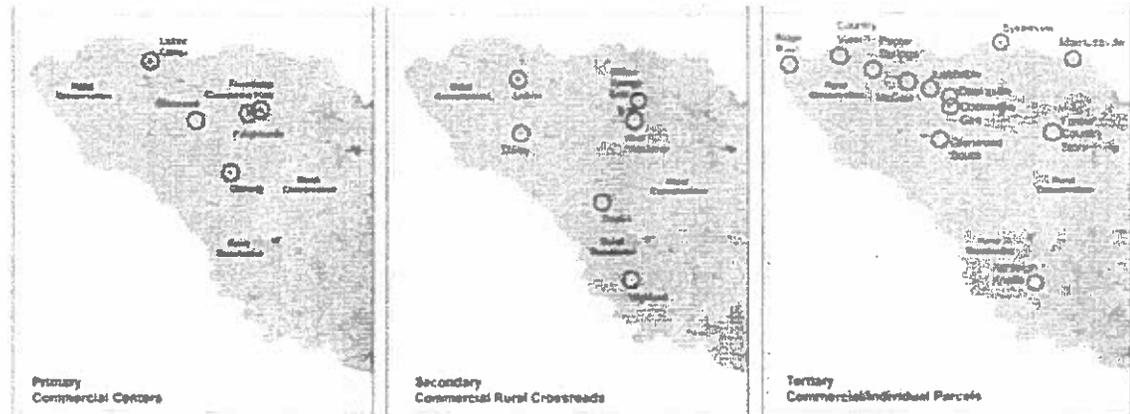


Figure 10-4. Rural Commercial Inventory.

- e. **Pedestrian Improvements.** Install sidewalks along roads that provide access to commercial centers and connect store entrances to street crossings and transit stops for increased pedestrian safety and convenience. Consider the needs of seniors and individuals with disabilities in locating transit stops to offer greater accessibility. Adopt standards that encourage provision of pedestrian-scale spaces, such as landscaped plazas and sitting areas.
- f. **Sign Code.** Review the County Sign Code for possible revisions to commercial signs.
- g. **Design Advisory Panel.** Explore an expanded role for the Design Advisory Panel (DAP) to include other commercial areas of the County, which, like the Route 1 and Route 40 Corridors, exhibit the need for improved design and would benefit from the adaptation of appropriate design manuals or guidelines for the DAP to utilize in its reviews.

Rural Commercial Crossroads

The County has varying types and scales of businesses throughout the Rural West that serve the needs of both agricultural and residential communities. Many are located at traditional rural crossroads. Rural residential growth and the changing character of agriculture have impacted how commercial crossroad areas function. There is a need to reassess the role and ability of rural commercial crossroads to serve farmers' and

Major Evaluation Criteria for Mixed-Use Area Designation

- Reduction of future traffic congestion compared to employment-only development
- Good regional access (existing or future)
- Good visibility to major highways
- Good relationship to primary employment corridors and axes (e.g., DC, BWI, I-95)
- Part of an existing employment concentration/critical mass
- Potential for residential development because of location, adjacencies, access, buffering, environmental quality
- Special or unique environmental features (e.g., wetlands, extensive woodlands, etc.)

Figure 5-19

This General Plan proposes several mixed-use centers within the urban East. These mixed-use centers are proposed as a way to plan efficient use of the land at key locations by combining housing, employment and even certain public facilities and services such as schools and recreation. Such centers can be especially effective in providing sites to meet the current and future needs in affordable housing. Mixed-use centers also are logical stops or transfer points for a true network of public transit since the mix of activities enables transit to be based on a larger potential ridership than only peak hour commuters (See Box 5-5).

The mixed-use centers vary in size, and the scale and intensity of development will have to vary with specific local conditions. Mixed-use areas within existing employment corridors could have a higher proportion of offices and services. Those near residential areas might, more appropriately, have a higher proportion

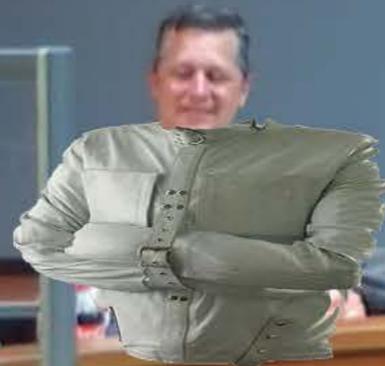
Benefits of Mixed-Use Centers

Mixed-use centers make more efficient use of increasingly limited land resources by:

- allowing different but compatible uses to share the same property.
- substituting housing for employment land that cannot be properly served by existing roads.
- creating more opportunities for affordable housing by absorbing land costs for such housing within a larger development and by the ability to share the same infrastructure (roads, utilities, transit, etc.).
- creating opportunities to eliminate home-to-work commuter trips by providing housing and jobs within easy pedestrian access.
- mixing of housing, employment and public facilities to create a more balanced pattern of traffic generated; this is easier on the local road network than peak hour crunches typical of large employment only developments.
- providing needed sites for public facilities such as schools, libraries, and social services in areas of the County where available land is increasingly hard to find.
- ensuring that sites at prime locations are not limited to only one type of use (e.g., housing only or employment only) which make development of such sites more vulnerable to market fluctuations.
- requiring generous open space requirements, F.A.R. limits, and better concentration and mixing of uses to protect environmental and landscape resources in areas where current zoning allows up to 80% impervious surface coverage and creating proper buffering between mixed-use centers and adjacent neighborhoods.

Box 5-5

Howard County Maryland Planning Board Straight Jacketed Summer of 2022



Respass, Charity

From: Fran LoPresti <fflopresti@gmail.com>
Sent: Monday, July 17, 2023 3:59 PM
To: CouncilMail
Subject: General Plan (HoCoByDesign) Written Testimony
Attachments: HoCoByDesign Council Testimony Jul -23.docx

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Hello,

I am not able to testify in person next week so I am submitting written comments for your consideration. I will be watching as much of the hearing as possible on Wednesday night. As always, if you have any questions or comments, I am available for follow-up. Thank you.

--

Fran LoPresti

Fran LoPresti
6985 Deep Cup
Columbia, MD 21045
fflopresti@gmail.com
410-995-6160

Written Testimony County Council HoCoByDesign – July 19 2023

I have been involved as a citizen in the HoCoByDesign effort since its public inception. I even served on an ad hoc Strategic Committee on the Missing Middle Housing. I have also been heavily involved in the Age Friendly effort and some of my comments are based on those experiences.

1. When I look at the number of homes projected to be needed for our workforce, I am forced to say that we must expand the PSA over the next few years. Right now, the effort is cost-prohibitive. Actively look for technology advancements. I do not think I can support the Eastern end of the county bearing the traffic, noise, and pollution from growth over the next 20 to 30 years. If one looks at the potential growth of homes and businesses, including agribusinesses, it seems to me that we will need to build a new sewage plant. They are expensive. Plan for it now.
2. The county must become involved in more public/private partnerships to build affordable housing. For the last 20 years, developers have built mega-mansions, high end housing and paid fees instead of including moderate housing in their projects. They have waited out the Adequate Public Facilities timeline to maximize their profits. If there is overcrowding in the schools for more than 3 years, perhaps the developer should sell the land to a different firm that can add housing that is more amenable to the location. I have no objection to capitalism but I think the County has been taken to the cleaners. The fee is way too low. We need those moderate- and low-income houses. If the current developers cannot make a buck on building, then let us find new builders that can.
I urge the Council to buy land near amenities and build housing for seniors. Seniors need places where they can reasonably walk to amenities as they give up driving.
The county should buy other land and bid out development so that developers build the housing that we, as a county need, rather than what maximalizes their profits.
3. I am in favor of developing the Gateway area. I have several comments. First, traffic must be considered carefully. That 175/108/Gateway/95 area is already a mess. I am not sure how to fix it. I just know it will need a complete rework.
4. I do not want to see the Gateway area a repeat of downtown Columbia. Howard County has its tall buildings there. The downtown, with the addition of the Merriweather District, will be vibrant and a center for art and culture. We have the wonderful historic area in Ellicott City that draws county citizens and tourists. We do not need to repeat a downtown in Gateway. We need something different. The plan calls for very tall buildings and very dense housing. I do not want any buildings over 5 stories.
I want to see fountains where kids can play, miniature golf, buildings for community cultural events, a permanent farmer's market with both produce, meats and home art products from our own county highlighted, ice cream shops and other small business stores. I would like to see bike lanes and walking paths and lots of greenery. I do not think a citizen friendly area is incompatible with an innovation district as proposed by Dr. Ball.
I highly suggest that Gateway become a Columbia Village. Columbia is very good at having lot of well-maintained open space with more dense housing which is what is needed in Gateway.

