

**Amendment 1 to Amendment 47 to Council Bill No. 28 -2023**

**BY: Deb Jung**

**Legislative Day 12**

**Date: 10/11/2023**

*(This Amendment to Amendment 47 to remove language related to challenges facing commercial properties on Route 1 and substitute language related to a 2021 ZRA.)*

- 1 Substitute page 1 of Amendment 47 with the attachment to this Amendment to Amendment.
- 2
- 3 Substitute the page QBD-7 attached to Amendment 47 with the page QBD-7 attached to this
- 4 Amendment to Amendment.
- 5

**Amendment 47 to Council Bill No. 28 -2023**

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

**Legislative Day 12  
Date: 10/11/2023**

**Amendment No. 47**

*(This Amendment adds language ~~that~~  
~~reflects the challenges facing commercial properties on Route 1~~  
describing the effects of a 2021 ZRA on Route 1 commercial redevelopment.)*

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 7, Quality by Design – page 7

4

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

# Character Defining Elements

Howard County was, for much of its history, considered a rural county. However, as a result of significant growth over the past 60 years, the County has developed a more diverse and mature community character. This community character is shaped by various influences, including Howard County's location between two major metropolitan areas within the Northeast Corridor, its physical geography, and its historical development as a center for rural industry. River valleys define much of the County's borders. This geography informed the physical patterns of both early and present-day industry, transportation networks, and development. Rapid suburbanization beginning in the mid-20th century—with the creation of Columbia and the ongoing preservation of historic districts and structures—has led to the diverse mix of present-day character areas. Countywide policies and evolving planning principles and practices have also shaped the physical development of the County. Agricultural preservation in the West, mixed-use redevelopment in the East, and environmental stewardship throughout has allowed the County to geographically focus growth and better protect the natural and built features that contribute to a positive community character. Policies to balance competing pressures for growth and conservation will be needed as Howard County continues to mature.

## Transportation Influences and Development Patterns

Historic development in places like Ellicott City, Elkridge, and Savage formed along the rivers. Historic settlements grew as transportation networks expanded, including the railroad, which followed the Patapsco River valley to accommodate trade to the west and between Baltimore and Washington. Early roadways, such as the National Road (Route 144, a portion of which would eventually become part of Route 40) and Route 1, enhanced these same connections. In rural areas, farm buildings were clustered in the center of fields; housing and commerce developed along the roadways in a linear fashion or near river crossings. Additional highways and the interstate systems (Interstate 95, Interstate 70, and Route 29) were developed to meet the increased demand and reliance on automobiles.

As the population rose, a mix of traditional neighborhood and suburban development street patterns were established, with direct access from major corridors (Interstate 95, Interstate 70 and Route 29). A growing network of pathways, sidewalks, and bicycle routes provided an additional layer to the overall vehicular and pedestrian transportation network.

Today, suburban cul-de-sac developments dominate the landscape, with some aging automobile-oriented areas experiencing redevelopment. In an evolution of their character, and as available land becomes sparse, some of these traditional auto-focused areas are transforming into mixed-use walkable communities. Most notable is along the Route 1 Corridor where some single-story retail, industrial, and warehouse sites are being redeveloped into predominantly compact residential communities that have space reserved for commercial uses on the lower level of multi-story buildings. ~~Through a Zoning Regulation Amendment requested by a property owner, CB8-2021 reduced the commercial space requirements per residential unit for Corridor Activity Centers along Route 1. Despite varying degrees of successful development, challenges filling ground floor commercial spaces in multistory buildings and recent changes in the County's Zoning Regulations that reduced requirements for commercial spaces in the Route 1 corridor in certain zoning districts, there continues to be~~ despite community interest in **commercial** redevelopment along these traditional transportation corridors. These transportation elements (i.e. roads, sidewalks, etc.) and how people use them across the County help to inform the community's character.

