

Amendment 59 to Council Bill No. 28 -2023

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Legislative Day 11

Date: 10/02/2023

Amendment No. 59

(This Amendment makes the following changes to HoCo by Design Technical appendix C: Focus Areas:

- *Removes the entire section on New Town Columbia, including removing associated images and Map C-1: New Town Columbia;*
- *Amends the Apartment Complex Redevelopment Illustrative Concept to preserve garden-style green space with frontage to the road;*
- *Removes a reference to Columbia from an illustration of housing redevelopment;*
- *Amends the Parking Lot Infill Development Illustrative Concept to enhance parkways through understated commercial centers;*
- *Amends the Commercial Corridor Redevelopment Illustrative Concept to remove buildings as anchors at parkway intersections; and*
- *Removes the quote.)*

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 C: Focus Areas: 5, 6, 7, 8, 9, 11, 15, 23, and 36.

4

5 Delete Map C-1: New Town Columbia on pages TAC -7 and TAC-8.

6

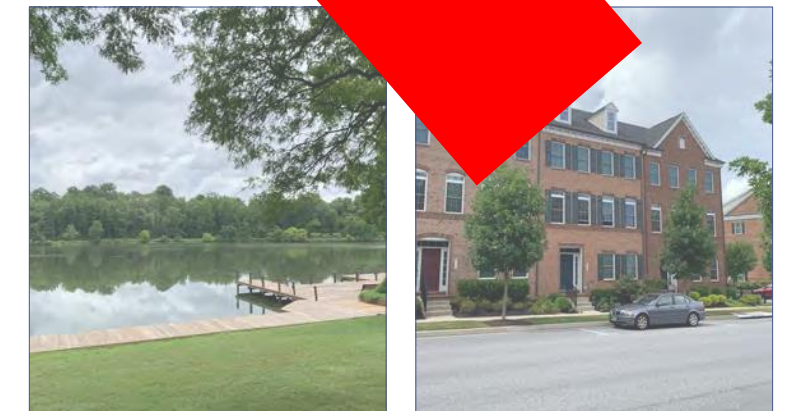
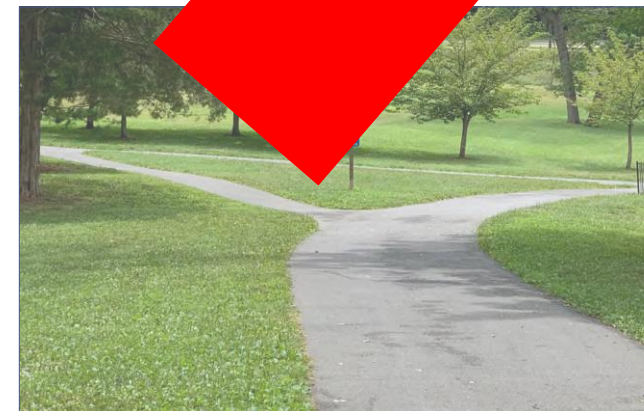
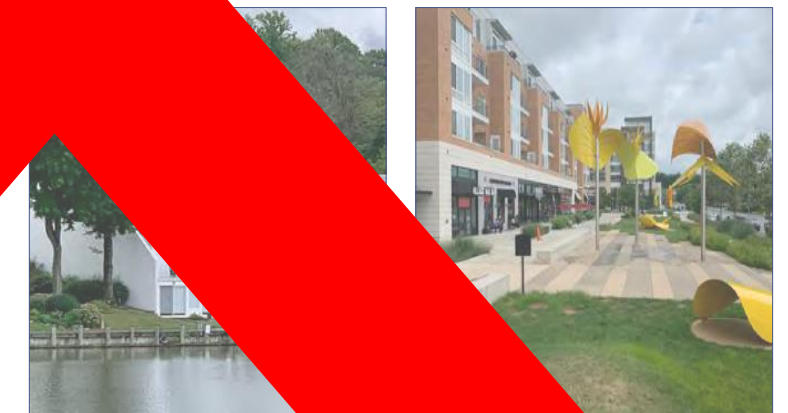
7 Correct all page numbers, numbering, and formatting within this Act to accommodate this
8 amendment.

