

Amendment 69 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 69

(This Amendment makes the following changes to HoCo By Design Chapter 2, Chapter 5, Chapter 7, Chapter 11, and the Route 1 Corridor Plan:

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| <i>Chapter 2: Growth and Conservation Framework</i> | - <i>Removes the section titled “The Development Regulations Assessment and the FLUM” in its entirety;</i> |
| <i>Chapter 5: Economic Prosperity</i> | - <i>Removes a reference to the 2018 Land Development Regulations Assessment from stakeholder input in the Route 1 corridor;</i>
- <i>Removes a 2018 Land Development Regulations Assessment recommendation for the TNC overlay district;</i> |
| <i>Chapter 7: Quality by Design</i> | - <i>Removes a reference to the 2018 Land Development Regulations Assessment suggesting opportunities to revise the historic district zones;</i>
- <i>Removes a recommendation from the 2018 Land Development Regulations Assessment to amend the New Town Zoning District;</i>
- <i>Amends the QBD-1 Policy Statement Implementing Actions to remove a reference to the 2018 Land Development Regulations Assessment;</i>
- <i>Removes a reference to the 2018 Land Development Regulations Assessment suggesting the need to update the Howard County Landscape Manual;</i> |
| <i>Chapter 11: Implementation</i> | - <i>Amends the QBD-1 Policy Statement Implementing Actions to remove a reference to the 2018 Land Development Regulations Assessment;</i> |
| <i>2023 Council Draft Route 1 Corridor Plan</i> | - <i>Removes a reference to the 2018 Land Development Regulations Assessment from stakeholder input;</i>
- <i>Removes a reference to the 2018 Land Development Regulations Assessment from recommendations for updates to the Route 1 Manual and the Zoning Regulations and Subdivision and Land Development Regulations; and</i>
- <i>Amends the RTE 1-9 Policy Statement Implementing Actions to remove a reference to the 2018 Land Development Regulations Assessment.)</i> |

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 • Chapter 2: Growth and Conservation Framework: 38;
- 4 • Chapter 5: Economic Prosperity: 22 and 25;
- 5 • Chapter 7: Quality by Design: 25, 27, 30, and 43;
- 6 • Chapter 11: Implementation: 46;
- 7 • 2023 Council Draft Route 1 Corridor Plan: 28, 46, and 47.

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9 Correct all page numbers, numbering, and formatting within this Act to accommodate this
10 amendment.

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Future Land Use Map

The FLUM depicts preferred development types, locations, patterns, and intensities throughout the County and is based on empirical land use data that assumes the carrying capacity in each character area. It provides a physical framework to more effectively realize the plan's vision, including advancing the General Plan 'themes' of Ecological Health, County in Motion, Economic Prosperity, Dynamic Neighborhoods, and Quality By Design. Recommendations for the FLUM set a long-term vision for a more diverse development portfolio that is forward-thinking, focused on economic development, and mindful of supporting infrastructure, promoting quality of life and balancing the fiscal impacts to the County.

Some areas of the FLUM reflect what currently exists. Some are more aspirational in nature; others are a mix of what exists and what could be in the future. Some character areas depicted on the map and described later in the Character Areas technical appendix articulate how a given area should look and feel, even if that is not the case today. Others seek to retain and advance the current character.

Realization of the FLUM is a long-term endeavor: it could take several decades before all the land in the planning area is developed, redeveloped, or preserved. Realization of the FLUM is dependent on the factors that influence growth described above, including the inclinations of individual property owners. Revisions to the FLUM may be needed to reflect changing realities in the future. Modifications to the FLUM should be evaluated against the vision and policies in HoCo By Design to determine if the proposed changes are consistent or if a General Plan amendment is needed. County officials should also evaluate proposed changes to the FLUM using an "if-then-what-else" approach to decision making, whereby potential ripple effects or unintended consequences associated with a proposed change are evaluated to see what else might be impacted as a result. For example, character areas assigned in the FLUM may need to be revised if the County or its partners decide to support a major economic development decision or if a regional or state transportation agency plans improvements for an area not previously anticipated in HoCo By Design.

Future Land Use Map Guidelines

The Future Land Use Map (FLUM) generally depicts the intended land use for an area. It is not a zoning map. A zoning map is parcel-specific and, combined with Zoning Regulations, establishes detailed requirements and development standards for setbacks, height, use, parking, and other attributes. By contrast, the FLUM is intended to provide generalized guidance for conservation and growth, and is considered in the context of other policies and recommendations in the General Plan. The FLUM does not follow parcel boundaries, and its categories do not specify allowable uses or development standards. This map is to be interpreted broadly using land use categories to evaluate desired character area objectives around the County.

A printed copy of the FLUM is available by request from the Department of Planning and Zoning. Several important considerations, defined below, accompany the FLUM:

1. The FLUM envisions intended development types, patterns, and intensities for build out of the County. It should be considered aspirational in nature. It is not an existing land use map, although in many cases future development intended for an area is the same as what exists there today.
2. Intended zoning for a specific area should be guided by the FLUM and interpreted with guidance from the text in the General Plan, including the Character Areas technical appendix.
3. Some zoning districts in the County's Zoning Regulations may be compatible with more than one character area for the General Plan (or vice versa).
4. The FLUM can be amended. It is intended to be a dynamic map that is updated periodically in response to the evolving needs of or opportunities for the County. Requests to change the map are considered via General Plan Amendments (GPAs).