5. I have advocated for a Senior Housing Plan over the last few years to both the HoCoByDesign leaders and the Council. I still think we need it. Seniors are fast approaching the number of children under 18 in this county. There is a dearth of adequate safe housing for them. I think the idea of vertical duplexes or triplexes with seniors on the first floor has merit. Single cottage type housing is desirable as well as senior apartments.
6. The current APFO needs an overhaul. Why does it hold expire? If there is still no room, there is no room in the school. My current understanding is that the APFO tracks new units sold in an area almost exclusively. That makes no sense. Existing neighborhoods change over time. An illustrative example. I live on a street with 14 houses. Some 40 years ago when the neighborhood was brand new, each house had babies or school age children. Fast forward 20 years and almost every house had retirees or homes with college age or no children. Now at 40 years, almost half of the houses have been sold to families with babies or school age children. Were they counted in the APFO? I am hoping we can get realtor data on homes sold demographics and use them to change our APFO calculation.
7. There seems to be some confusion on current zoning. I think that there is no requirement for MIHU housing in the county, other than downtown Columbia by statute. I could be wrong. But let us make every development project subject to the MIHU requirements.
8. Please modify the Universal Design guidelines. They are hopelessly out of date and the needs of today's older seniors are not the same as 15 years ago.
9. Finally, I think the form-based or character-based compatibility standards for housing are necessary. It will help the public understand the zoning changes and it will help developers, especially those involved with infill development.

Thank you for the opportunity to express my thoughts about the HoCoByDesign report and the upcoming General Plan..



100 North Charles Street, 2nd Floor
Baltimore, Maryland 21201

410-223-2222
www.brhp.org

July 19, 2023

Howard County Council Members
George Howard Building
3430 Court House Drive
Ellicott City, Maryland, 21043
General Plan Public Hearing #2, July 19, 2023

Position: Support Amendments to HoCo by Design Proposed by the Howard County Housing Affordability Coalition

Dear Council Chairperson Rigby, Vice-Chairperson Jung, and members of the County Council:

Thank you for the opportunity to submit testimony on behalf of the Baltimore Regional Housing Partnership (BRHP). I am writing to express our support for the amendments proposed by the Howard County Housing Affordability Coalition to the County's General Plan Update, HoCo by Design.

The Baltimore Regional Housing Partnership is a non-profit organization that expands housing choices for low-income families who have historically been excluded from housing in well-resourced neighborhoods by helping them access and transition successfully to safe, healthy, and economically vibrant communities. As the Regional Administrator for the Baltimore Housing Mobility Program, BRHP has been opening pathways to better futures for low-income families for over 10 years. BRHP currently provides over 4,300 low-income families rental assistance in the form of Housing Choice Vouchers coupled with counseling support for families as they move from areas of concentrated poverty to areas of opportunity in Baltimore City and the five surrounding counties, including Howard County.

To further our mission of ensuring equitable housing, BRHP is dedicated to helping achieve racially and socially equitable public policy that ensures low-income families have access to quality and affordable homes in communities of their choice. **In 2022, BRHP paid nearly \$19 million in Housing Assistance Payments to 450 property owners serving over 1000 BRHP-assisted households living in Howard County.** Howard County's strong economic and educational opportunities, as well as development outlined in HoCo by Design, are sure to continue to appeal to many households, including lower-income families.

However, both the updated Plan and the proposed amendments outline an undersupply of approximately 20,000 homes – including 7,500 affordable units – as well as expectations for job creation and housing demand for an additional 31,000 homes by 2040. Already, 44 percent of renters in the County are burdened by unaffordable housing costs and over half of Black renter households are considered cost-burdened.

The Baltimore Regional Housing Partnership is an equal housing opportunity provider.





100 North Charles Street, 2nd Floor
Baltimore, Maryland 21201

410-223-2222
www.brhp.org

Further decreases in housing supply amidst a spur of economic development threaten to price out many households of color.¹ Past discriminatory actions and policies have caused Black and Hispanic households to have the lowest homeownership rates in Howard County.² 2022 survey data show that low-income renters throughout the County are already extremely underserved, with only approximately 30% of low-income renters served, and that the market is failing to add housing options for Low and Very Low income renters, further cementing the need for more units of planned and affordable housing across the County to enhance the County's diversity and equity goals in conjunction with new jobs and economic development.³ **The proposed amendments to HoCo by Design thus offer a unique opportunity to not only respond to growing community needs for housing, but also enhance equity and diversity in Howard County communities through developing more, accessible, and affordable homes.**

BRHP appreciates your consideration and respectfully urges the Council to consider adoption of the amendments to HoCo by Design proposed by the Howard County Housing Affordability Coalition.

Sincerely,

Adria Crutchfield

Executive Director

¹ "The Path to an Equitable Capital Region," HAND, 2022, <https://hit.handhousing.org/jurisdictions/howard>.

² Ibid.

³ Howard County Rental Survey 2022, June 2022, <https://www.howardcountymd.gov/sites/default/files/2022-07/HoCo%20Rental%20Survey%202022%20ver%207.01.pdf>.



Prepared Testimony of Cedric Brown (20+ Year Homeowner Columbia, MD)

July 19, 2023

Good evening Howard County Councilpersons. I am writing to again express support for utilizing zoning and other policies to allow developers to be able to meet the goal/need of delivering 2,000 housing units per year, as detailed in HoCo By Design.

As population and the number of employment opportunities in Howard County is projected to increase, the need for additional housing, including a requirement of 25% affordable housing is essential to our continued vitality. The benefit of delivering the additional housing will help relieve the shortage of housing, particularly for those earning below 60% of AMI, those having disabilities, young professionals and the elderly. In addition to addressing the shortage of housing, new housing provides many economic benefits to the county. Commercial multi-family properties are taxed according to their land acreage, and the (very expensive) improvements constructed upon the land comprising the property. Further, since people tend to dine and shop near their home, the restaurants at Merriweather, Maple Lawn, Turf Valley, and the Columbia Mall area have seen spikes in patronage. Similarly, the service industry ranging from salons to pet groomers and automobile shops will all benefit from the additional residents that can ultimately reside in Howard County.

Another major economic impact is the private investment dollars that are invested in our county when low income housing tax credits LIHTCs are used to construct housing. These dollars are generally packaged with investment from the state of Maryland, and private developers. Tax credit investors are attracted to the robust housing market (with extremely low vacancy), diverse citizenry having low to moderate incomes, and the generally desirable communities of Howard County.

Through a deliberate, concerted effort, the Howard County Council and the County Executive can dedicate resources, and create or modify land development policies to eliminate the estimated undersupply of 20,000 housing units referenced in HoCo By Design.

Thank you – Sincerely,

Cedric Brown

Good evening members of the Council. My name is Connor Gephart and I am a resident of Ellicott City. I am speaking tonight again in favor of HoCo By Design, and I will highlight some areas that I think are particularly important to focus on as we move through the process. Specifically, I will focus on Chapter 7: Quality By Design and Chapter 8: Public School Facilities.

