

Amendment 1 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: October 2, 2023

Amendment No. 1

(This Amendment makes the following changes to HoCo By Design Chapter 2, Chapter 5, Chapter 10, and the Route 1 Corridor Plan:

Chapter 2: Growth and Conservation Framework

- ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Future Land Use Map and substitutes the Industrial character area;

Chapter 5: Economic Prosperity

- Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District ~~and substitutes the Industrial character area in the Industrial Zoning Districts and Industrial Character Areas map;~~

Chapter 10: Managing Growth

- Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District in the Howard County APFO Allocations map;

2023 Council Draft Route 1 Corridor Plan

- Amends the location of the South Elkridge District;
- ~~Removes the name "Elkridge South District" and substitutes: "Elkridge South Civic District" in various places;~~
- ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Route 1 Corridor Future Land Use map and substitutes the Industrial character area;

- Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with ~~the Campus, Mixed-Neighborhood, and Industrial character areas~~ the Elkridge South Civic District in the Route 1 Activity Centers map;
- Makes various changes to the Elkridge South District Existing Conditions narrative section, including to reflect the ~~amended name and~~ location of the South Elkridge District;
- Makes various changes to the Elkridge South District Redevelopment Vision narrative section, generally related to amending the name, amending the location, and creating a the "town-square" feel with a Campus character area Elkridge South Civic District;

- Makes various changes to the Elkridge South District Character Areas and the Future Land Use Map narrative

I certify this is a true copy of

Am1 CB28-2023

passed on 10/11/2023

*Michelle Brown*  
Council Administrator

section, generally related to substituting the ~~Campus-character-area~~ Elkridge South Civic District;

- Amends the ~~location and the character areas of the~~ map associated with the Elkridge South District to substitute the ~~Campus-character-area~~ Elkridge South Civic District and demonstrate the Civic District core;
- Removes the policy statements and implementing actions for RTE 1-29, RTE 1-30, and RTE 1-31;
- Creates a new RTE 1-29 Policy Statement to facilitating public placemaking and creates new Implementing Actions to acquire and consolidate aggregate parcels in the Elkridge South District, and engage in a visioning exercise with members of the Elkridge South community, protect and support the viability of existing industrial, commercial, and retail uses compatible with a potential civic use, and redevelop acquired land for civic uses;
- Creates a new RTE 1-30 Policy Statement to facilitate neighborhood-serving commercial redevelopment in the Elkridge South District and creates new Implementing Actions to develop design guidelines specific to the ~~character~~ of certain portions of Route 1 Civic District, anchor Route 1 intersections with neighborhood-serving commercial uses, and incentivize replacing automobile-related uses with retail and restaurants; and
- Creates a new RTE 1-31 Policy Statement to minimize hazards to transportation along Route 1 and creates new Implementing Actions to develop a transportation study, incentive pathway connections, add a signalized intersection and crosswalk to connect the Elkridge Branch Library to the east side of Route 1, and leverage partnerships and funding opportunities with local, regional, State, and federal governments and nonprofits to implement safety improvements.)

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

- Chapter 2, Growth and Conservation Framework: 39 and 40;
- Chapter 5, Economic Prosperity: 31 and 32; and
- Chapter 10: Managing Growth: 9 and 10;
- 2023 Council Draft Route 1 Corridor Plan: 13, 14, 61, 62, 65, 66, 72, 89, 90, 91, 92, 93, and 94.



1 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to:  
2 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
3 areas located in the South Elkridge District; and  
4 - Substitute the ~~Mixed-Use Neighborhood, Campus, and Industrial~~ Industrial character ~~areas~~  
5 area as demonstrated in Exhibit B A attached to this amendment.  
6

7 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas  
8 in the FLUM shall be amended to:  
9 - Remove the Industrial Mixed Use Activity Center character area located in the Elkridge  
10 South District; and  
11 - Substitute the Industrial character area as demonstrated in Exhibit B A attached to this  
12 amendment.  
13

14 On pages MG-9 and MG- 10, Map 10-1: Howard County APFO Allocations Map shall be  
15 amended to remove the Industrial Mixed Use Activity Center character area located in the  
16 Elkridge South District and substitute the “Other Character Areas”.  
17

18 On page Route 1 Corridor Plan 14, Map RTE 1-2: Route 1 Corridor Future Land Use shall be  
19 amended to:  
20 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
21 areas located in the Elkridge South District;  
22 - Substitute the ~~Campus, Mixed-Use Neighborhood, and~~ Industrial character ~~areas~~ area as  
23 demonstrated in Exhibit B A attached to this amendment; ~~and~~  
24 ~~—Add “Campus” and “Mixed-Use Neighborhood” and to the corresponding colors to the map~~  
25 key.  
26

27 On page Route 1 Corridor Plan 62, Map RTE 1-10: Route 1 Activity Centers shall be amended  
28 to:  
29 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
30 areas located in the Elkridge South District;

1 - Substitute only the Elkridge South Civic District Campus character area as demonstrated in  
2 Exhibit B A attached to this amendment.;

3 ~~— Add “Campus” to the corresponding colors to the map key.~~

4  
5 On Route 1 Corridor Plan 90, Map RTE 1-13: Elkridge South District Location shall be amended to:

6 - Change the name of the map to: Elkridge South Civic District Location; and

7 - Amend the map key to remove “Elkridge South District Location” and substitute: “Elkridge  
8 South Civic District Location.”

9  
10 On page Route 1 Corridor Plan 91, the map of the Elkridge South District shall be removed and  
11 replaced with the map attached to this amendment as Exhibit B. ~~amended to:~~

12  
13 ~~— Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character~~  
14 ~~areas located in the Elkridge South District;~~

15 ~~— Substitute only the Campus character area and the opportunities for preservation and~~  
16 ~~pedestrian access to the Civic District as demonstrated in Exhibit B attached to this~~  
17 ~~amendment;~~