~~The Development Regulations Assessment And the FLUM~~

~~In 2016, DPZ retained Clarion Associates, a national land use firm, to assess the County's current Zoning Regulations and Subdivision and Land Development Regulations. The Development Regulations Assessment engaged community members to explore strengths and weaknesses of existing land development regulations and recommendations for improvement. Through the process, nearly 500 community members participated in more than 40 meetings. This outreach and an online survey resulted in more than 700 comments.~~

~~From results of the evaluation and public engagement, the Development Regulations Assessment made recommendations on how to make these regulations more user-friendly, internally consistent, streamlined, and better aligned with County planning goals. The assessment proposed the creation of a Unified Development Ordinance that would provide all regulations within one easily accessible document, emphasizing user-friendly graphics and legibility. Additionally, the assessment included recommendations for new and existing uses and districts, district conversions or changes, and streamlined processes for the land development approval process.~~

~~The FLUM establishes greater predictability for the creation of a Unified Development Ordinance in line with the recommendations proposed in the Development Regulations Assessment. To provide greater specificity and guidance to the development of future regulations, HoCo By Design combines character areas, targeted focus area concepts, and a set of flexible policies developed through a design lens.~~

Key Business Districts and Corridors

Seven business districts (shown in Map 5-3) represent opportunities for employment growth at different scales. Each area presents diverse prospects for business to thrive and contributes different levels of economic impact. However, they all work together to maintain Howard County's regional status and high quality of life.

Main Streets

Howard County's main streets are anchored in areas with rich histories, featuring historic buildings of significance within unique built environments and landscapes. The County's only state-designated Main Street, Old Ellicott City, is an economic engine and boasts a collection of independent merchants and restaurants in an historic environment. As such, it is a regional tourism destination, a center for entrepreneurial endeavors, and an active, nationally-significant historic commercial district. The Ellicott City Watershed Master Plan (ECWMP), while a stand-alone document, is incorporated by reference in HoCo By Design and includes an economic development framework of policies and actions that are based on a market assessment and community engagement conducted through that planning process. These policies and actions guide new construction, redevelopment, existing business support, attraction and retention, and branding and marketing efforts along Main Street in Ellicott City.

While not designated as Main Streets or historic districts, smaller commercial districts also exist in Elkridge and Savage Mill. Both areas host a growing presence of small businesses that embrace the character of a typical main street and possess the potential to become destinations through deliberate placemaking, partnerships, and marketing.



Maryland Main Street Program

In 1988, the Maryland Department of Housing and Community Development established Main Street Maryland, a comprehensive program for traditional downtown revitalization. This program follows similar tenants to the National Trust for Historic Preservation's Main Street approach, focusing on economic development through activities such as historic building rehabilitation, organizational partnerships, marketing and promotion, special events, and improvements to public areas. Old Ellicott City became a state-designated Main Street in 2015.



Route 1 Corridor

The Route 1 Corridor is located a few miles from the Baltimore Washington International Thurgood Marshall Airport (BWI), Fort Meade, the National Security Agency (NSA), the Port of Baltimore, and other important federal institutions. First known as the Washington and Baltimore Turnpike in the early 1800s, Route 1 currently serves as a critical eastern transportation corridor connecting major employment centers in Baltimore and Washington, DC. The nearly 12-mile stretch of Route 1 is an essential part of the vibrant neighborhoods and economy of Howard County. In 2020, the Route 1 Corridor's total employment accounted for 25.2% of all jobs in Howard County, according to the Maryland Department of Labor data, and is projected to grow an additional 1,000 jobs by 2025.

The Route 1 Corridor is characterized by a mix of heavy industrial, warehouse/distribution, and pockets of residential uses. Additional legacy uses include motels, trucking facilities, car repair businesses, fueling stations, and storage facilities. The Corridor also has a considerable number of underutilized properties woven into these various active uses, which have potential for redevelopment. The Corridor is also home to several historic communities, stable single-family subdivisions, and newer multi-family developments. The Corridor has four Transit Oriented Development (TOD) Districts—Oxford Square, Dorsey, Annapolis Junction, and Laurel Park—that allow for employment center opportunities within walking distance of public transportation.