I will begin with Chapter 7. I am a recent graduate of PlanHoward Academy, and when we discussed Chapter 7, it stood out to me as an example of what I want my community to value. Prior to the class, I was expecting to go in and complain about how we should be prioritizing mixed-use development, bikeability, and walkability, but then it was all laid out in the proposed County plan. I was happily surprised at the example suburban shopping center phases, filling in a parking lot with more business, services, and spaces people can actually use. My only recommendation for this Chapter is that we need to be aware that as we redevelop and focus on infill developments, it may not always be possible to build according to a nebulous definition for “community character”. I am afraid that members of the community may use “community character” as an argument against building more affordable housing in their neighborhoods.

In Chapter 8, the only part of the Blueprint called out by HoCo By Design is the Early Childhood Education pillar. Specifically, it discusses how we do not currently have the capacity to integrate pre-k education into our school system and goes on to recommend partnering with private institutions, which is allowed under the Blueprint, to ease that burden. I am a strong believer in public schools, and public services in general, and I am suspicious of allowing private schools to take the entire burden of pre-k. Especially when the goal for expanding pre-k is to make access to that education

more equitable. I also struggle to believe that a private approach would be more affordable in the long run than using the state funds allocated via the Blueprint to expand pre-k access.

Overall, I am still impressed by the work done by all involved with HoCo By Design. As a current, and hopefully longtime, resident of Howard County, I am happy to see some of my values already reflected in this plan, and I thank everyone involved for their continued dedication to making the County the best place it can be.

Respass, Charity

From: Erin <e.ashinghurst@gmail.com>
Sent: Tuesday, July 18, 2023 7:25 PM
To: CouncilMail
Cc: admin@hocoac.org
Subject: Urgent Action Needed: More Affordable and Accessible Housing for People with Disabilities in Howard County

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Members of the Howard County Council,

I am writing to address the lack of affordable and accessible housing for people with disabilities in our community. This problem affects our community's well-being and has significant economic implications for the future growth of Howard County.

To maintain appeal as an attractive community for businesses and employees, we must prioritize housing. The success of our county has historically been tied to its residential appeal and convenient location. Therefore, we need to invest in housing, infrastructure, and other factors that make Howard County desirable to live and work in. Compared to neighboring suburban counties, Howard County has a much lower ratio of housing to jobs. If we do not keep up with housing development alongside job growth, affordability issues will worsen, leading to the potential outmigration of people and businesses. Additionally, the rising affordability challenges may discourage young households from moving to the county, limiting the ability to attract and retain talented individuals.

The shortage of affordable housing has also had a significant impact on our education system. Students from households experiencing homelessness or housing instability face obstacles to their academic success, especially when coupled with overcrowded classrooms. To address this issue holistically, I urge you to support policy recommendations that facilitate innovative solutions.

The data highlights the severity of our housing shortage:

-
-
- Over 13,000 households in Howard County are burdened with unaffordable rents, with 6,800 paying over 50% of their income on rent.
-
-
-
- Our schools are currently supporting 548 homeless children, representing nearly 1 in 100 HCPSS students.
-
-
-
- Senior renters face rent increases that surpass their pensions while downsizing senior

- homeowners struggle to find affordable options.
-
-
-
- People with disabilities, including seniors, face challenges finding accessible or ADA-compliant housing.
-
-
-
- Many public sector workers, school employees, and nonprofit professionals cannot afford to live in the county they serve.
-
-
-
- Young adults are unable to afford housing, leading them to leave Howard County, which hampers our community's future.
-

This housing shortage threatens the community's economic health and quality of life. Therefore, I urge the County Council to take immediate action by amending and approving HoCo by Design with the following housing allocations:

-
-
- Allocate a minimum of 10% of the affordable homes to support residents with disabilities.
-
-
-
- Dedicate 25% of the new units, or at least 500 homes, to be affordable for households earning less than 60% of the median income.
-
-
-
- Construct a minimum of 2,000 new homes annually.
-

Implementing these measures will help address the housing crisis affecting our community. Let us prioritize the needs of vulnerable populations, including people with disabilities, and work towards a more inclusive and equitable future for Howard County.

I would appreciate your support and commitment to addressing this urgent issue. Together, we can make Howard County a model community that values the health and dignity of all its residents. Thank you for your attention and dedication to serving our best interests.

Sincerely,

Erin Ashinghurst, MS

Respass, Charity

From: Jennifer Goldstein <jagoldstein24@gmail.com>
Sent: Wednesday, July 19, 2023 2:28 PM
To: CouncilMail
Subject: Submitting Testimony on increasing Affordable Housing Options as indicated in the HoCo By Design

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Some people go through difficulties and struggles in their lives, particularly economic ones.

Not everyone has parents, friends, or additional savings to help them, when times become difficult economically.

It is also important we recognize those who face difficult times, who also struggle with significant mental health issues or other challenges such as maintaining employment and therefore, trying to support one's self can then be even more difficult.

By supporting this proposal, you will in turn be helping many individuals and families. People who are working just as hard as the next person, however due to life circumstances are unable to afford market rate housing here in Howard County, making the very basic need of housing out of their reach.

Many individuals here today, and those who cannot be here, are looking for affordable options.

In close, many of us do not know what it is like to be or experience homelessness.

By supporting this proposal, you will help many, many people, people who you will never meet, who will have real options by having affordable housing options available to them.

Our housing shortage endangers our community's economic health and quality of life. Therefore, I respectfully ask the County Council to amend and approve the HoCo by Design with the following housing allocations:

- At least 2,000 new homes to be built each year.
- 25% of the new units, or a minimum of 500 homes, should be affordable to households earning below 60% of median income.
- Of the affordable homes, at least 10% should support residents with disabilities.

I urge the County Council to take these bold and needed steps, which will lead our community out of the critical housing crisis that is currently affecting so many residents.

Thank you for your thoughtful reflection on this issue.

Jennifer Goldstein

Ellicott City, MD 21043

Respass, Charity

From: Joe and Carolyn Isaacs <jcisaacs@gmail.com>
Sent: Thursday, July 20, 2023 7:14 AM
To: CouncilMail
Subject: my testimony from July 19th general plan public hearin

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

My name is Joseph Isaacs. I live in Columbia MD. I have a son who is graduated from college living with me. I am concerned about his future. I want him and others looking for the basic need of housing to be able to have that.

The Baltimore Sun reported the other day "Despite rising rents and home prices, the Baltimore metropolitan area is on target to build fewer homes than at any point since the Great Recession.

Census data shows Baltimore and its outlying counties issued permits for about 6,600 new housing units last year — the fewest in a decade."

Affordable housing isn't a luxury we are giving out, it's a basic need. So I applaud and support the need for more housing. These houses take time to build and will need to be there for when our kids graduate school. I am also concerned about climate change, the existential threat to our existence.

I encourage the language to be strengthened in the excellent HOCO by Design document to specify using electric and not gas. Methane gas is one of the worst greenhouse gases, 26 times worse than carbon dioxide, and it's also dangerous. Even when gas is off it emits poisonous nitrous oxide into are already worsening air quality. Columbia has literally had explosions from gas. There is no need to be building gas infrastructure that will be locked in for 30 years instead let's build this new housing right using electrical technology that is now available, affordable, and safe.

July 17, 2023

Subject: Written testimony on General Plan Public Hearing #2 - July

Hello, Thanks for the opportunity to comment.

I am a concerned resident whose faith community has been part of People Acting Together in Howard (Path) for many years, so I am familiar with long-standing campaigns around Affordable Housing. The cost of living in Howard County is prohibitive to many talented professionals who can find good jobs elsewhere, have access to mass transit that HoCo residents lack, and live in affordable homes. I remember hearing years ago that a then HoCo County Hospital administrator was concerned about their ability to hire experienced nurses because of the housing prices in Howard County. As a senior citizen whose husband has been hospitalized for several life-threatening incidents. I feel that my security and quality of life are at risk because of this problem.