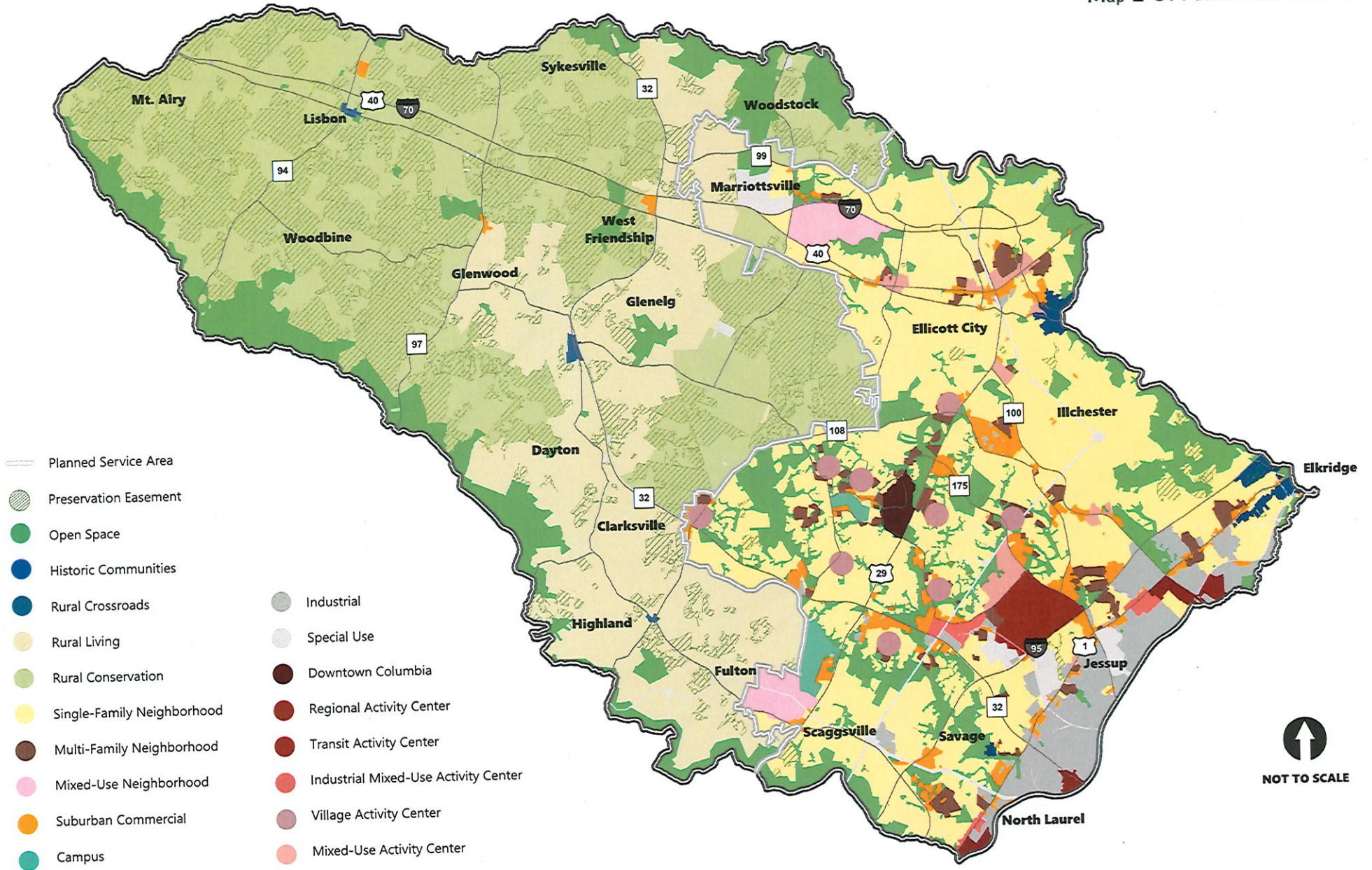
18 ~~— Add “Campus” and “opportunities for preservation and pedestrian access to the Civic-~~  
19 ~~District” to and the corresponding colors to the map key.~~