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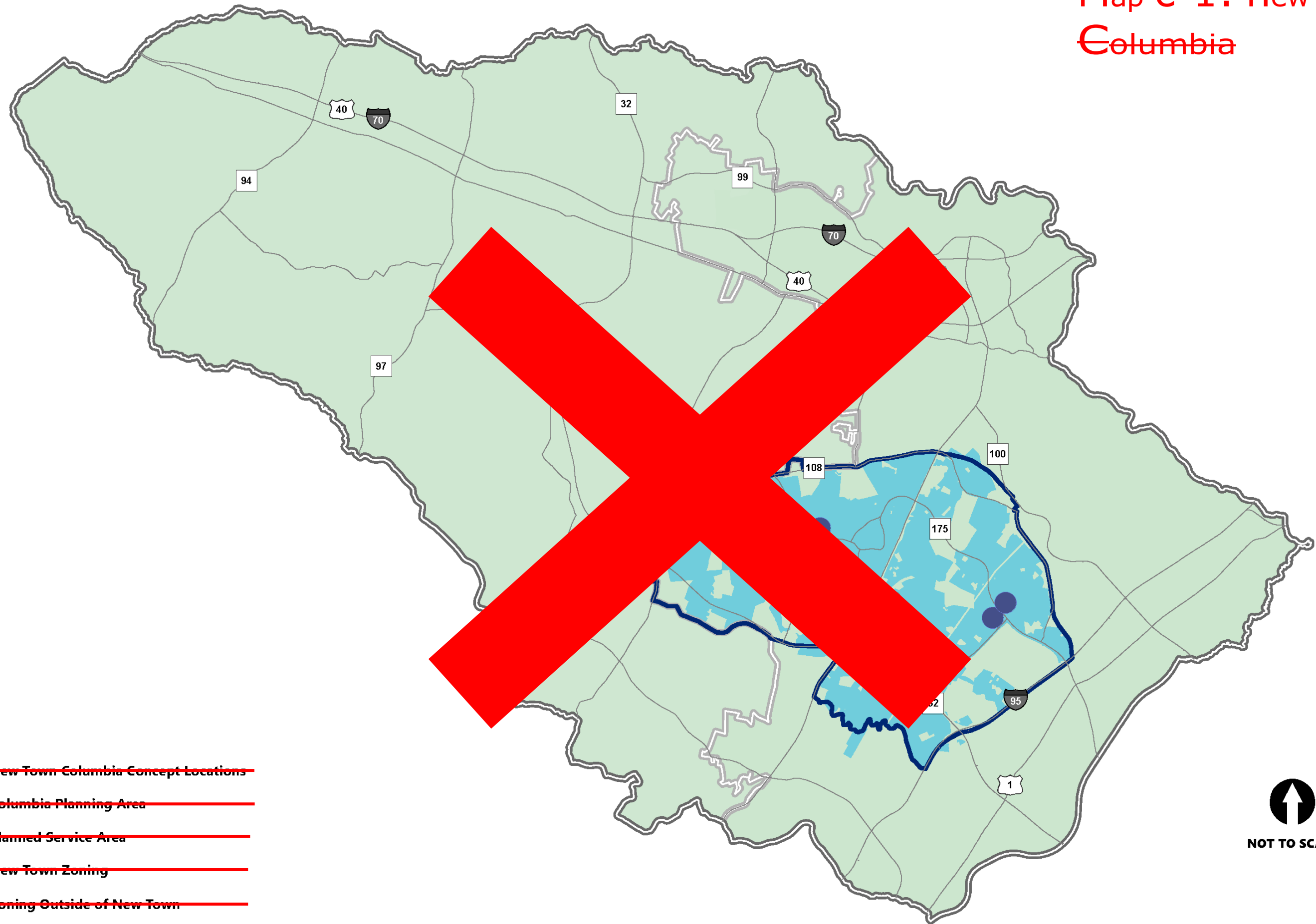
~~New Town Columbia~~

~~As more fully described in the Quality By Design chapter, Columbia is unique in Howard County as a large, planned "New Town" established by developer James Rouse.~~

~~The design concepts presented on the following pages illustrate hypothetical approaches to redevelopment and infill development. They comprise a variety of settings in Columbia: apartment complexes, parking lots, village centers, and commercial corridors. Design and planning principles illustrated in the concepts were influenced by ideas and input provided by participants in the New Town Columbia Design Sessions.~~



Map C-1: New Town Columbia



- ~~● New Town Columbia Concept Locations~~
- ~~○ Columbia Planning Area~~
- ~~▭ Planned Service Area~~
- ~~■ New Town Zoning~~
- ~~■ Zoning Outside of New Town~~



NOT TO SCALE

Apartment Complex Redevelopment Illustrative Concept

The concept illustrates how redevelopment of an older apartment complex could provide a variety of housing options organized around a meaningful public realm network that fosters a sense of community.