These days governments want to hear from “stakeholder” who are personally affected by a policy. I think this is unfortunate. But I don’t think I need a “selfish reason” to argue for a moral position - Housing For All. This should be an acknowledged social good. But to offer some stakeholder “creds” - I am part of a local senior group, the Village in Howard, and have met seniors who rely on affordable housing. And my heart goes out to families who are doubling up and to families I know that have young adults, who cannot afford a place of their own ,living with parents.. Again when I see friends and neighbors distressed this also affects my quality of life.

This is the first time I have testified on this issue and I am representing only myself. I would like to see the stock of affordable housing in this county expanded. Personally I would like to see stronger measures, but as a minimum, I support the goals of the [HoCo Housing Affordability Coalition](#). You will hear about the coalition’s plan from others, including

- A housing allocation of 2000 home each year
- 25% of new homes should be affordable {for HH earning less than 60% of area medium}
- 10% of the affordable homes appropriate for people with disabilities

I care about this because [HoCo is the 6th richest county in the US and the richest in MD.](#)

I am also involved in a number of climate action groups including HoCoClimateAction and the Maryland Climate Partners. The local, state and national climate groups I am part of put climate justice in building electrification as a top priority. And all acknowledge what scientists tell us: we must stop gas/methane emissions to have a chance of avoiding even more devastating climate catastrophes. Building electrification is a key to our gas/methane crisis.

I do not want to live in a community that is increasingly a haven for only the most wealthy Housing needs to be affordable and to use clean non-polluting energy, built to meet all-electric standards.

HoCoByDesign should be adopted with the proviso that new and renovated buildings be all electric. In passing CB-5, the county council considered and embraced the benefits of all-electric new construction.. The federal government and the state are promoting building electrification. As we plan for new housing, especially affordable housing, we need to consider the benefits of clean electric energy and avoid the indoor air pollution resulting from the use of fossil gas. (Gas appliances leak methane and other air pollutants even when turned off, adversely affecting the health of the vulnerable especially children and the aged.

Chapter 3, EH 11 discusses the impact of climate change. Paragraph 3 correctly states the impact on lower income and cost burdened households. A major point is that the [MD Office of the People's Counsel](#) predicts that these households will have dramatically increased utility bills if they are on gas appliances. More affluent will see the increase also, but have financial resources to switch to electric appliances. For the benefit of all, especially the most vulnerable, housing should be all electric. Long term planning for the county both for climate mitigation and for the benefit of citizens, should be to plan for electric housing and electric communities without gas lines. See the report: [Climate Policy for Maryland's Gas Utilities: Financial Implications](#) from the OPC website.

In addition to promoting an environment that is healthy for plants and streams, we should evaluate the way our building and infrastructure promote human health. [See these resources from RMI](#) on healthy buildings and electrification.

Chapter 3, EH-13 -EH14 refers to the county Climate Action Plan update and cross references Technical Appendix A - Environment. TAA-3 on Climate Change Mitigation and Adaptation refers to the State's and County's climate goals. Buildings with gas are major sources of methane emissions polluting our air; these emissions must be reduced and eventually eliminated. It would be helpful in this section to refer to building electrification as a key strategy (along with greening our transportation as ways to reduce climate pollution (GHG's). We can't count on preventing climate catastrophe unless we stop putting the GHGs into the atmosphere.

Chapter 3, EH-14 refers to Green Buildings. The LEEDS standards are not as this page relates, up to date. We could refer to the Beneficial Electrification League - <https://be-league.org/>.

Chapter 3, EH 15 - has a EH-2 Policy Statement

"Seek to integrate climate change mitigation and adaptation goals into all county programs and policies" - This is a place an electric building code could be referenced. A major climate mitigation effort is to stop using fossil gas (and related methane products like propane) and move toward all electric construction. And the implementation of new electrification building codes.

Appendix B - TAB 11 says: "Energy efficient technologies, such as solar panels, are encouraged on new or improved buildings". This should say new and improved buildings should be all electric and at a minimum solar ready.

Finally, the [Ellicott City Watershe Master Plan](#) has already been incorporated as an amendment to the Howard County General Plan, PlanHoward 2030. This is a major and very expensive climate resilience project, necessary in part due to the climate crisis we are now experiencing daily. The cost for resilience efforts will continue to increase. Howard County to similarly increase its climate mitigation efforts to prevent even worse climate crises. Improving fossil-free transportation, especially mass transit and building electrification should be top priorities.

Thanks you for considering my testimony
Ruth White
8945 Footed Ridge, Columbia MD 21045

Respass, Charity

From: sarahdand@aol.com
Sent: Tuesday, July 18, 2023 3:24 PM
To: CouncilMail; admin@hocohac.org
Subject: Howard County Affordable Housing Coalition's hearing on HoCo by Design

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

It is very important to me to provide affordable housing for all in Howard County. I know of several people who have needed to move out of Howard County since retiring due to the high cost of housing. Friends I miss. Please include more low cost housing available in Howard County.

Sarah D Anderson
10924 Rock Coast Rd
Columbia, Md 21044



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Columbia, Maryland 21046
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VIA ELECTRONIC MAIL

July 19, 2023

The Honorable Christiana Rigby
Chair, Howard County Council
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043-4392

Re: Howard County General Plan – Public Hearing Testimony

Dear Chair Rigby and Members of the County Council:

On behalf of Corporate Office Properties Trust (“COPT”), we wanted to thank the County Council for this opportunity to submit comments on the current draft of the Howard County General Plan- Howard County by Design (the “General Plan”), as well as thank the County Planning Staff for their outreach to the community and stakeholders during the General Plan process.

COPT has been a commercial property owner in the Columbia Gateway area of the County (the “Gateway”) for 25 years, and for over the past 17 years, we have made the Gateway the home of COPT’s headquarters. As explained in detail herein, as a significant property owner, business, and employer in the Gateway, we generally support the recommendations for the Gateway in the General Plan, with a few requested additions and noted priorities. In particular, COPT agrees with the recommendations: 1) to proceed with a Master Plan for the Gateway area, 2) to designate the Gateway as a Regional Activity Center that will generate the “greatest opportunity to accommodate the additional job demand,” and 3) to make the transportation investment in a new northern access point to the Gateway at MD 175/MD 108/Columbia Gateway Drive (*See, pages CIM-37, GCF-36, EP-13, EP-37*). These General Plan recommendations will create beneficial opportunities to keep Howard County competitive for job growth and will enhance the experience within the Gateway area and surrounding communities.

As reflected in the attached aerial exhibit, COPT is the owner of approximately 2.3 million square feet of primarily office space in 28 buildings in the Gateway, as well as 19 acres of undeveloped land. Like most of the core COPT portfolio, the majority of our tenants in the Gateway are U.S. defense contractors or government IT support businesses that have specialized mission critical environments and security needs. Consistent with this tenant base, the General Plan states that “over the last 10 years, the County gained about 3,000 new jobs per year, with much of this growth attributable to the most recent Base Realignment and Closure (BRAC) and the associated expansion of Fort Meade” (*See, page GCF-II*). Further, the COPT Gateway portfolio has a successful history of providing incubator space for a variety of technology companies which provides such companies the physical space to grow and to collaborate with other companies.

COPT thrives on creating inspiring and efficiently designed work environments and enhancing the amenities and aesthetics of the tenant experience in the Gateway. We do this while also maintaining cost-effective rents for our mission critical tenants and the government customers they support. Although COPT has implemented various façade and site improvements to improve the aesthetics and tenant experience in the Gateway in recent years, we note that the last new construction of a commercial building by COPT in the Gateway was in 2010. Other than the construction of the daycare center in 2021, we are not aware of any other new construction in the Gateway in the last five to ten years. Therefore, it is time to encourage new development through the Gateway Master Plan which will signal to the market that Howard County encourages business development opportunities.