17

18 Correct all page numbers, numbering, and formatting within this Act to accommodate this  
19 amendment.

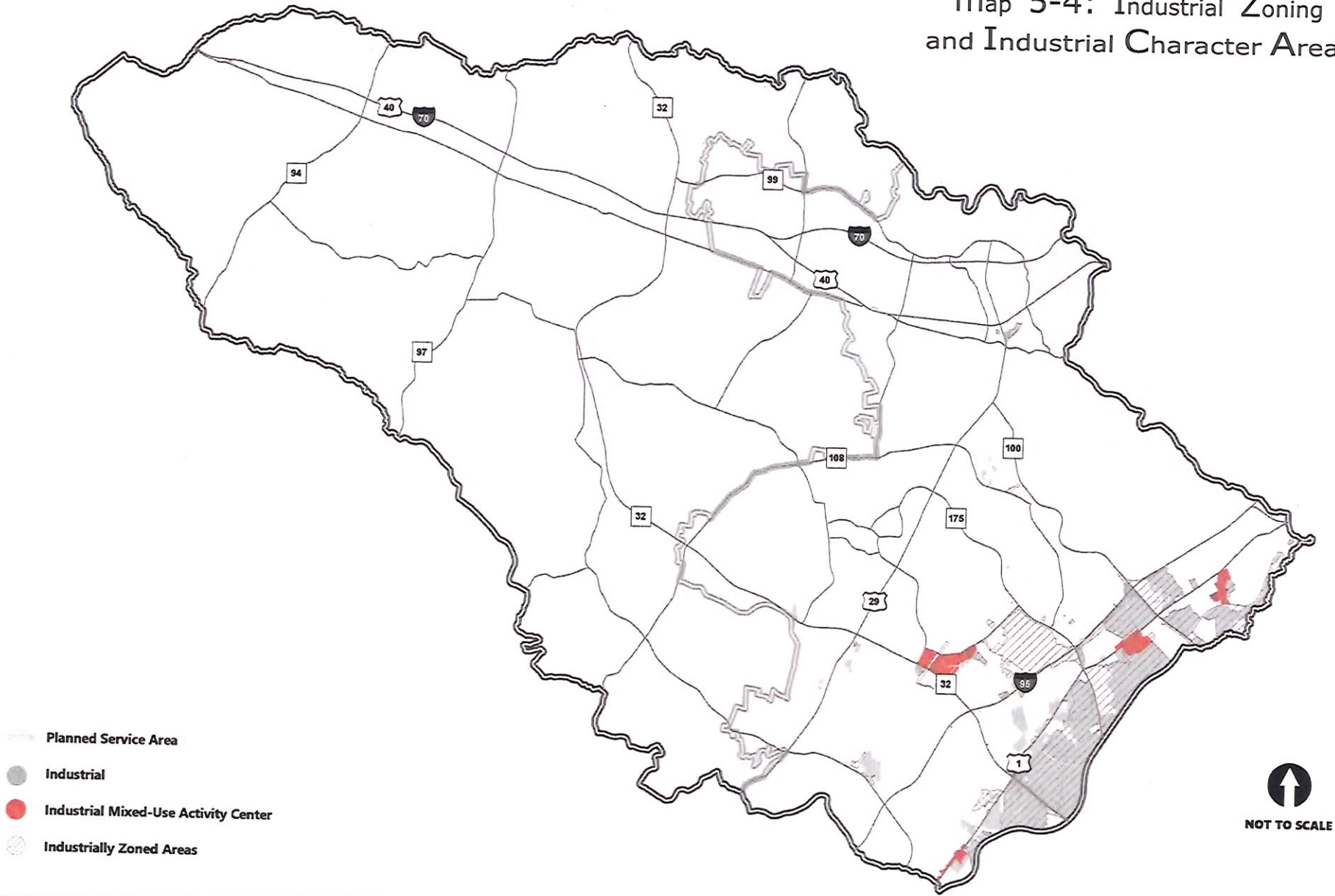


Map 2-3: Future Land Use Map



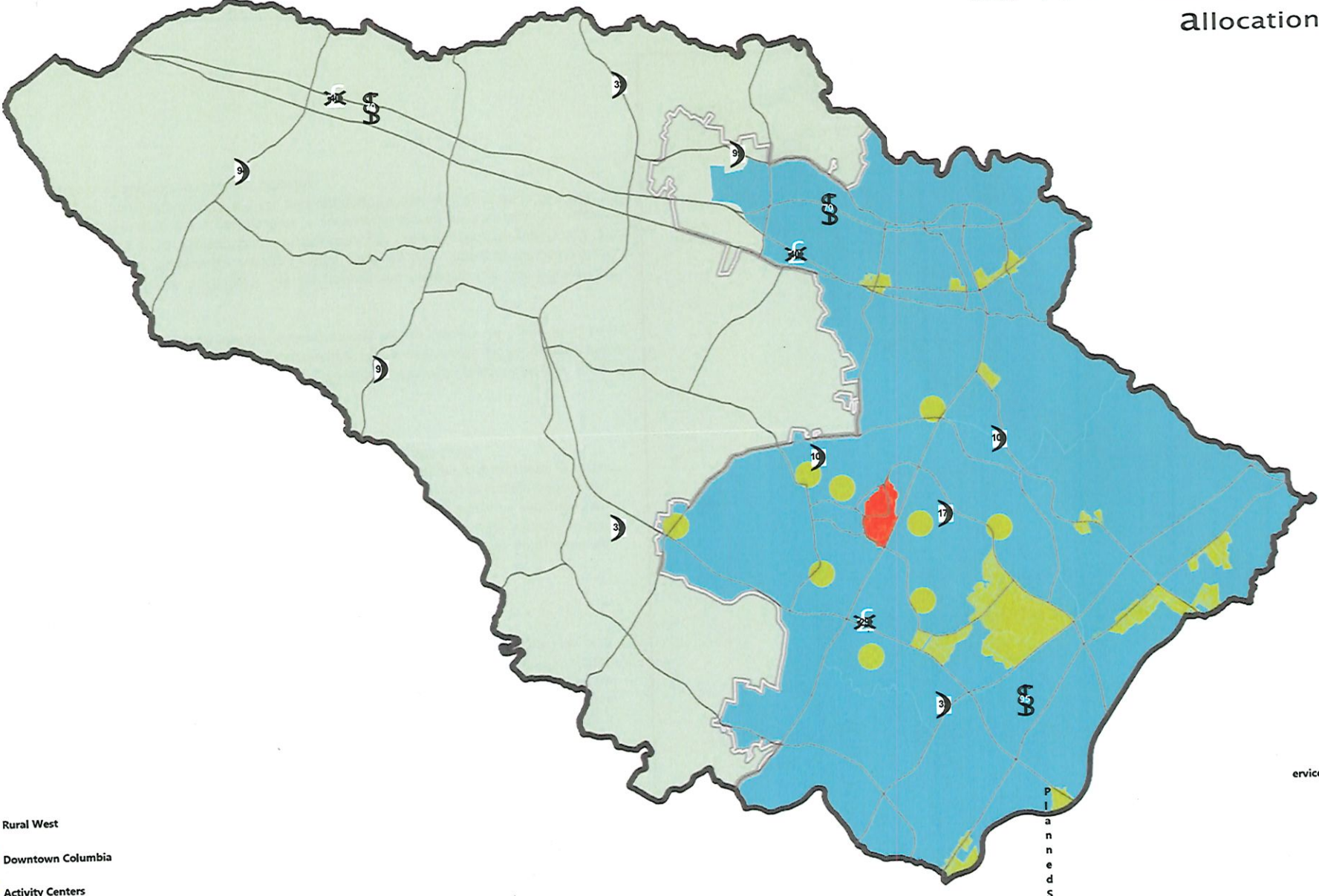
↑  
NOT TO SCALE

Map 5-4: Industrial Zoning Districts  
and Industrial Character Areas in the  
FLUM





# MaP 10-1: howard County aPFO allocation MaP



- Rural West
- Downtown Columbia
- Activity Centers
- Other Character Areas

Service Area

Planned

# VISION FOR THE CORRIDOR

The vision for the Route 1 Corridor in Howard County focuses on preserving Washington Boulevard as an industrial employment and transportation corridor. It would include a series of targeted and redeveloped activity centers with a mix of uses connected to regional transit. Throughout the Corridor, the existing employment base and residential communities will be strengthened through placemaking, historic resource preservation, strategic environmental health protections, new passive and active open spaces, economic development incentives, and multi-modal transportation and accessibility improvements. Within the targeted activity centers, redevelopment that allows a flexible mix of uses, including **civic**, residential, commercial, retail, entertainment, and light industrial that serves the community and offers opportunities for small businesses to thrive, is encouraged. Diverse employment uses, with a focus on non-automobile-oriented businesses fronting Washington Boulevard, will be encouraged along with new economic sectors such as a "Maker Economy," to create a sense of place unique to Route 1.