Design and Planning Principles Illustrated in the Concept

1. Greater Housing Options

- Aging multi-family housing is replaced with a mix of housing types in the same connected community that includes many of the missing middle typologies: duplexes, triplexes, quadplexes, and live-work units.

2. Designed with the Grade

- To maximize open space, the natural grade is used to incorporate some parking underneath multi-family structures.
- Buildings are designed to fit the site's grade.

3. More Meaningful Open Space

- ~~In place of "left over"~~ Preserve garden-style green space and large setback areas with frontage to the road as an important design feature of New Town. ~~the design consolidates a significant amount of open space into a useable village green community gathering space.~~
- Public frontage for the village green is highly visible and accessible.
- Buildings front onto open space, providing "eyes on the park" and helping activate the space.
- Open spaces accommodate a mix of active and passive recreation.

4. Enhanced Natural Systems and Energy Efficiency

- Natural open space corridors extend into the redevelopment site.
- Stormwater management serves as an aesthetic and educational feature of the site design.
- Tree canopy is increased and new woodland plantings extend into the site to connect to the broader woodland system.
- Beneficial landscapes—including meadows, limited mow areas, and pollinator gardens—promote habitat diversity.
- Mowed lawns are reserved for active open spaces and provide maintained edges to highlight that unique landscape typologies are intentional.
- Solar panels and energy efficient or green building design may be used to reduce carbon footprints.

5. Multi-modal Connections

- New street connections improve connectivity to destinations, including village centers.
- Pathway networks link natural and useable open spaces with an internal walkable street network.
- Complete streets support multiple modes of travel and provide bicycle amenities in open spaces.

6. Sensitivity to Context and Development Transitions

- Taller and larger buildings are located adjacent to areas with similar heights or adjacent to woodlands.
- Building heights and massing transition are sensitive to adjacent neighborhoods.



The illustration highlights one of many possible approaches to redevelop an aging apartment complex in Columbia so that it includes a variety of missing middle housing choices.

In this concept drawing, the existing multi-unit stacked apartments are razed and the site is reimagined with a variety of housing types mixed throughout the site. The site is oriented toward a comprehensive network of open space that features a large community green as a focal point.

The existing internal street network is extended in multiple directions to better connect portions of the site. The placement of streets, blocks, and buildings takes advantage of changing grades prevalent in some areas of Columbia. To better transition between existing and new residential densities, taller buildings are placed away from existing single-family neighborhoods at the edge of the new community and shorter buildings are placed closer to existing neighborhoods.

The redevelopment enhances environmental health by improving stormwater management, increasing native tree canopy, and creating diverse wildlife habitats. Renewable energy and energy efficient buildings also provide environmental benefits.



Parking Lot Infill Development Illustrative Concept

The concept illustrates how infill development could de-emphasize the automobile, replace underutilized surface parking lots, and add useable open spaces that reinforce connections to adjacent neighborhoods and the region's open space and pathway network.

Design and Planning Principles Illustrated in the Concept

1. New Land Uses

- Mixed-use buildings contain spaces for smaller format retail or service uses with office or residential above.
- Missing middle housing is introduced.
- Office workers can walk to retail and services, reducing automobile trips.
- Regardless of use, new buildings feature roof forms and massing that transition to adjacent neighborhoods (such as pitched roofs with asphalt shingles).

2. Infill Development

- New buildings anchor intersections and complement the parkway landscape.
- Infill buildings front public spaces and internal streets.
- New buildings and uses located near existing or potential transit/mobility stops support a broader range of mobility options.
- Grade changes are used to provide access to multi-level parking while minimizing its visual impact.
- Building massing, height, and form is complementary to adjacent development.

3. Parkway Frontage Design

- ~~Building and parking structure facades that face parkways are designed to contribute to a positive parkway experience~~ Parkways are enhanced through continued understated commercial centers.
- Landscape and expanded tree canopy minimize visual impact of parking areas.