We wanted to provide this background on COPT and the Gateway to put COPT’s following General Plan comments and priorities in context:

1. COPT supports the General Plan designation of the Gateway as a Regional Activity Center for the Future Land Use Map and the creation of a Master Plan for Gateway, particularly in recognition of the Gateway’s size, existing infrastructure and proximity to Interstate 95 and Fort Meade and the significant role the area plays in the future of Howard County (*See, GCF-36, EP-37, TAC-37*).
2. We support the General Plan priority to plan for “Significant growth and development in the Gateway” to encourage employment and innovation and a potential mix of uses, which planning and growth outlook for Gateway is imperative to be competitive in the market for the businesses that drive job growth and help expand the commercial tax base (*See, EP-9, EP-13, EP-37, TAC 35, TAC-37*).
3. We request that the Council prioritize “Increase Mobility Options in and Leading to Gateway” to be the second “General Consideration” on TAC-37 and specifically identify the General Plan’s recommended new northern access point to the Gateway at MD175/ MD108/ Columbia Gateway Drive (*See, CIM-37, EP-37*). This infrastructure improvement will provide the critical connection for vehicles, pedestrians, bicycles, and transit between the Gateway and other commercial and

- residential centers and amenities along and proximate to MD108 and MD175, as well as critical access to Interstate 95. This will have an immediate impact and benefit to the Howard County community and Gateway for existing development, redevelopment prospects and to encourage future job growth.
4. Consistent with the above comment on transportation improvements, we recommend additional language in the General Plan that the Gateway Master Plan develop and prioritize infrastructure financing strategies and government policies that will not disproportionately or unduly rely on contributions or taxes of Gateway owners and discourage growth or improvements.
 5. We recommend adding language to create financial and redevelopment incentives for Gateway owners to implement the Gateway Master Plan vision, such as PILOT programs or tax credits for redevelopment, as well as streamlined and expedited approval processes to enable property owners to be responsive to market demand.
 6. COPT recommends explicit recognition of the General Plan observation (and the COPT experience) that market demand, willing property owners, growth outlook, government regulations and policies, and available infrastructure capacity are important factors to influence growth (*See, GCF-13*). Specifically, the Gateway Master Plan should integrate this recognition and flexibility on TAC -37 through TAC-45 to encourage, and not restrict, the recommended growth and redevelopment. In particular, we recommend General Plan language for the Gateway that:
 - a. Provides flexibility for owners with development and redevelopment plans to adapt to various market opportunities and limitations, as well as to account for unique government contractor and IT business and tenant needs and the increasing diversity in uses in the Gateway.
 - b. Provides consistency in recommendations and recognize the market and the property owner experience with the incorporation of green and open space in a purposeful way which contributes to “placemaking”, organized activity, and improved mobility around existing and future buildings.
 - c. Includes flexibility in the proposed architectural and green design guidelines to account for the various styles and features customary to the various product types and business requirements, that grandfathers in existing structures, and that allows for broad discretion by the property owner to feasibly and timely address existing market conditions, tenant constraints and demand.

As a longstanding property owner and business in the Gateway, COPT respectfully urges the Council to adopt these General Plan recommendations to keep Howard County competitive for job growth and to enhance the experience within the Gateway and surrounding communities. We look forward to the Council moving forward with the General Plan for Howard County and the subsequent collaboration with Planning Staff, the Columbia Gateway Association, and other Howard County community stakeholders with the formation of the Gateway Master Plan.

Chair Rigby and Members of the County Council
July 19, 2023
Page 4

Thank you for your consideration of COPT's comments regarding the General Plan recommendations for the Gateway.

Sincerely,



Stephen E. Budorick
President & Chief Executive Officer

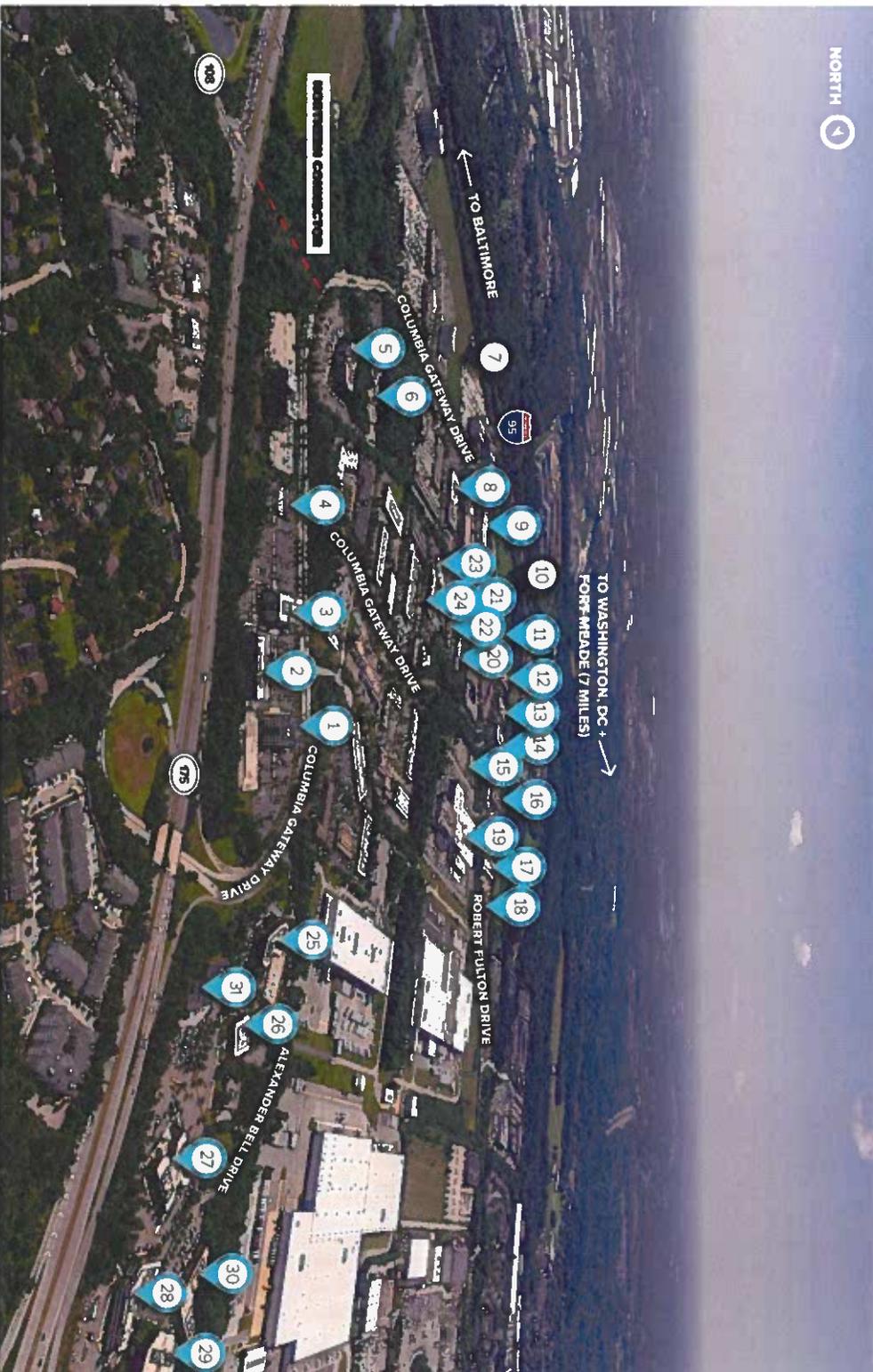
Cc: Krysta Herring, Vice President-Asset Management