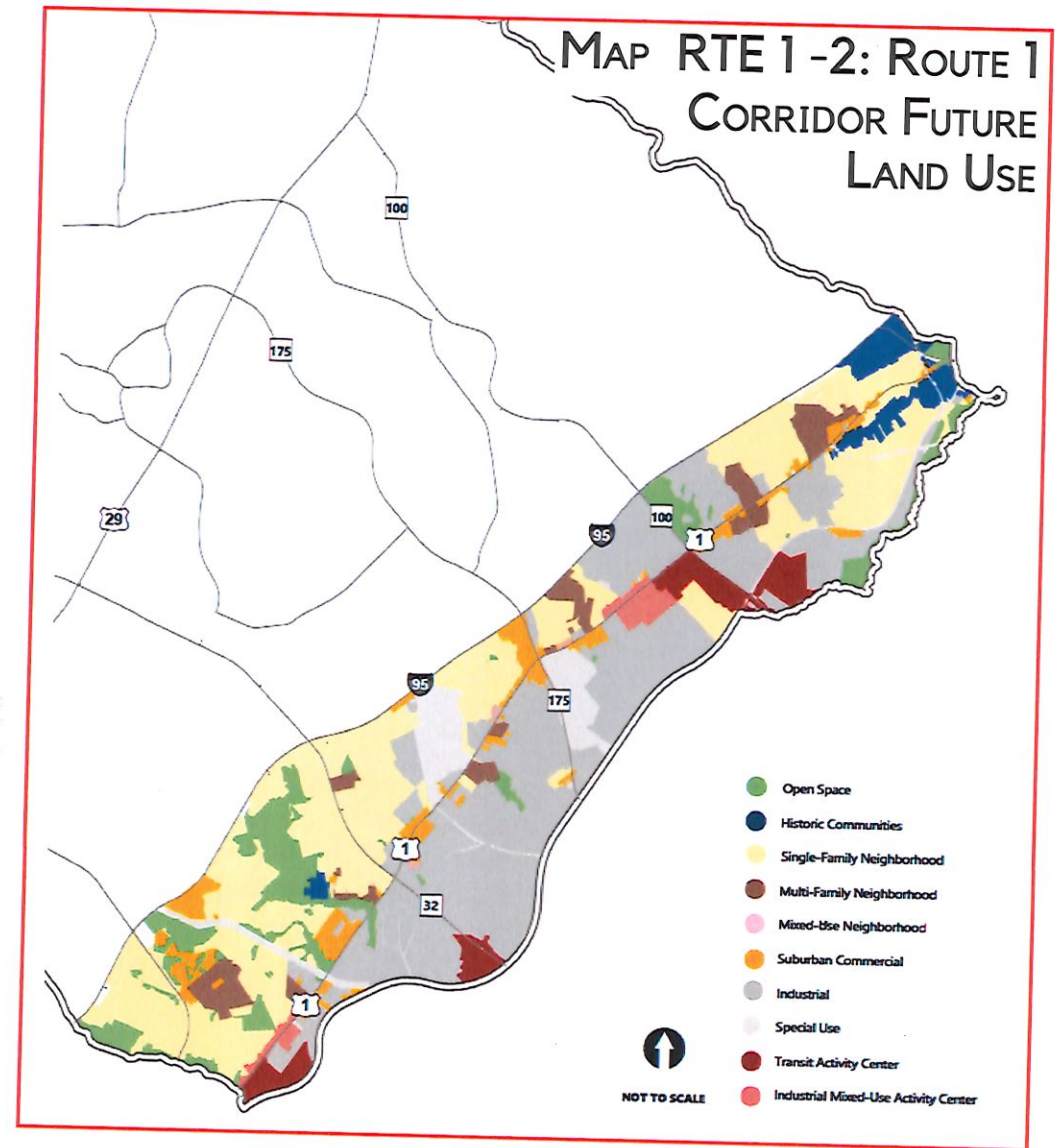
## Future Land Use Map and Zoning

The Future Land Use Map (FLUM) supports the vision for the Corridor as it clearly identifies areas intended for future or continued industrial, residential, and commercial uses. This identification will provide greater predictability for the comprehensive rezoning process. The overall mix of land uses corridor-wide are envisioned to remain largely the same; however, within activity centers, most land uses are envisioned to change. Specifically, activity centers are envisioned to include a mix of residential, open space, and commercial uses and, in certain areas, will continue to allow light industrial, thus minimizing the loss of industrial land.

## Current Land Use and Zoning Overview

The Route 1 Corridor is approximately 14,000 acres in size and comprises 8% of Howard County's land area. Current land uses in the Route 1 Corridor include industrial (30%), residential (29%), open space (18%), governmental/institutional (13%), commercial (9%), and mixed-use (1%). Manufacturing zoning districts (M-1 and M-2) cover almost 38% of the Corridor.

Mixed-use employment zoning districts in the Route 1 Corridor include the following: Corridor Employment-Continuing Light Industrial (CE-CLI) at 7%, Corridor Activity Center-Continuing Light Industrial (CAC-CLI) at 3%, Transit Oriented Development (TOD) at 3%, Planned Employment Center (PEC) at 2.6%, New Town (NT) at 0.13%, Planned Office Research (POR) at 0.10%, and a combination of commercial zoning districts (Business Local or B-1, Business Local-Commercial Redevelopment or B-1-CR, and Business General or B-2) at 2%. Chart RTE 1-1 presents information on the overall zoning in the Route 1 Corridor.



