

**Amendment 1 to Amendment 59
to Council Bill No. 28-2023**

BY: Deb Jung

**Legislative Day 12
Date: October 11, 2023**

(This amendment restores the quotes to page 36 in Amendment 59.)

1 Substitute page 1 of Amendment 59 with the attached page 1 to this Amendment to Amendment.

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4 Substitute the attached page TAC-36 of Amendment 59 with the attached page TAC-36 to this
5 Amendment to Amendment.

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Amendment 59 to Council Bill No. 28 -2023

BY: Deb Jung

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 quote;*~~

- *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 and hidden commercial centers; and*
- *Amends the Commercial Corridor Redevelopment Illustrative Concept to remove buildings as anchors at parkway intersections.)*

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, ~~and 23, and 36.~~

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5 Delete Map C-1: New Town Columbia on page TAC-8.

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

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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.

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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

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- 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.