Attachment – Aerial Exhibit

COLUMBIA GATEWAY

THE COPT COLLECTION

COLUMBIA, MARYLAND



COPT Properties + Developable Land

- 1 6711 Columbia Gateway Drive
- 2 6721 Columbia Gateway Drive
- 3 6731 Columbia Gateway Drive
- 4 6741 Columbia Gateway Drive
- 5 6940 Columbia Gateway Drive
- 6 6950 Columbia Gateway Drive
- 7 7005 Columbia Gateway Drive (future)
5 acres 70,000 developable SF
- 8 7000 Columbia Gateway Drive
- 9 7015 Albert Ersten Drive
- 10 7055 Columbia Gateway Drive (future)
14 acres 220,000 developable SF
- 11 7061 Columbia Gateway Drive
- 12 7063 Columbia Gateway Drive
- 13 7065 Columbia Gateway Drive
- 14 7067 Columbia Gateway Drive
- 15 7115 Columbia Gateway Drive
- 16 8621 Robert Fulton Drive
- 17 8661 Robert Fulton Drive
- 18 8671 Robert Fulton Drive
- 19 7125 Columbia Gateway Drive
- 20 7130 Columbia Gateway Drive
- 21 7134 Columbia Gateway Drive
- 22 7138 Columbia Gateway Drive
- 23 7142 Columbia Gateway Drive
- 24 7150 Columbia Gateway Drive
- 25 6700 Alexander Bell Drive
- 26 6724 Alexander Bell Drive
- 27 6716 Alexander Bell Drive
- 28 6740 Alexander Bell Drive
- 29 6750 Alexander Bell Drive
- 30 6760 Alexander Bell Drive
- 31 6708 Alexander Bell Drive

Respass, Charity

From: STUART KOHN <stukohn@verizon.net>
Sent: Thursday, July 20, 2023 6:58 PM
To: CouncilMail
Subject: Questions to be Answered Regarding the Proposed New General Plan

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members,

At last evening's testimony regarding the proposed new General Plan, HoCo by Design the Howard County Citizens Association, HCCA asked several questions which we would like to have a response. The questions are what is the current cost of this project, how is this plan any better and what are the benefits compared to the previous three General Plans? These questions need to be answered in the interest of transparency.

We look forward for the courtesy of a response from anyone of our elected officials.

Thank you in advance.

Stu Kohn
HCCA President

Sent from my iPhone

Respass, Charity

From: Paul Verchinski <verchinski@yahoo.com>
Sent: Sunday, July 23, 2023 2:40 PM
To: CouncilMail; howard-citizen@googlegroups.com
Subject: Re: [HOWARD-CITIZEN] Density by Design

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

While the verbal diarthia from most council members has been , **we need affordable housing**, the reality is very different. We continue to build ZILCH "affordable housing" and the draft HoCobyDesign plan does nothing to facilitate it other than densification. You are seeing more density in Maple Farms yet prices have gone up and not down. (QED)

The new apartments to be built by HH in the Columbia downtown have about 700+ units, all of them market rate except for about 70 "affordable units". High density there is not working either.

I still encourage the County Council and DPZ to do a census of housing in Howard County because I know for a fact that there are affordable housing based on square footage of homes that are 1200 to 1400 square feet and not the McMansions typically being built in HoCo. Yes they are older, but nothing wrong with sweat equity.

Paul Verchinski, member of the HoCobyDesign Planning Advisory Committee

On Sunday, July 23, 2023 at 10:36:23 AM EDT, 'STUART KOHN' via Howard-Citizen <howard-citizen@googlegroups.com> wrote:

ALL,

Good morning.

See subject as this should be the title of Chapter 7 of HoCo by Design (the proposed New General Plan) rather than Quality by Design. Just take a drive in Fulton on Route 216 where you will see a development known as the Villas of Maple Lawn starting at \$700,000 and then drive on Old Scaggsville Road where another 55 and older community is being built known as the Enclave at Hines Farm starting at \$650,000. Then go to Gorman and Leishear Road to see the community being constructed known as Wellington Farms. The Wellington Farms single family homes are selling at \$1.1 million whereby you can reach out and touch your neighbor while looking at high-wire tension wires and townhomes. These three communities will consist of over 625 units within three miles. Where are the so called Affordable units? There is a possibility there could be another development in Maple Lawn consisting of apartments and some single family homes known as Maple Lawn West of 443 (?) units. The only good news is believe it or not the Planning Board denied the project in July 2021. It will be going to the Zoning Board for Approval under the new rules of procedures going first to the Hearing Examiner. A hearing date is forthcoming.

The future of our County looks like it's to reach out and touch your neighbor because density has priority even though the existing infrastructure may not be ready to handle the infusion of growth. We are not against development whenever the necessary infrastructure is in place or more than adequately planned for the future.

We only hope our County Council Members will perhaps put on the brakes before approving HoCo by Design. The question is what has priority - the readiness of Infrastructure or Density?

Stu Kohn
HCCA President

Sent from my iPhone

--

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To send to one member, enter that address in the TO window.

NOTE 2: HCCA does not take responsibility for the content of messages posted on the listserv; assertions should be verified before placing reliance on them.

You received this message because you are subscribed to the Google Groups "Howard-Citizen" group.

To unsubscribe from this group and stop receiving emails from it, send an email to howard-citizen+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/howard-citizen/F497725F-659F-484A-8483-1D20CA38A774%40verizon.net>.

Respass, Charity

From: STUART KOHN <stukohn@verizon.net>
Sent: Sunday, July 23, 2023 10:36 AM
To: CouncilMail; howard-citizen@googlegroups.com
Subject: Density by Design

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

ALL,

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Stu Kohn
HCCA President

Sent from my iPhone

Respass, Charity

From: Joanne Harkness <joanneharkness@gmail.com>
Sent: Tuesday, July 25, 2023 1:58 PM
To: CouncilMail
Subject: Consider Elkridge in County Planning
Attachments: J Harkness Council Letter.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members,

My name is Joanne Harkness, I live in the Canbury Woods neighborhood in Greater Elkridge, and I have lived in Elkridge since 2007. I am an oncology nurse in Baltimore and I chose to raise my family in Elkridge for the strong community and the Howard County support that I believed I would be receiving (due to paying taxes and being a part of this county). I have three children in the public school system here and have been continuously disappointed by the lack of support the county has shown to my Howard County community. I have several issues I would like to address, as outlined below.

The current draft of the general plan *prioritizes improving existing infrastructure instead of building new facilities in areas that are without*. This is a disservice to Elkridge, a community that is lacking in amenities that other areas of the counties enjoy (i.e. walkability, public transportation, community centers, police substations, retail businesses, recreational spaces). I would like Howard County to prioritize bringing all areas of the county (i.e. Elkridge) up to a basic level of services. If there is not enough money in our county (one of the wealthiest in the country) to build new facilities and improve existing facilities, we should be offered an explanation as to why our community continues to go without. .

The quality of our school system is a key reason I moved to Howard County all those years ago, and a reason I hear for many others moving to Howard County. Quality schools do not coincide with overcrowded schools. APFO legislation is designed to keep schools from becoming overcrowded. It is concerning that APFO will be weakened if the suggested interventions 1 and 2 are implemented. Overcrowded schools impact the quality of education and services that can be provided to students and staff. The Maryland Blueprint will require a dramatic increase in pre-K students. Pre-K students do currently do not “count” in the calculation of students/ seats, yet these children do utilize classroom space and school facilities. It is recommended that these children should be counted in the school capacity calculations, which only makes sense, rather than waiting on the developers (who likely have no vested long term interest in the area) to dictate this to our local government. I strongly believe schools need to be built where children currently are and the children in parts of Elkridge/ Hanover do not attend a high school within their community, which places a strain on our family as the parents of a high schooler, and I imagine that to be true for other students, families, and educators.

The current draft of a plan calls for the rezoning of the UPS/PDX property to an Activity Center. Please consider that this property needs to remain commercial with the allowance that a high school or community center be allowed at this site in the future. History has proven that mixed use development along the Route 1 corridor was not successful. The businesses and amenities associated with mixed use development have not come to fruition but the increase in housing density has.