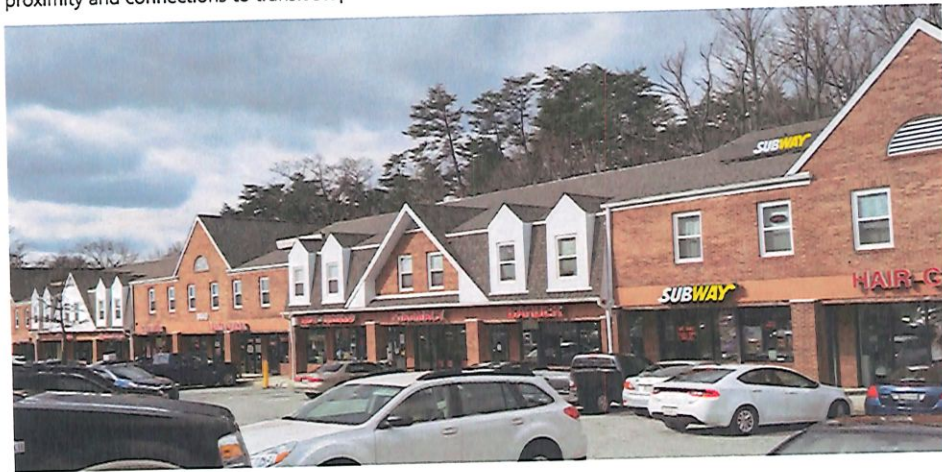


# ACTIVITY CENTERS and Special Districts IN THE ROUTE 1 CORRIDOR

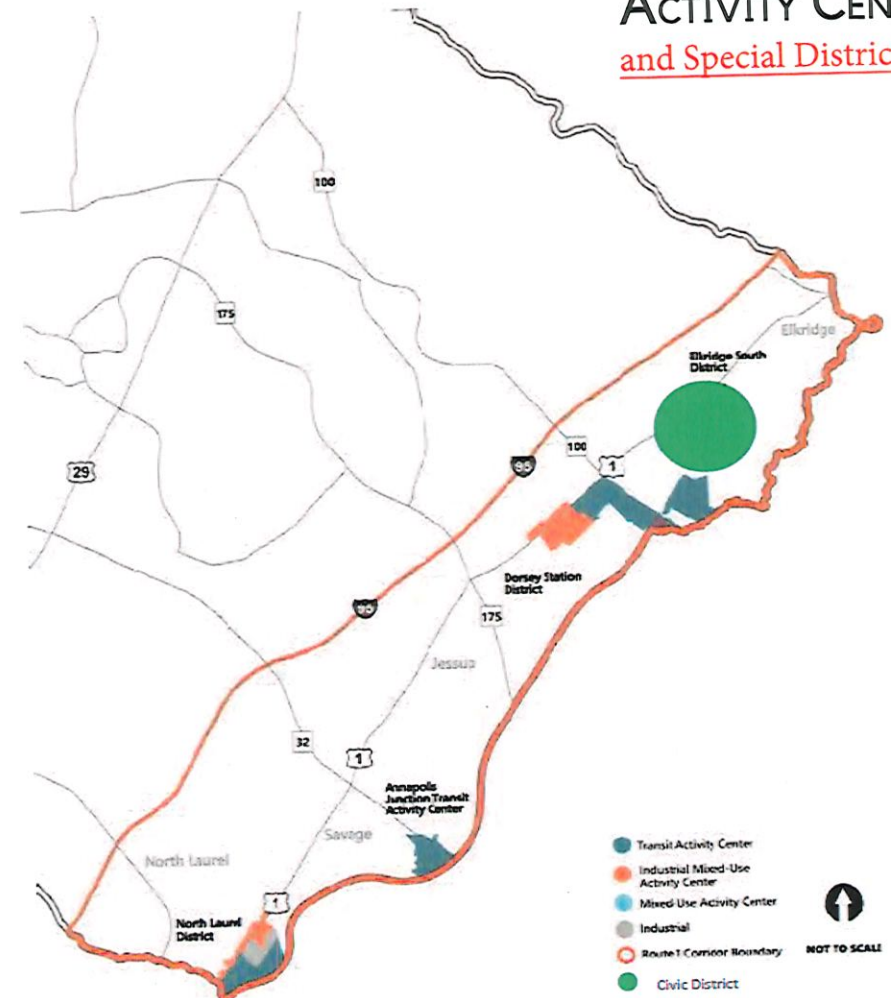
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important "destinations" in the Corridor with a sense of character that is compatible with the industrial uses that surround them. With recommendations focused on redevelopment; placemaking; attracting a mix of residential, commercial, and light industrial uses; and improving multi-modal transportation connections, these Route 1 Corridor activity centers will expand the vitality and sustainability of the area, the efficiency of the transportation system serving the location, and the sense of community experienced by residents, business owners, and visitors. The South ElkrIDGE Civic District is anchored by civic uses and intended to be a unique, walkable, campus-like destination.

## Activity Center Character Areas

Based on the character areas found on the Future Land Use Map (FLUM), three two types of activity centers can be found in the Route 1 Corridor: Transit Activity Centers, Mixed-Use Activity Centers, and Industrial Mixed-Use Activity Centers. They are similar, as they all promote a mix of residential and commercial uses, walkability, and open space. However, each differs in the uses that are prioritized and in the opportunities they offer for different nonresidential uses. For example, some activity centers allow light industrial uses that could attract eclectic, creative, or artistic/maker spaces that draw in residents, visitors, and small and large businesses. Others will continue to be residential hubs with proximity and connections to transit stops.



# MAP RTE 1 -10: ROUTE 1 ACTIVITY CENTERS and Special Districts





### Mixed-Use Activity Centers

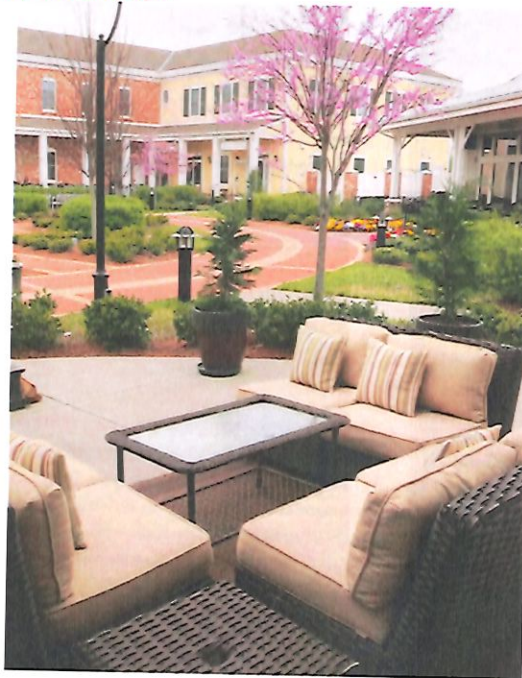
Mixed-Use Activity Centers are envisioned to provide opportunities for residential and commercial development and significantly support the retail strategy for the Corridor. Like the industrial mixed-use areas, these areas will also have great potential for redevelopment and transformation, and could offer opportunities for office uses in addition to retail and entertainment uses and other services for the neighboring communities in the Corridor.

A large-scale, Mixed-Use Activity Center may be surrounded by one or more residential neighborhoods that provide additional nearby home choices and encourage active living with a comprehensive and interconnected network of walkable streets.

Some areas designated as Mixed-Use Activity Center are currently suburban retail or suburban office centers. Transformation of these areas to support mixed-use development will require deliberate planning and phasing to keep the areas viable during their period of change.

#### Mixed-Use Activity Center Character Area Description

Land that offers the opportunity to serve broader economic, entertainment, and housing needs in the community. Land uses should encourage active public spaces between buildings. Residential units or office space may be found above storefronts. Homes in and surrounding the center of development may offer several choices to live and experience the Mixed-Use Activity Center including, but not limited to, missing middle home choices. To respond to future market demands, Mixed-Use Activity Centers may also include flex uses. Parking is satisfied using on-street parking, structured parking, and shared rear lot parking strategies. The compact, walkable environment and mix of residential and nonresidential uses in the Center support multiple modes of transportation.



### Current Zoning in Activity Centers

The predominate zoning districts within the activity centers include the Corridor Activity Center (CAC), Transit Oriented Development (TOD), Corridor Employment (CE), and the Continuing Light Industrial (CLI) Overlay Zoning Districts. While the pedestrian-oriented and mixed-use goals of these districts remain desirable, some of these zones have not produced the desired results of moderate-density, walkable, diversified developments that would serve multiple neighborhoods. The Industrial Mixed-Use ~~and Mixed-Use Activity Centers are~~ <sup>is</sup> intended to have goals like those of the CAC zone. Additionally, the current TOD Zoning District lacks clarity regarding its desired mix of uses, such as commercial and open space goals. Therefore, the locations of these activity centers, and the incentives and zoning districts necessary to create them are being revisited in HoCo By Design.