The success of this industrial Corridor hinges on key economic trends, consumer preferences, and the changing retail climate. One trend is industrial space expansion from manufacturing to distribution and warehousing in submarkets along the Corridor—the southeast and east Elkridge. This expansion is partially driven by location and the profound shifts occurring in consumer spending patterns from point-of-sale locations to e-commerce sites. Retaining industrial land is of primary importance and often competes with efforts to create a safer, more attractive, and higher-functioning corridor. With the limited availability of large industrially-zoned properties, these limited resources must be closely managed and retained over time. Ground floor retail along the Corridor is struggling and will require regulatory changes to remain viable. Many parcels along the Route 1 Corridor are zoned Corridor Activity Center (CAC). The purpose of the CAC District, as stated in the Zoning Regulations, is to "...provide for the development of pedestrian-oriented, urban activity centers with a mix of uses which may include retail, service, office, and residential uses." This intended purpose has not been realized. ~~As noted in the 2018 Land Development Regulations Assessment, many~~ Many stakeholders indicated the 50% retail requirement was difficult to meet given retail market conditions along the Corridor. While the goals of this district remain desirable, the locations of these centers and incentives to create them must be revisited.

HoCo By Design's Future Land Use Map (FLUM) identifies focused activity centers throughout the Corridor to create compact, walkable environments that serve broader economic, entertainment, and housing needs in the community, including an Industrial Mixed-Use Activity Center character area. More information on the CAC district and activity centers in the Route 1 Corridor can be found in Route 1 Corridor: A Plan for Washington Boulevard.

Route 40 Corridor

Route 40 was initially constructed in the 1930s as an east-west interstate highway. Today, Interstate 70 now serves as the primary east-west interstate, and Route 40's role has shifted to a predominantly commercial corridor that serves the local community. As defined in the Route 40 Manual, the Route 40 Corridor includes approximately seven miles of Route 40 and the surrounding properties from the Howard County line at the Patapsco River west to the interchange with Interstate 70. Along these seven miles, there are multiple shopping centers, gas stations, automobile dealerships, service businesses, and restaurants that were built in different eras. These commercial uses are largely clustered into three areas, each centered around a large shopping center: 1) Enchanted Forest; 2) Chatham; and 3) Normandy. There are also multiple residential neighborhoods along the Corridor and behind the commercial areas.

As Howard County has grown more diverse in recent decades, a variety of business offerings have emerged with a cluster of 170 Korean-owned establishments along the Route 40 Corridor. In 2016, a five-mile stretch of the Corridor was named "Korean Way," and in 2021, two Koreatown signs with pillars and tiled roofs were placed along the Corridor.

Like the CAC District along Route 1, the Traditional Neighborhood Center (TNC) Zoning District applies to many properties along the Route 40 Corridor. The purpose of the TNC District is to "provide for the development of pedestrian-oriented, urban activity centers with a mix of retail, service, office, and residential uses." Unlike the CAC District, the TNC District is an overlay, which means underlying commercial zoning still applies. To date, property owners have not opted to redevelop sites along Route 40 under the TNC overlay. ~~The 2018 Land Development Regulations Assessment recommended that the TNC overlay be eliminated and replaced with a new community-scale mixed-use zoning district.~~ HoCo By Design's Future Land Use Map (FLUM) recommends these areas become Mixed Use Activity Centers or Suburban Commercial areas to provide compact, walkable environments that serve broader economic, entertainment, and housing needs in the community.



Downtown Columbia

The Downtown Columbia Plan (DCP), adopted in 2010, and incorporated by reference in HoCo By Design, sets forth a 30-year plan to transform Downtown into a major mixed-use economic center for the County. The DCP includes 4.3 million square feet of new office and conference center space, 1.25 million square feet of new retail space, and up to 640 hotel rooms to be developed in phases over its 30-year timeframe. By providing space for current employers to expand and opportunities for new and relocated businesses, this additional commercial space is expected to generate significant new employment opportunities and millions of dollars in wages and tax revenues.

The DCP also calls for 6,244 new residential housing units. More residents living in Downtown Columbia will create an active pedestrian environment, as well as customers for shops, restaurants, and other entertainment uses during and after normal working hours. Additional housing will contribute to more activity in the Downtown area both day and night, enhancing the safety of residents, workers, and visitors.

In addition to plans for new residential, office, retail, and hotel development, the DCP includes recommendations for arts and culture, recreation and open space, environmental sustainability, and reconfigured road and pedestrian networks, all aimed at redeveloping Downtown Columbia into a mixed-use urban center. HoCo By Design carries this vision forward and creates a separate Downtown Columbia Character Area in the FLUM that is supported and implemented through the DCP.