Care should be taken in order to preserve both the historic areas and the climate health of our side of the county. Historic preservation commission, Elkridge Heritage Society, and community input should lead the planning of these communities versus a development plan focused on deforestation and dense housing placement. Trees are “replaced” elsewhere in the county, not in the area where they are taken from. This problem is disproportionately happening in Elkridge.

As part of a community living along the Route One corridor, I cannot overstate the fact that we need and deserve basic safety, schools, infrastructure and recreation activities that we have not been getting. We are not proportional to other areas of the county. The recommendation of a Redevelopment Authority should have community involvement in all facets of planning. There is no reason we should be taxed as much as we are and receive almost none of the same consideration the rest of the county receives.

Before you make any more decisions for our county, please consider NOT leaving Elkridge behind.

Sincerely,

Joanne Harkness
Elkridge, Md.
joanneharkness@gmail.com
443-937-5730

July 25, 2023

Dear Council Members,

My name is Joanne Harkness, I live in the Canbury Woods neighborhood in Greater Elkridge, and I have lived in Elkridge since 2007. I am an oncology nurse in Baltimore and I chose to raise my family in Elkridge for the strong community and the Howard County support that I believed I would be receiving (due to paying taxes and being a part of this county). I have three children in the public school system here and have been continuously disappointed by the lack of support the county has shown to my Howard County community. I have several issues I would like to address, as outlined below.

The current draft of the general plan *prioritizes improving existing infrastructure instead of building new facilities in areas that are without*. This is a disservice to Elkridge, a community that is lacking in amenities that other areas of the counties enjoy (i.e. walkability, public transportation, community centers, police substations, retail businesses, recreational spaces). I would like Howard County to prioritize bringing all areas of the county (i.e. Elkridge) up to a basic level of services. If there is not enough money in our county (one of the wealthiest in the country) to build new facilities and improve existing facilities, we should be offered an explanation as to why our community continues to go without. .

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Care should be taken in order to preserve both the historic areas and the climate health of our side of the county. Historic preservation commission, Elkridge Heritage Society, and community input should lead the planning of these communities versus a development plan focused on deforestation and dense housing placement. Trees are “replaced” elsewhere in the county, not in the area where they are taken from. This problem is disproportionately happening in Elkridge.

As part of a community living along the Route One corridor, I cannot overstate the fact that we need and deserve basic safety, schools, infrastructure and recreation activities that we have not been getting. We are not proportional to other areas of the county. The recommendation of a Redevelopment Authority should have community involvement in all facets of planning. There is no reason we should be taxed as much as we are and receive almost none of the same consideration the rest of the county receives.

Before you make any more decisions for our county, please consider NOT leaving Elkridge behind.

Sincerely,

Joanne Harkness
Elkridge, Md.
joanneharkness@gmail.com
443-937-5730

Respass, Charity

From: STUART KOHN <stukohn@verizon.net>
Sent: Wednesday, July 26, 2023 9:44 AM
To: CouncilMail
Subject: Please Adopt a Major Suggested Amendment Regarding the General Plan

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members.

We want to reiterate the importance of your consideration regarding a suggested major amendment for the General Plan. Please refer to our testimony when we stated the following:

All Implementation Action statements for each Chapter of HoCo by Design shall be evaluated and include a written report card by those responsible for action requiring a review with the County Council and Public every two years. This is to ensure all Implementation Action contents are indeed meaningful and not just rhetoric to ensure the proposed goals are actually being met. Without the adoption of this Amendment the document becomes a “so what” as has basically been the case in the past. We don’t want to continue business as usual. We need checks and balances. Please advocate for accountability by adopting this suggested amendment.

We only hope the aforementioned suggested amendment will be adopted unanimously by the Council to achieve accountability and a more meaningful document.

Thanks for your consideration.

Stu Kohn
HCCA President

Sent from my iPhone

Respass, Charity

From: STUART KOHN <stukohn@verizon.net>
Sent: Wednesday, July 26, 2023 10:27 AM
To: Ball, Calvin; CouncilMail; via Howard-Citizen
Subject: Fwd: [HOWARD-CITIZEN] Maybe HoCo should emulate Montgomery County, a larger county more?

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

ALL,

If something can be done in this area via legislation it would certainly could be beneficial for those in need. As mentioned in last week's HCCA Listserve posting regarding our testimony on the General Plan there was the most compelling testimony by Keyona Butts. You can go to https://howardcounty.granicus.com/player/clip/5399?view_id=6&redirect=true&h=d326fc7b238e8501c066b2aa6c87d2a2 and scroll down to her name to listened to the testimony. Granted they're maybe two sides to the story, but it is evident that recourse should be looked into such as Maria Alvarez is suggesting below as was done in Montgomery County.

Perhaps a Bill could be introduced in support of a rent stabilization.

Any takers by our elected officials?

Stu Kohn
HCCA President

PS - on this email is included both the County Executive and Council.

Stu Kohn
HCCA President

Sent from my iPhone

Begin forwarded message:

From: 'Kat Uy' via Howard-Citizen <howard-citizen@googlegroups.com>
Date: July 26, 2023 at 10:06:01 AM EDT
To: howard-citizen@googlegroups.com
Subject: Re: [HOWARD-CITIZEN] Maybe HoCo should emulate Montgomery County, a larger county more?
Reply-To: howard-citizen@googlegroups.com

Absolutely. I was there for the bill signing. We need a County Executive who has the backs of working people here in Howard County. Very proud to have helped Marc Elrich get re-elected.
-Kat Uy

Sent from my iPhone

On Jul 26, 2023, at 6:06 AM, 'MAK-BLK circle' via Howard-Citizen <howard-citizen@googlegroups.com> wrote:

Montgomery County Executive Marc Elrich signed a **rent stabilization bill** into law on Monday, making the county the first in Maryland to establish permanent rent stabilization with a maximum cap.

The purpose of the bill, according to county officials, is to prevent rent-gouging in the county. The [bill](#), sponsored by Councilmembers Natali Fani-González and Sidney Katz, limits annual rent increases to 3 percent plus the measure of inflation consumer price index, or 6 percent, whichever is lower. Newly built rental units, though, would be exempt from the restrictions for 23 years.

At the bill signing ceremony, Elrich said he has been working on rent stabilization for almost 16 years, first as a councilmember and now as county executive.

"This bill is going to make an enormous difference for people," Elrich said. "There are going to be people who are going to be able to stay in their homes and have some security and have a sense of what their long-term costs are going to be."

The county council estimates that 40 percent of county residents are renters, and many of those renters struggle to pay their rent each month.

Maria Alvarez

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To view this discussion on the web visit <https://groups.google.com/d/msgid/howard-citizen/2134203513.5405474.1690366005597%40mail.yahoo.com>.

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NOTE 2: HCCA does not take responsibility for the content of messages posted on the listserv; assertions should be verified before placing reliance on them.

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To view this discussion on the web visit <https://groups.google.com/d/msgid/howard-citizen/EF3C1207-31F8-41D5-960C-AECFEC835599%40yahoo.com>.



6310 Hillside Court, Suite 100
Columbia, MD 21046-1070
410-715-3000, Fax 410-715-3042
ColumbiaAssociation.org

June 28, 2023

Members of the Howard County Council
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Subject: Columbia Association Board of Directors Testimony – Draft General Plan

Dear Council Members:

The CA Board of Directors, along with our residents, views Columbia as a special place. Created as a planned community by a visionary developer over 50 years ago, it is today frequently cited as one of the best places to live in America. Columbia has a unique sense of place that its residents want to preserve and enhance. Much like an historic district, it has structure and ambiance at its heart. As we move forward with a new General Plan, we trust that Columbia's part in Howard County will be respected and that the New Town zoning which made it possible will continue to play a role.

Howard County's next General Plan update, **HoCo By Design** is well crafted. It is a visionary document reflecting a process that encourages the community to think big about its long-term future.

We support the draft General Plan, but request the following changes.