### Environmental Health

The Route 1 Activity Center Districts (described in the "Activity Center Districts" section) are envisioned to provide opportunities for redevelopment, new development, and additional open space. These changes could improve environmental health if the districts incorporate green building materials and design, enhance stormwater management infrastructure, increase native tree canopy, and add diverse wildlife habitats such as pollinator gardens.

### Multi-Modal Transportation

As stated earlier in the Plan, mobility options for pedestrians, bicyclists, and transit riders should be increased, and multi-modal improvements and complete streets prioritized, especially in activity centers. Howard County adopted a Complete Streets Policy in 2019. Goals for the policy include improved safety, more travel options, reduced transportation costs, improved access to goods and services, enhanced equity and access to transportation, and healthier communities. The Complete Streets Policy supports the County's investments and partnerships in the Route 1 Corridor, which can support further investment in transportation infrastructure in activity centers, including pedestrian and bike infrastructure.

Redevelopment projects should provide the types of infrastructure improvements as detailed in county and national design manuals and guidelines. These improvements could include bicycle boxes at intersections, cycle tracks, shared lane markings, colored bicycle lanes, bicycle route wayfinding, or other state-of-the-art street design solutions to improve bicycle/pedestrian access, comfort, and safety. These improvements should also prioritize filling gaps in existing sidewalks and making the activity center more ADA accessible. Wayfinding could be incorporated to enhance connections to regional trail systems and transit. Spot improvements, such as crossing enhancements, trail connections, and neighborhood biking routes, could also be implemented. Pedestrian- and bicycle-focused plans could be completed by developers as a condition of zoning or site plan approval.

Dedicated routes for large truck travel are limited in and around activity centers. Goods will be brought into the activity center by a wide range of delivery vehicles and sizes. While it is recommended that trucks travel on designated routes, allowances should be made for trucks making deliveries, such as to commercial sites, light manufacturing businesses, and homes. Where overhead utilities are present, the placement of canopy trees should be considered within private property easements set back from the utilities or understory trees should be placed beneath the utilities.





## ACTIVITY CENTER DISTRICTS

~~Three~~ Two Activity Center Districts have been identified in the Route 1 Corridor. Each District is comprised of two or more of the following activity center character areas: Transit, ~~Mixed-Use~~, and Industrial Mixed-Use. These Districts are targeted for redevelopment and include North Laurel ~~and~~ Dorsey Station, ~~and Elkridge-South~~. Various factors were considered as selection criteria in locating and designating each District. These criteria were informed by preceding studies, existing county policies, the community engagement process, and consultant analysis. Many of the parcels within each District meet multiple criteria listed below and have high potential for redevelopment.

### Underutilized Properties:

- Vacant or undeveloped properties
- Larger properties with small or ancillary buildings
- Publicly owned land and buildings
- Existing land uses that undervalue the highest and best use of the property, such as auto sales, truck terminals, and older motels

### Blighted Uses:

- Junk yards
- Auto storage yards
- Vacant and abandoned properties
- Properties used for general storage of materials, equipment, and the like
- Properties with extensive deferred maintenance and those that visually impact the Corridor or would discourage reinvestment in adjacent properties

### Other factors:

- Feasibility of relocating or renovating existing and operating businesses to achieve optimal use of the Route 1 Corridor's frontage lots.
- Proximity or connectivity to destinations and community assets, such as existing infrastructure, public facilities, and recent redevelopments.
- Limitations and opportunities presented by the existing character and connectivity of each District.
- Location and significance of natural resources and environmental features.
- Minimizing loss of industrially zoned land.

This section provides an in-depth overview of the existing conditions in each District. Design opportunities, land uses, and zoning changes are identified in the policies and implementing actions below, and should guide comprehensive rezoning, updates to design manuals, guidelines, and land development regulations, future master planning or functional planning efforts, capital budgeting, and operational planning within governmental and/or quasi-governmental agencies. Design concepts and supporting images are presented but are not prescriptive. Each illustration offers a depiction of one possible (re)development scenario to convey recommendations in more detail. The information presented communicates design intent, which provides an extra level of guidance to county officials and stakeholders as they update the Zoning Regulations. Elements of the design concepts and their recommendations were influenced by ideas and input generated by community feedback.



# Elkridge South District

## Existing Conditions

The Elkridge South District fronts Route 1 and is located to the east of Troy Hill Drive Commerce Center (north entrance), Ducketts Lane, Capitol Mobile Park, Elkridge Library, the Howard County Library, Elkridge Branch and established residential communities located off Ambermann's Road, Hunt Club Road, and Rowanberry Drive. The newly renovated 35,000-square foot Elkridge Library, 10,000-square-foot 50+ Center, and including the Do It Yourself Education Center and the 10,000-square foot 50+ Center, have become a civic focal point for the community and are the adjacent catalyst for this District. In addition to the modern architectural building materials (featuring steel and glass), the site amenities include an outdoor terrace, a living retaining wall planted with vegetation, pathways connecting to the community, and a stormwater retention pond.

The Elkridge-South District is anchored by industrial and automotive uses to the north approximately 110 acres in size. Industrial and automobile-related uses predominate, including what was a large UPS Worldwide Express Freight Center at 6571 Washington Boulevard, a used car dealership, auto repair businesses, construction companies, and large equipment rental businesses. Many of these uses are nonconforming to current zoning. Limited commercial uses are found in to the south of the area along Route 1, including roadside food trucks, convenience stores, and liquor stores. Surrounding these industrial and commercial uses are residential neighborhoods, Harwood Park (a 1970s-era planned residential community) to the south and Old Washington then historic Elkridge to the north. Residential uses can be found in the District, including a small portion of Harwood Park (a 1970s-era planned residential community off Route 1) and a future 408-unit new residential project, known as the Elms at Elkridge, situated on almost 35 acres fronting Route 1 and the site of a former junkyard.

The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the District are made up of government and institutional land, commercial uses, and rights-of-way. The current zoning is under one-half M-1 and over a third CE-CL. The remaining portion of the District is within CEF zoning. Large industrial warehousing and car storage lots are predominant in this area.