Preserving Character in Future Development

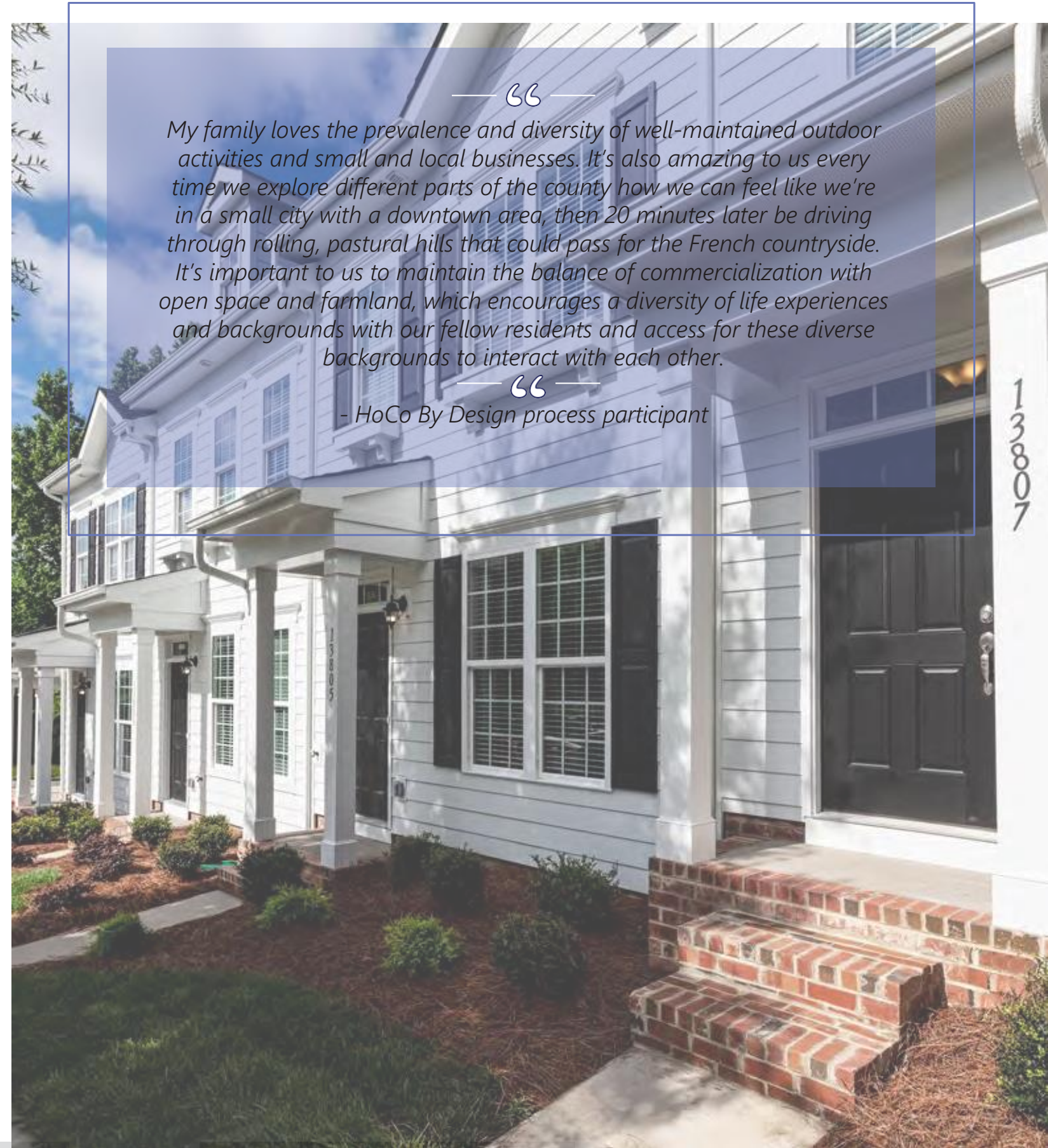
Development standards can and should encourage high-quality future development. These standards should clearly articulate the community's desired vision for an area targeted for development or redevelopment to help the County obtain the type and quality of development it seeks. New developments, redevelopments, and infill developments should 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, landscape design, plantings, stormwater management, and open spaces.

The County's existing ordinances regulate a largely-suburban built environment but could be enhanced to further protect the built and natural character of the County and to promote more walkable, high-quality development, where appropriate. The County's Zoning Regulations, Subdivision and Land Development Regulations, and design manuals will need to be reviewed and rewritten to support the vision and policies presented in the General Plan—especially provisions related to context-sensitive new construction in existing neighborhoods, and walkable, mixed-use development in new activity centers.

Conventional zoning may still be appropriate for existing single-family residential neighborhoods and strip commercial centers. However, the adoption of an ordinance or guiding document that incorporates more character-based (or form-based) elements will assist in achieving high-quality development that is in keeping with the character of Howard County and the desires of the community.

In contrast with conventional zoning that emphasizes separating uses, a character-based (or form-based) code uses character, or the look and feel of a place, as the primary organizing principle for new development. Hybrid codes may also combine conventional zoning with character-based elements.

~~According to the Development Regulations Assessment, there~~ There could be opportunities to revise the historic district zones in the County. Currently, the Zoning Regulations describe the requirements and restrictions applicable to historic districts instead of generally addressing the allowable land uses or development standards. Frequently, in zoning regulations, historic districts are identified with an overlay zone or as a character-based district that more clearly defines the boundaries and helps demonstrate how historic preservation regulations interact with underlying zoning and subdivision regulations. Overlay zones with a clearly defined base zoning district can help provide predictability of permitted uses within a historic district, encourage development patterns that are consistent with the historic character, and create opportunities to establish future districts that may benefit from such designation criteria.