4. Enhanced Public Realm

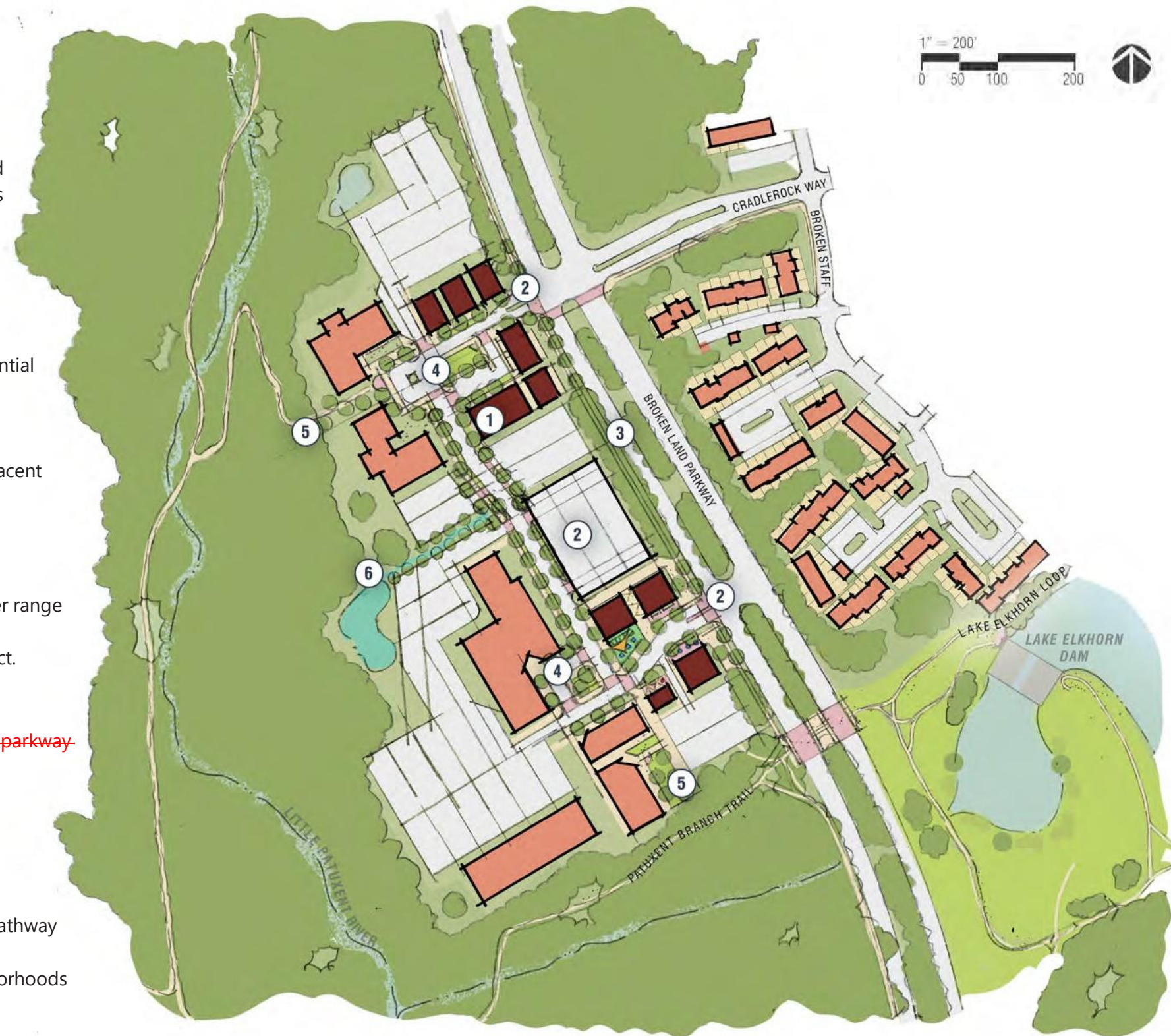
- Meaningful open spaces unite infill development with existing uses.
- Complete streets internal to the redevelopment areas promote walkability among uses.

5. Reinforced Connections

- Clear connections are provided between useable open spaces and the natural open space and pathway systems.
- To promote walkability, connections to nearby village centers, other activity centers, and neighborhoods are reinforced.

6. Enhanced Natural Systems and Energy Efficiency

- Native tree plantings and enhanced stream and wetland buffers improve environmental site conditions and benefit the Green Infrastructure Network corridor that runs to the south of the site.
- Environmental site design practices along internal street networks and throughout the site improve stormwater management.
- Some areas of underutilized parking are replaced with expanded green space and stormwater management.
- Solar panels and energy efficient or green buildings may be used to reduce carbon footprints.



The concept plans and drawings in this appendix illustrate hypothetical approaches to redevelopment and infill, and do not represent proposals for development.

Concept

The concept illustrates how commercial development along corridors can be reimaged to create activity centers that protect and improve the character of the corridor while providing a meaningful place connected to nearby neighborhoods.

Design and Planning Principles Illustrated in the Concept

1. Focal Point Established for the Activity Center

- A central gathering space serves as the focal point for the redevelopment area.
- As existing community facilities and retail uses age, they are replaced with new facilities that activate the gathering space and public realm associated with the street network.