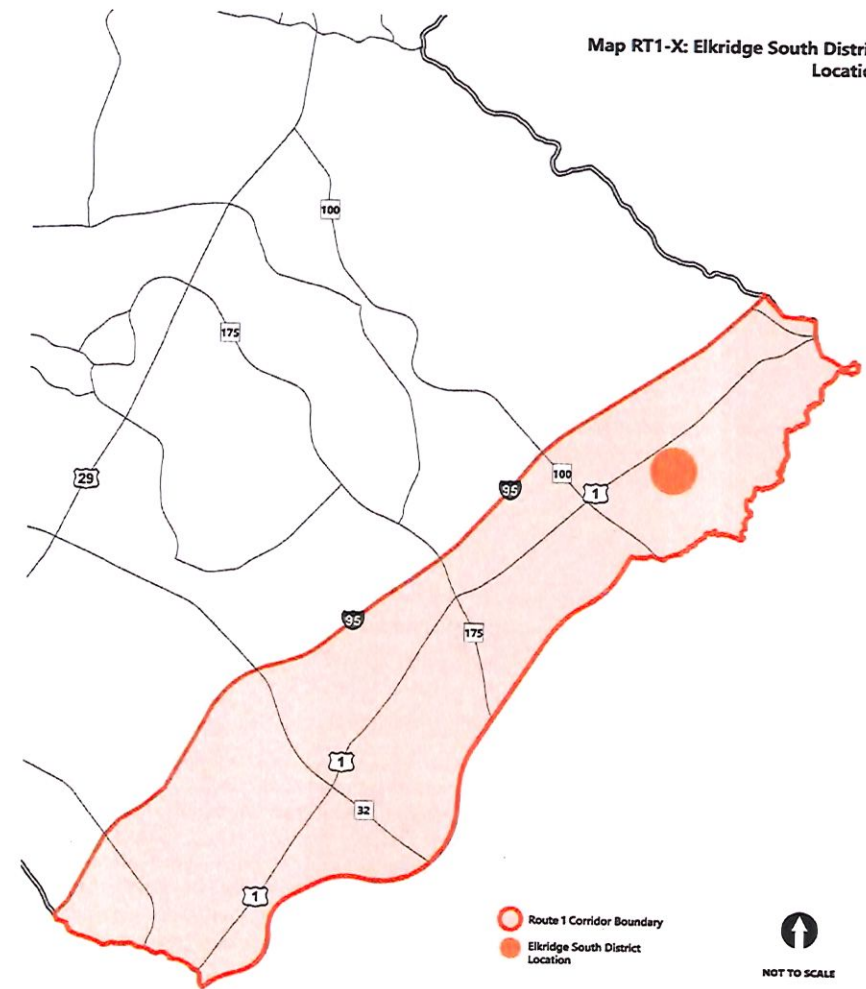
The character of development within the District's boundary today is primarily industrial in nature, with wide setbacks, and an established single-family neighborhood wedged between the industrial areas and the stream corridor to the west.

While there are some roadway linkages to within existing residential neighborhoods on the west side of Route 1, a more limited network exists on the east side. Harwood Park is to the south of the District is the exception, as it has a true street grid. These residential neighborhoods are largely disconnected from one another.

Similarly, Safe passage for pedestrians is even more scant. Although continuous sidewalks exist on along the west side of Washington Boulevard while Route 1, there is a distinct lack of pedestrian connectivity inside the District to and along the east. There is currently no crosswalk from the library to the east side of Washington Boulevard currently connects the Elkridge Branch Library to the other side of Route 1. There is a crosswalk The two nearest crosswalks at the signalized intersections at Rowanberry Drive and A crosswalk also exists at the signalized intersection at Loudon Avenue, at the entrance to (Harwood Park entrance) and Washington Boulevard lead to no-receiving sidewalk on the east side of Route 1.

This District lies within the Lower North Branch Patapsco River watershed and the Deep Run Tributaries subwatershed. The District contains portions of two One major and three smaller tributary streams to Deep Run. The major tributary streams have stream runs through the District, with forested 100-year floodplains that vary in width varying in extent along its length. The District is approximately 25% forested, with several including the forest patches that provide buffers for the tributary streams. Current development regulations require protection of streams, wetlands, and floodplains, as well as mitigation for any forest clearing partially buffering the tributary stream. Otherwise, existing land uses encroach into the minimum stream buffer width as mandated by the current development regulations.

# MAP Rte 1 -13: Elkridge South District Location





## Redevelopment Vision

The redevelopment of the Elkridge South District will energize this portion of the Route 1 Corridor, providing a "town-center" feel with opportunities for residential and commercial infill development and a complimentary "bookend" to the North Laurel District. It is intended to deliver new commercial amenities to address the needs of the residents of Elkridge, Harwood Park, and other nearby underserved neighborhoods. Redevelopment and new development will also create opportunities to improve environmental health with "green" development that enhances energy efficiency, open space, and stormwater management.

As various residential uses are adjacent to and planned around this District, a mixed-use development in this location could help meet the demand for retail in the Corridor. Mixed-use development should be targeted along Route 1 frontage to beautify the streetscape, create a safe and accessible pedestrian connection, and incorporate complementary community-related uses. Connecting this District to the Howard County Library and adjacent neighborhood-serving commercial is of upmost importance.

This area currently hosts a number of smaller light industrial businesses and is adjacent to a loose collection of trucking and automotive uses both inside and adjacent to the District. Where there are opportunities for industrial uses to remain, plans for trucking in and around this District should be made.

Redevelopment of the Elkridge South Civic District will energize this portion of the Route 1 Corridor, providing a "town square" feel with opportunities for community gathering and public space, like parks, fields, event space, a community center, indoor athletic facilities, and a high school. The Elkridge Branch Library, 50+ Center, and DIY Education Center will serve as existing "civic anchors" in the District. Redevelopment should result in a unique campus-like, walkable district with enhanced streetscape to safely connect across and along Route 1 to link new and existing development in and around the district. The District will serve as a gathering point and provide connections between historic Elkridge Main Street to the north and the Dorsey Station Activity Center to the south.

The area currently hosts a number of smaller light-industrial businesses internal to the District and a loose collection of heavy trucking and automotive uses abutting Route 1. Redevelopment of this area will beautify the streetscape and create safe and accessible pathways to the residential neighborhoods that already touch three sides of the District, the Elkridge Branch Library directly across Route 1, and existing and planned neighborhood-serving commercial that surrounds the District to the north and south along Route 1. Redevelopment of the District will also create opportunities to improve environmental health in the area with enhanced open space, tree canopy, and stormwater management. Longstanding and locally owned businesses will be retained along the north side of South Hanover Road and McGaw Court.

### Character Areas and the Future Land Use Map

In the Elkridge South District, the Future Land Use Map (FLUM) proposes a blend of the Mixed-Use and Industrial-Mixed-Use Activity Center character areas.