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My family loves the prevalence and diversity of well-maintained outdoor activities and small and local businesses. It's also amazing to us every time we explore different parts of the county how we can feel like we're in a small city with a downtown area, then 20 minutes later be driving through rolling, pastoral hills that could pass for the French countryside. It's important to us to maintain the balance of commercialization with open space and farmland, which encourages a diversity of life experiences and backgrounds with our fellow residents and access for these diverse backgrounds to interact with each other.
— “ —
- HoCo By Design process participant

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Character-Based Elements

Character-based code elements emphasize context of development and may apply to a designated area or more generally within the overall land use regulations and zoning codes. They could be used to regulate a number of factors, including building height and placement, parking locations, street frontage, sidewalks, planting areas, drainage, density, and the street itself. This information is conveyed with specific instructions and often includes easy-to-understand diagrams or other graphic illustrations.

While character-based concepts can be applied anywhere, they are most successful in: areas that have a mix of uses, historic communities, and Rural Crossroad areas. A character-based approach to land use regulation in Howard County may yield more walkable, compact, and diverse, mixed-use environments.

Character-based code elements are used to achieve the following:

1. Create neighborhoods where development is appropriately scaled to surrounding land uses and the public realm.
2. Encourage active transportation (e.g. walking, biking, etc.).
3. Foster social cohesion.

The New Town Zoning District represents more than 14,000 acres and 28,000 parcels in Columbia. The New Town District is comprised of 268 approved Final Development Plans (FDPs) and a regulatory structure that results in challenges for FDP amendments and is difficult to administer. Over time, ownership has changed and development has advanced—making it challenging to reconcile the district’s original goals and organizational structure.

~~In 2018, Howard County completed a Development Regulations Assessment and Annotated Outline for its Zoning Ordinance. It recommended, in part, significant changes to the New Town Zoning District. Zoning In the Zoning Regulations for the New Town Zoning District, zoning~~ experts cite vague, poorly defined language in some cases and much too detailed language in others as significant challenges to administering New Town zoning. They also claim that the absence of flexibility in New Town zoning and requirements for multiple rounds of approvals will put Columbia at a disadvantage when competing for desired future investment.

As a complement to character-based or hybrid zoning, pattern books or design guidelines and manuals can serve as a framework for preferred architectural patterns, styles, and details in the community. They can provide guidelines and standards for building types, building composition and massing, building materials, roof types and details, windows, doors, porches, and other architectural elements. They can also include standards for landscaping, lighting, fences, walls, signage, and other outdoor elements. The scope is typically limited to specific districts, neighborhoods, or activity centers in the community. While pure form-based codes can be challenging to develop, form-based elements can be used to support more traditional zoning regulations using hybrid approaches to further achieve desired character outcomes.

The HoCo By Design Character Areas technical appendix provides additional design-related guidance for future code updates.



hoWaRD County's Design aDvisoRy panel

The Design Advisory Panel (DAP) is a seven-member panel of professionals, including architects, landscape architects, planners, urban designers, and civil engineers, who provide recommendations regarding proposed plans for development or redevelopment that are subject to DAP review.

Created by the Howard County Council in 2009, the purpose of the DAP is to encourage excellence in site design and architecture, promote design compatibility with surrounding development, promote revitalization, and enhance property values.

The DAP provides design advice on proposed subdivisions and site development plans when they are subject to the Route 1 Manual, Route 40 Design Manual, New Town Village Center Design Guidelines, Downtown-wide Design Guidelines or Downtown Neighborhood Design Guidelines, Clarksville Pike Streetscape Plan and Design Guidelines, compatibility criteria for conditional use applications, or design guidelines consistent with the requirements of the County's adopted Zoning Regulations.

The DAP also provides guidance regarding the following:

1. The design for buildings, vehicular circulation and access, pedestrian access and linkages, parking, loading, dumpsters, external mechanical units, existing trees, landscaping, hardscape, conceptual designs for graphic elements, and walls and fences.
2. Building scale and massing in relation to and compatible with the surrounding area and with significant and contextual adjacencies, and appropriate responses to existing site conditions, grading, and stormwater management.
3. Building architectural style, materials, entrances, windows, roof design, and colors.
4. Open space on the site including pathways, public spaces, street furniture, amenity areas, and similar features.
5. The design of exterior lighting devices and potential disturbances to the public and adjacent properties.
6. Principles of sustainability and green design.



Regional examples of how character and design can be prioritized in new development.

QBD-1 Policy Statement

Prioritize character and design in future development, recognizing variations in Howard County's unique areas.

Implementing Actions

1. Identify areas to investigate character-based zoning concepts and consider the use of pattern books, design guidelines and manuals, or a hybrid approach to establish an intended character and design elements for different character areas in Howard County.
2. ~~Build on the 2018 Development Regulations Assessment to update~~ Update the County's Zoning Regulations and Subdivision and Land Development Regulations and policies. Incorporate opportunities to codify current practices and create regulations and design standards for new developments, infill developments, and redevelopments.
3. Evaluate the existing historic district zones and consider replacing them with new historic zoning district overlays or form-based districts.
4. Review the current Design Advisory Panel (DAP) review areas and approved guidelines for updates. Consider whether the role of the DAP should be expanded to other areas within Howard County.
5. Revise the New Town Zoning District and investigate the use of enhanced design guidelines and character-based or form-based codes in Columbia.
 - a. Build upon the preferred development types, patterns, intensities, and design elements described in HoCo By Design's Character Areas technical appendix.
 - b. Take into consideration the design and planning principles illustrated in HoCo By Design's Focus Areas technical appendix.
 - c. Explore rules and requirements for design review by the Design Advisory Panel, or a combination of staff and the DAP.
 - d. Identify the appropriate purpose and timing of design review within the development review process.