1. No density exchange option should apply to the New Town zoning district. Columbia is a planned community with a Preliminary Development (PDP) plan which fixes the total number of dwelling units in the New Town zoning district. Columbia should continue to be governed by a PDP with fixed density and a public zoning process to modify the PDP.
2. No changes should be made to the existing Bulk Regulations applied to the New Town zoning district.
3. The Snowden/Dobbin Road area should continue to provide for Industrial uses and not be converted to residential or mixed use. This could be considered in a future General Plan.
4. The County's Moderate Income Housing Unit program should not apply to the New Town zoning district since Columbia was planned and built with a variety of housing options.
5. Since Open Space is a crucial component of Columbia, increasing street connections which would require using open space should be prohibited. As noted in the Plan, all existing Open Space needs to be preserved; this is particularly true of Columbia's Open Space.
6. Stand-alone ADUs should not be allowed in the New Town zoning district unless the infrastructure is upgraded to handle them. Columbia was planned and the infrastructure was built for a predetermined number of dwelling units. This needs to continue. Any increase in density should be granted only after infrastructure has been addressed.

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Columbia Association Board of Directors Testimony – Draft General Plan
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For your consideration, we are highlighting some particular items in the draft Plan which we strongly support.

1. Growth

- a. Any new growth should be focused into redevelopment areas, which account for approximately 1.5% of the County's already-developed land. This approach addresses high demand for housing and commercial growth while significantly reducing potential impacts on infrastructure, maximizes the potential for infrastructure investments, and maintains the character of existing neighborhoods throughout the County.
- b. The current Planned Service Area boundary should be maintained in its existing location and any small incremental changes should be assessed on a case-by-case basis if they conform to proposed policies based upon the Draft General Plan.
- c. With only 3% of the land in Howard County available for industrial uses, and a limited supply of large industrially zoned properties, the County should enact policies and regulations and make thoughtful planning decisions that ensure the long-term viability of the industrialeconomy.
- d. Activity centers are important and need to be supported; they can allow for infill opportunities to co-locate diverse housing options and jobs in compact, walkable, mixed-use environments.
- e. The draft General Plan identifies Columbia's Village Centers as Village Activity Centers which provide goods and services to surrounding neighborhoods. Redevelopment of these Centers need to be carefully planned to ensure that they fit into the existing neighborhoods and continue to serve the surrounding neighborhoods.
- f. Future transportation connections, including bicycle, pedestrian, and transit, among and between activity centers and other commercial centers are needed and should be required.

2. Open Space & Environment

- a. As noted in the draft General Plan the County's, and Columbia's, pathway system is regarded as a treasured amenity that serves as a travel mode for everyone. This needs to continue and the pathway system must be maintained and expanded.
- b. All preserved parkland, open space, and easements in the County which exists today, need to be maintained.
- c. Incentives to encourage environmental protection and restoration when properties are developed or redeveloped (such as tax credits, density bonuses, housing allocations, and public-private partnerships) should be considered.
- d. The County should ensure redevelopment is designed and implemented to reduce stormwater runoff and pollutant loadings to the maximum extent practicable.
- e. The County should consider creating incentives for new development and redevelopment to provide on-site or off-site stormwater management that exceeds minimum regulatory requirements.

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Members of the Howard County Council
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- f. The County should continue to use a nature-based or green stormwater infrastructure approach (bioretention, swales) in combination with a built or gray infrastructure approach (pipes, ponds) to address flood mitigation and adaptation, to maximize ecological benefits
- g. The County should evaluate alternatives for improving, enforcing, and funding long-term inspection and maintenance of stormwater management facilities, particularly those facilities located on private residential lots.
- h. The County should
 - i. Build new stormwater management facilities in areas that lack them and retrofit existing facilities to add water quality treatment;
 - ii. Plant forest, especially to create forested buffers along streams;
 - iii. Restore and create wetlands; and
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3. Housing

- a. The variety (single family, duplexes, quadruplexes, zero lot lines, townhouses, condos, apartments (garden and mid-rise)) and balance of Columbia's existing housing stock (which includes "missing middle" housing types) must continue to be preserved.
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Page 4

4. Design

- a. Regarding Design Standards, these standards can and should encourage high-quality future development. These standards must clearly articulate the community's desired vision for an area targeted for development or redevelopment to help the County obtain the type and quality of development it seeks. New developments, redevelopments, and infill development must use best practice placemaking and urban design principles to achieve high-quality built environments, preserve and incorporate natural features, and establish transitions between the built and natural realms. Key design elements could include the use of building articulation, building placement and site planning principles, building design transitions across landscapes, high-quality landscape design, plantings, stormwater management, and open spaces.
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We are concerned about schools. The attraction of the Howard County Public School System (HCPSS) has contributed to rising housing demand and high home values. Many parents say that the growing student population challenges school building capacity and budgets while straining the quality of HCPSS facilities, many of which are aging. There is concern that school overcrowding detracts from the quality of the educational experience for current and future students.

We understand that HoCo By Design will be implemented through more detailed plans, studies, ordinances, and budgets that follow, which hone the vision in the General Plan into specific rules, requirements, or initiatives needed to guide future growth, development, or conservation efforts. CA wants to be a part of this continuing process.

We thank the County and its design team for all their hard work on the draft plan. We look forward to working with the County on the implementation of the new General Plan.

Thank you for this opportunity to testify.

Sincerely,



Andrew C. Stack

Chair

Columbia Association Board of Directors

Respass, Charity

From: Verchinski <verchinski@yahoo.com>
Sent: Friday, July 28, 2023 6:26 PM
To: CouncilMail
Subject: High density housing in Perth Australia

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Higher density has been encouraged for the past decade in the Perth area Single family homes were demolished and this is a picture of 3 units on a former single family block This has not brought housing prices down because you have to factor in demolition cost The entire parcel is used to the property lines

Paul Verchinski
Columbia



Sent from my iPhone



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Thank you for this opportunity to testify.

Sincerely,



Andrew C. Stack

Chair

Columbia Association Board of Directors

Respass, Charity

From: STUART KOHN <stukohn@verizon.net>
Sent: Sunday, July 30, 2023 9:34 AM
To: Ball, Calvin; CouncilMail
Subject: Inquiring About the General Plan

Follow Up Flag: Follow up
Flag Status: Flagged

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Elected Officials,

Good Morning.

The following are some questions which should be answered when considering Approval for the General Plan - HoCo by Design. Please respond as your response will be sent to our Howard County Citizens Association, HCCA Listserve members.

How does HoCo by Design differ and what are the major benefits from the previous three General Plans?

What is the cost of HoCo by Design?

Is there a policy to address in HoCo by Design a goal to eliminate current signage such as “Stay Alert - Traffic Congestion Next 3 Miles”?

Is there a policy addressed in HoCo by Design as a goal to eliminate nearly 250 portables or trailers at school facilities?

Is the Hospital addressed in HoCo by Design? If not, then why not? Currently the hospital cannot handle the existing population. We hear the rationale that the Hospital is not included is because it is a “Private Institution.” It is not a “Private Institution” as the County has been participating in funding the Hospital for the pssr several years. Will you consider conducting a periodic Public Forum to bring Hospital officials and the public together to answer concerns?

Is the Police, Fire and Emergency Medical Services departments addressed in HoCo by Design and what polices are included to ensure these entities will not deteriorate because of poor planning?

Are our utilities addressed in HoCo by Design to ensure we have enough power on the grid to handle further development?

Are we certain that future storm water plans are satisfactory?

Will we have enough capacity for sewage and not be detrimental to our waterways?

Do we have enough landfill for trash capacity?

Will there be an Amendment to review all Implementation Action statements in each chapter of HoCo by Design every two years to provide accountability by conducting a public hearing?

We would appreciate your feedback on this most important matter. Anyone going to respond?

Thank you in advance.

Stu Kohn
HCCA President

Sent from my iPhone