

**Amendment 13 to Council Bill No. 28 -2023**

**BY: David Yungmann**

**Legislative Day 11**

**Date: 10/02/2023**

**Amendment No. 13**

*(This Amendment makes the following change to HoCo By Design Technical Appendix B:*

*Technical Appendix B - Removes the reference to energy efficient technologies in the subsection titled "Building Types and Materials" in the section titled "Character Area: Rural Crossroads".*

1 In the *HoCo By Design* General Plan, attached to this Act as Exhibit A, amend the following  
2 pages as indicated in this Amendment:

3 • Technical Appendix B: 25.

4

5 Correct all page numbers, numbering, and formatting within this Act to accommodate this  
6 amendment.

7

## Street and Block Pattern

Rural Crossroads may not have a discernable block structure, as they are usually small activity nodes located at important rural intersections or along a rural main street. These compact areas include small-scale commercial buildings and/or common gathering spaces. Parking is often located between the street and the building but may also be in the rear. Informal on-street parking may also be allowed.

## Open Spaces and Natural Resources

Due to their small scale and location, Rural Crossroads are often developed in a manner that does not allow significant protection of topography or natural landscape features. New development must protect steep slopes, floodplains, streams, and wetlands and meet forest conservation requirements; and should incorporate environmentally sensitive design features. Open space elements in a Rural Crossroads may include parks, pocket parks, civic plazas, or squares.

## Lot Size and Building Placement

Front setbacks may be large if parking is provided between the building and the street. Redevelopment and new development should be in more compact lot and building patterns, with parking relocated to the rear of buildings that are oriented to the street. Front setbacks are variable and should be smaller in the core and larger in areas adjacent to existing rural development, which may have very large setbacks. Side and rear setbacks are variable.

## Building Types and Massing

Buildings are mostly one to two stories, with three stories allowed only under special circumstances or in specific areas. Commercial buildings are small-scale and local-serving. Buildings nearest to existing residential neighborhoods should be of a scale and design compatible with nearby development. Residential units or office space may be found above storefronts. Rural Crossroads may provide a variety of housing choices, including missing middle housing types. Residential buildings should be secondary to commercial in terms of scale, footprint, and intensity. ~~Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.~~

## Transportation Considerations

A network of walkable streets should provide safe and efficient movement of vehicles, bicycles, and pedestrians. There may be some opportunities for contextually-appropriate improvements or retrofits consistent with the Howard County Complete Streets Policy.