Context-sensitive infill may be further achieved through design guidelines that are specific to surrounding areas. Buildings and architecture in Howard County are highly varied and reflect several architectural styles, including Georgian, Federal, and Greek Revival styles and forms. Mid-century architecture was introduced with the development of Columbia, and new contemporary architecture is also prevalent throughout the County. These variations in architectural styles reinforce the character of different places, but often buildings and developments outside of historic areas, districts, and rural areas do not align with the character of the surrounding areas. Architectural compatibility can be achieved through design guidelines or pattern books to maintain the look and feel of mature neighborhoods; however, regulating architectural style would be challenging given the variety of styles present in the County.

Updates to development and redevelopment regulations can incorporate architectural and site design principles that better reflect unique areas, address pedestrian and transit-friendly opportunities in larger developments, and result in meaningful open spaces. Updates to the County Zoning Regulations should address infill development options in residential districts, which includes standards to ensure that new development is appropriate to the site and its surroundings. Architectural elements can also serve as important transitional features for new development. Where a clearly established building character is expected to remain, infill development should blend with nearby buildings by using similarly sized and patterned architectural features.

Howard County Landscape Manual

The Howard County Landscape Manual, which establishes standards of performance for preparing landscape plans, was last amended in 1998 (though a policy memorandum was added in 2010 to update recommended street tree and plant lists). ~~As noted in the 2018 Development Regulations Assessment, there is a need to update the manual to better address issues related to quantities, species, spacing, and survival of plantings, as well as integration with solar technology.~~ Updates could reconsider landscape standards for places in the County that are planned for a more walkable, mixed-use environment, such as planting calculations, screening requirements, placement design, and species mixes. The assessment also cited the need to review and strengthen landscape buffers along residential/commercial and residential/agricultural edges.



Nature and Context-Sensitive Design

As previously noted in this chapter, the natural landscape often serves as a unifying element in neighborhoods. Infill development and redevelopment can be designed to both respect natural features and accentuate them. For example, mature trees can be retained and new trees planted to enhance the existing landscape. Building setbacks (such as the space between buildings and the street) can be repeated in new development so existing patterns of green spaces (such as front yards) are maintained. Finally, the approach to design can emphasize adapting a building to a site (rather than adapting a site to a building), thereby reducing disturbance to natural features.

QBD-4 Policy Statement

Develop context-sensitive design standards appropriate for various scales of infill development to effectively transition between larger developments and established uses, and to encourage compatibility of small-scale infill within established neighborhoods.

Implementing Actions

1. Explore the implementation of form-based or character-based districts and neighborhood compatibility standards that emphasize massing and form over use type.
2. Investigate programs to preserve the community character of older neighborhoods that are not currently designated as historic or do not yet meet criteria to be designated as such.
3. Encourage infill housing typologies that create smaller more affordable units, if they blend in with surrounding homes through context-sensitive design.
4. Review existing design manuals for updates to address contextual architecture design.
5. Assess existing land use and zoning policies for opportunities to incorporate best practice placemaking and urban design principles that create transitions between land uses and between the built and natural environments.
6. Update the Landscape Manual to reflect current best practices, and to provide clear direction on buffers that address the scale and mass of new development abutting existing development.

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-15 - Increase access to and availability of affordable housing for people experiencing homelessness in Howard County.		
1. Seek out additional opportunities for partnerships on future housing developments to increase the number of homeless preference set-aside units developed in Howard County.	DCRS DHCD	Ongoing
2. Create awareness and advocacy around the needs of those experiencing homelessness whenever new housing developments are being planned and created.	DCRS DHCD	Ongoing
3. Evaluate the need for additional shelter/bed capacity, permanent supportive housing, and expanded public-private partnerships to address the needs of the County's chronically homeless and other individuals with special needs.	DCRS DHCD Private Partners	Mid-Term
4. Explore opportunities for acquisition of blighted or under-utilized properties for the purposes of providing flexible shelter options and services for the homeless population.	DCRS DHCD	Ongoing
5. Seek opportunities to locate housing for the homeless or individuals with special needs in close proximity to jobs, amenities, and transportation connections.	DCRS DHCD DPZ	Ongoing