2. Expanded Land Uses

- Residential or office uses are located above new first floor retail and may include missing middle housing types.

3. Walkable Public Realm

- New land uses front onto the street and activate an existing street network.
- New internal roads are complete streets that accommodate multiple modes and reinforce connections between land uses.

4. Local Transit and Mobility Options

- Site is designed to anticipate long-term transportation choices (such as local bus, bus rapid transit, autonomous vehicles, bicycle, walking, or other options).
- Land uses include densities that support transit ridership.
- Decommissioned rail lines are converted into new cross-county greenway connectors that provide off-road connections to neighborhoods and nearby employment centers.

5. Parkway Character Enhanced

- Parkway character is maintained with street trees and vegetative landscape to screen parking areas, rear building facades, and service areas.

~~b. Buildings anchor parkway intersections.~~

~~c. b.~~ Where new buildings and land uses abut a parkway setback, the center of the development is designed to engage the overall landscape and contribute positively to the parkway character.

6. Future Flexibility

- Surface parking retained through redevelopment allows for future infill development or replacement of surface parking with amenity space.

7. Enhanced Natural Systems and Energy Efficiency (not labeled on concept)

- Environmental site conditions are improved through activities such as tree plantings and enhancements to stream and wetland buffers.
- Environmental site design practices are used along internal street networks and throughout the site to improve stormwater management.
- Some areas of underutilized parking are replaced with expanded green space and stormwater management.
- Solar panels and energy efficient or green buildings may be used to reduce carbon footprints.



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GaTeway

Gateway Strategy

Previous studies have determined that the Gateway area—generally north and west of Interstate 95 and Route 32, and south and east of Route 175 and Snowden River Parkway—represents one of the last large regional growth centers in Howard County (along with Downtown Columbia). The area comprises over 1,000 acres, of which approximately 40% is existing impervious surface area. Given the size and proximity to Interstate 95, Gateway should play a significant role in the future of Howard County for decades to come.



Transformation of Gateway starts with the vision and recommendations presented in the HoCo By Design General Plan, but full development of the area as an activity center is expected to extend well beyond the long-term planning horizon of the Plan in 2040. A master plan for Gateway will be needed to further develop early concepts and ideas presented in this appendix, and will include more detailed data analysis, design concepts, property owner engagement, and targeted community engagement.

Broad Vision for the Activity Center

The Future Land Use Map presented in the Growth and Conservation Framework chapter envisions Gateway as a Regional Activity Center, which represents a major hub for employment, entertainment, and innovation in the County with access from one or more transportation corridors. As a magnet to surrounding cities and neighborhoods, Gateway becomes an iconic model for sustainable and innovative development and infrastructure projects, making it an exciting new focal point for the Baltimore-Washington region.

Residential units or office spaces may be found above storefronts. The public spaces between buildings should be designed for walkability, community gathering, and interesting street life. Homes in and surrounding the center of development may reflect a variety of housing types. Industrial, warehouse, and flex space buildings should be considered for specific areas in Gateway. Future plans for Gateway should consider airplane operations from nearby Baltimore/Washington International Thurgood Marshall Airport (BWI) and design provisions for noise mitigation including, but not limited to, noise reduction design elements.

— “ —
Redevelopment of properties in the (Gateway) Regional Activity Center must adhere to a master plan established through a public process, which specifies the uses, urban form, densities or intensities, building scale, building heights and types, and design features or controls intended for the area.
— “ —
—Excerpt from the Regional Activity Center character area description provided in the Character Areas technical appendix

A gridded network of walkable streets should connect destinations within the activity center and surrounding neighborhoods. Parking should be satisfied using on-street parking, structured parking, and shared rear lot parking strategies. A comprehensive and connected network of open space throughout Gateway accommodates recreation facilities, small parks, greenways, or gathering places; preserves natural resources; and helps manage stormwater runoff.

Infrastructure needed to support future development, including new schools, fire stations, parks, or recreation facilities, should be accommodated within the Regional Activity Center to the maximum extent possible. Impacts to infrastructure outside Gateway should be minimized using innovative land use and site design elements within the center. These could include mobility options that reduce the number of vehicle trips entering or exiting the site, low-flow technologies that reduce sewer demands, or native landscaping and vegetation that reduce water demands.

The design, scale, character, and intensity of development in the Regional Activity Center should be compatible with, and transition to, adjacent land uses; and the character of existing adjacent neighborhoods should be preserved.

General Considerations

General considerations for Gateway to explore during the master plan process are presented as a list next to the illustrative concept map on the following page. Narrative guidance associated with each principle is provided following the map.