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
QBD-1 - Prioritize character and design in future development, recognizing variations in Howard County's unique areas.		
1. Identify areas to investigate character-based zoning concepts and consider the use of pattern books, design guidelines and manuals, or a hybrid approach to establish an intended character and design elements for different character areas in Howard County.	DPZ	Mid-term
2. Build on the 2018 Development Regulations Assessment to- <u>update</u> Update the County's Zoning Regulations and Subdivision and Land Development Regulations and policies. Incorporate opportunities to codify current practices and create regulations and design standards for new developments, infill developments, and redevelopments.	DPZ	Mid-Term
3. Evaluate the existing historic district zones and consider replacing them with new historic zoning district overlays or form-based districts.	DPZ	Mid-Term
4. Review the Design Advisory Panel (DAP) review areas and approved guidelines for updates. Consider whether the role of the DAP should be expanded to other areas within Howard County.	DPZ	Long-term
5. Revise the New Town Zoning District and investigate the use of enhanced design guidelines and character-based or form-based codes in Columbia. <ul style="list-style-type: none"> a. Build upon the preferred development types, patterns, intensities, and design elements described in HoCo By Design's Character Areas technical appendix. b. Take into consideration the design and planning principles illustrated in HoCo By Design's Focus Areas technical appendix. c. Explore rules and requirements for design review by the Design Advisory Panel, or a combination of staff and the DAP. d. Identify the appropriate purpose and timing of design review within the development review process. 	DPZ	Mid-Term



Challenges to Corridor Revitalization

While the Route 1 Corridor is an important economic engine for the County, it hasn't generated significant private investment beyond industrial, warehouse, and multi-family residential. Attracting mixed-use redevelopment has been a challenge and large pockets of disinvestment remain along the entire length of the Corridor. The following are the primary challenges that are limiting economic growth and redevelopment in the Corridor:

1. Residential-commercial mix imbalance
2. Disconnected neighborhoods and inaccessible amenities
3. Conflicting and nonconforming uses
4. A need for land assemblage to foster redevelopment

Residential-Commercial Imbalance

A principal challenge has been achieving a balanced residential-commercial mix, as proposed in PlanHoward 2030 and the subsequent 2013 comprehensive rezoning. While there has been significant residential development activity, commercial retail activity and office activity have not been at the anticipated (or desired) levels. There are limited retail-friendly parcels for shopping centers within the one-acre to five-acre range in the Corridor. There are also very few larger parcels (over 100 acres) along Route 1 that are suitable for large-scale retail developments. Additionally, the viability of retail along Route 1 is constrained by well-established shopping destinations within three to five miles of the Corridor that compete for market share.

As stated earlier, nonresidential development is valued lower than residential in the real estate market. However, commercial property pays a higher property tax rate than its residential counterpart. Businesses also generate personal property, spending, and payroll taxes, all of which amount to higher local tax revenue and added stimulus to the Howard County economy than residential property. A healthy mix of residential to commercial property is essential to a fiscally sustainable County.

As such, the Corridor Activity Center (CAC) Zoning District was established along Route 1 "to provide for the development of pedestrian-oriented, urban activity centers with a mix of uses which may include retail, service, office, and residential." To achieve this mix, the zoning district established a minimum commercial space requirement. This requirement has been reduced multiple times through Zoning Regulation Amendments and finally eliminated through an in-lieu fee option allowing full buy-down of the commercial requirement. ~~As noted in the 2018 Land Development Regulation Assessment, many~~ Many stakeholders have indicated that the commercial requirement in the CAC district was difficult to meet, given retail market conditions along the Corridor. Many of the commercial spaces built in the CAC district have remained vacant, with property owners reporting difficulty attracting ground floor retail due to small retail space, low street visibility, lack of obvious parking options, and a lack of critical population density because of disconnected residential islands that limit walkable access. Given the challenges commercial properties face along the Corridor and the dispersed nature of CAC parcels, HoCo By Design seeks to focus future commercial development in specific activity center nodes that can provide critical mass to support viable commercial investment, as described further in "Activity Centers in the Route 1 Corridor."



Encouraging and allowing the use of vintage-style signage and materials on the facades for retail in mixed-use projects would help to define and highlight the amenities located in the Route 1 Corridor. In some cases, property owners may elect to bring in historic signs from outside the Route 1 Corridor if they are consistent with a legacy land use in the Corridor. For example, historic hot dog restaurant or ice cream shop signs may be appropriate in the Route 1 Corridor as an acknowledgment of popular destinations visited decades ago. Consideration to allow pole mounted signs on a case-by-case basis may be necessary as they are not consistent with the Route 1 Manual.

Development Standards and Review

Site design should accommodate features and architecture that create a unique sense of place. These efforts are needed, in part, to compete with nearby retail and office uses in Columbia, the City of Laurel, or Arundel Mills, and bring different markets to the Route 1 Corridor. Superior placemaking has the potential to attract private investment and well-designed development, and increase the value of properties in the Route 1 Corridor. The process of placemaking celebrates the uniqueness of the area and identifies the physical improvements or planning initiatives necessary to instill a brand or sense of place for the Route 1 Corridor.

The Route 1 Manual is a helpful resource for achieving desired design standards along the Route 1 Corridor. However, the Manual is organized according to the current zoning districts. Once the Zoning Regulations and Subdivision and Land Development Regulations are updated, the Manual will need to be revised to reflect the vision and supporting recommendations of the General Plan or subsequent implementation plans, policies, or documents.

An updated Manual should provide guidelines on site layout, architectural character, parking configurations, landscaping, screening, lighting, and signage for the entire Route 1 Corridor. ~~The 2018 Development Regulations Assessment identifies significant overlap between the contents of the Route 1 Manual and the requirements of the Zoning Regulations and Subdivision and Land Development Regulations. The Assessment suggested an~~ An update ~~was~~ is necessary to consolidate text on nonconforming uses and noncomplying designs with other nonconformity provisions, to address new zoning districts outlined in HoCo By Design, and to clarify the following:

- When recommendations are advisory or mandatory
- How the streetscape and street furniture design standards and guidelines relate to the County's public works standards for streets and roads
- How the street tree standards and guidelines and landscape planting and screening materials relate to the provisions in the County's Landscape Manual
- How the building location and parking area location and design materials relate to bulk and dimensional standards in the Zoning Regulations
- How the stormwater management provisions relate the County's stormwater management standards
- How sign standards and guidelines relate to general sign regulations

The County's Design Advisory Panel (DAP) should continue to provide oversight on new development and redevelopment in the Route 1 Corridor. DAP's responsibilities should be expanded to include review of development in activity center character areas. Panel members' experience as professional designers and associated recommendations will enhance these significant and complex development projects.

RTE 1-6 Policy Statement

Encourage building architecture in the Route 1 Corridor that is unique in Howard County.

Implementing Actions

1. Prioritize quality, cohesive building design and architecture in site development to enhance community character and improve quality of life.
2. Promote contextual architectural design near a historic site to ensure compatibility.
3. Encourage architecture that promotes a unique brand identity for the Route 1 Corridor.
4. Consider adaptive reuse of historic buildings.

RTE 1-7 Policy Statement

Create recognizable entrances (gateways) that distinguish the Route 1 Corridor from adjacent areas.

Implementing Actions

1. Evaluate signage, landscaping, public art, and streetscape improvements at various gateways along the Corridor and explore Sustainable Communities funding for entrance gateway signage.
2. Work with property owners and the community to implement appropriate elements.
3. Prioritize gateways at bridge crossings for the Patuxent and Patapsco Rivers and activity center areas.

RTE 1-8 Policy Statement

Create a uniform brand, marketing, and signage plan for the Route 1 Corridor.

Implementing Actions

1. Encourage signage consistent with a branding plan.
2. Work with community and property owners on placement of branding elements along the Route 1 Corridor.
3. Evaluate the County's sign ordinance and Route 1 Manual to allow signage in the Corridor that implements the branding, signage, or marketing plan.

RTE 1-9 Policy Statement

Revise the Route 1 Manual and County regulations to implement the HoCo By Design and Route 1 Corridor Plan development and redevelopment recommendations.

Implementing Actions

1. Revise the Zoning Regulations and Subdivision and Land Development Regulations to support corridor-wide new development and redevelopment.
2. Update the Route 1 Manual after County regulations are updated to implement recommendations and clarify inconsistencies [outlined in the 2018 Development Regulations Assessment](#).
3. Update the Design Advisory Panel Rules of Procedures and County Code to include criteria for the Route 1 activity center areas.

Protecting Environmental Health in the Corridor

The Route 1 Corridor is located within and near significant natural resource areas. As shown in Map RTE 1-9, the Corridor contains portions of the Patapsco River Lower North Branch, Little Patuxent River, Middle Patuxent River, and Patuxent River Upper watersheds. Bookended by the Patapsco River at the northern boundary and the Patuxent River to the south, the 12-mile Corridor crosses numerous other streams that flow perpendicular to the alignment of Route 1. Many of these streams have forested or partially forested buffers, and larger streams have 100-year floodplains that may also contain wetlands. The Corridor has 18% open space and parkland, and approximately 25% forest cover.

The Corridor contains portions of the County's Green Infrastructure Network (GIN), including nine hubs with significant forest and wetland resources and nine stream-based corridors. Most of the land in the hubs is protected from development because it is located within parkland, open space, and/or the 100-year floodplain. The Corridor contains several sensitive species project review areas (SSPRAs) that are indicative of habitat for rare, threatened, or endangered species. Two of these SSPRAs are located within the GIN. The Dorsey Run and Junction Industrial Park subwatersheds of the Little Patuxent River are designated as Stronghold Watersheds because they have high aquatic biodiversity. The Patuxent River watershed is a Tier II watershed because there is a Tier II segment of the river downstream in Anne Arundel County.

The County's current development regulations protect sensitive environmental resources, including 100-year floodplains, streams, wetlands, larger areas of steep slopes, and rare, threatened, or endangered species habitat. The Forest Conservation Act requires mitigation for forest clearing and stormwater management regulations require redevelopment improves water quality management.

HoCo By Design's Ecological Health chapter contains policies and actions intended to protect and restore ecological health in the County. Protection and restoration measures that could be considered for the Route 1 Corridor as it redevelops include restoring forested stream and wetland buffers to meet current minimum width requirements, ensuring forest clearing mitigation is provided within the Corridor, exceeding minimum stormwater management requirements, increasing native tree canopy, protecting the GIN through an easement or land purchase program, and increasing private property owner stewardship.