The Mixed-Use Activity Center character area makes up just under half of the District, along the southern and central portions. About a third of the Mixed-Use portion of the District currently includes industrial uses, and about one-fifth is made up of residential uses. The remaining land uses in the Mixed-Use portion of the District include commercial, residential, and government and institutional.

The Industrial-Mixed-Use Activity Center character area makes up just over half of the District, along the eastern and northern portions. Land use in the Industrial-Mixed-Use area is predominantly industrial, with about two-fifths of the area in industrial land use. Commercial, residential, and government and institutional uses each make up around an eighth of land uses in the area.

In the Elkridge South Civic District, the Future Land Use Map (FLUM) proposes a Campus character area.

The Elkridge South Civic District is located one-third of a mile south of the Green Valley Marketplace in the Elkridge Corners shopping center at the intersection of Montgomery Road and Route 1. Another mile and a half north, Route 1 intersects 895 and the Patapsco River, just past historic Elkridge. The District's northwestern corner actually follows Old Washington Boulevard, not Route 1, as it splits towards near-exclusive residential use all the way up to Main Street and back to Route 1. Route 100 is one mile to the south.

The District is comprised of fifteen forty or so separate parcels, most of which by area are zoned Corridor Employment with a Continuing Light Industry overlay. Corridor Employment zoning was intended to encourage "new office, flex, and light industrial uses, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels." Such redevelopment was supposed to enhance the Route 1 streetscape, improve vehicular traffic safety, and better accommodate both public transit and pedestrians. None of that has obtained.

Rather, residential use borders three sides of the Campus character area. Leading into the District from each of these residential neighborhoods are three larger wooded parcels, in total more than twenty acres. The wooded parcel to the west of the District, bounded by Loudon Avenue, is owned by State Highway Administration. Light industrial uses bordering the District should revert to traditional light industrial zoning.

In the Elkridge South Civic District core, the Future Land Use Map (FLUM) proposes to retain the current industrial land use designations along the eastern and northern portions of the district's core area. A new suburban commercial character area designations along the southern and central portions of the district core to achieve neighborhood-serving retail. Civic uses and runs along the southern and central portions of the district core to connecting infrastructure is encouraged throughout the surrounding character areas within the wider Civic District. Opportunities for preservation of undeveloped areas and connectivity to adjacent neighborhoods are identified. Property acquisition may be necessary to realize the "Civic District" vision.



*The Elkridge South District is located just north of the Route 100 and Route 1 intersection and includes the Industrial, Mixed-Use and Mixed-Use Activity Center character areas. Directly across Route 1 from the Elkridge South Civic District is the Howard County Library, Elkridge Branch.*



### RTE 1-29 Policy Statement

Protect and promote industry and a compatible mix of uses within the Industrial Mixed-Use Activity Center character area. Facilitate public placemaking in the ElkrIDGE South Civic District. Protect and promote industry and a compatible mix of uses within the ElkrIDGE South Civic District, while facilitating new public placemaking.

#### Implementing Actions

1. Protect and support the viability of existing industrial and flex-space uses in the area.
2. Redevelop underutilized properties with new residential, commercial, light industrial, and flex uses. New building materials and site design should be compatible with existing industrial uses.
3. Develop a new industrial, mid-density, mixed-use zone, or a combination of zones for this District that includes guidance for specific design principles and compatible land uses.
4. Consider development of low-rise, single-story commercial, warehouses, and flexible office buildings. Buildings in this area may also be vertically integrated, offering multiple uses on different floors of a single building.
1. Acquire and consolidate parcels comprising the ElkrIDGE South District and aggregate land within the Civic District area to provide public community facilities or other government uses.
2. Engage in visioning exercises with all members of the ElkrIDGE South community, including local residents; businesses; and religious, cultural, and historic organizations to determine preferred boundaries, identify location opportunities, uses and layout, including access, for the District.
3. Protect and support the viability of existing industrial, commercial, and neighborhood-serving retail uses compatible with a potential civic use.
4. Redevelop or re-purpose underutilized properties and acquired and aggregated land for civic uses. New building materials and site design should be compatible with existing industrial uses.

### RTE 1-30 Policy Statement

Facilitate the development of a Mixed-Use Activity Center that includes commercial, retail, and residential uses, and opportunities for placemaking in neighborhood-serving commercial redevelopment along the Route 1 Corridor to the north and south of the ElkrIDGE South Civic District.

#### Implementing Actions

1. Develop design guidelines specific to the character of that portion of the Route 1 Corridor from the Patapsco River south, past historic ElkrIDGE, Montgomery and Loudon Roads and down to the southern bound of the former Roberts Property, currently Elms at ElkrIDGE the Civic District to distinguish it from the wider Route 1 corridor. Green space and pathways interspersed throughout should connect residential uses further back from the roadway to the commercial and campus character areas that front Route 1.
2. Anchor major Route 1 intersections to the north and south with neighborhood-serving commercial uses to support existing and planned residential communities.
3. Incentivize replacing automobile-related uses on properties that front Route 1 with new neighborhood-serving retail and restaurants.
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the ElkrIDGE South District that allow for mixed-use, commercial development to support existing and planned residential communities.
3. Consider attracting convenience commercial (including commercial pad sites) and eliminating auto-related uses on properties that front Washington Boulevard.
4. Redevelop Route 1 frontage parcels with new neighborhood-serving retail and restaurant uses.
5. Create small community greens and/or hardscape plazas to provide opportunities for activities like outdoor dining, music, and movies on the green that bring community members together. Ensure that community gathering spaces can be accessed by walking and bicycling from nearby homes.

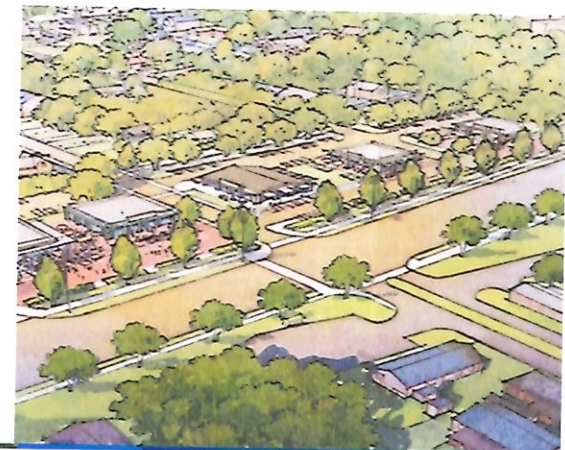
### RTE 1-31 Policy Statement

Increase connections between adjacent sites while safely facilitating the maneuvering of semi-truck traffic in the ElkrIDGE South District. Minimize hazards posed to vehicular, pedestrian and bicycle travel along this portion of Route 1.

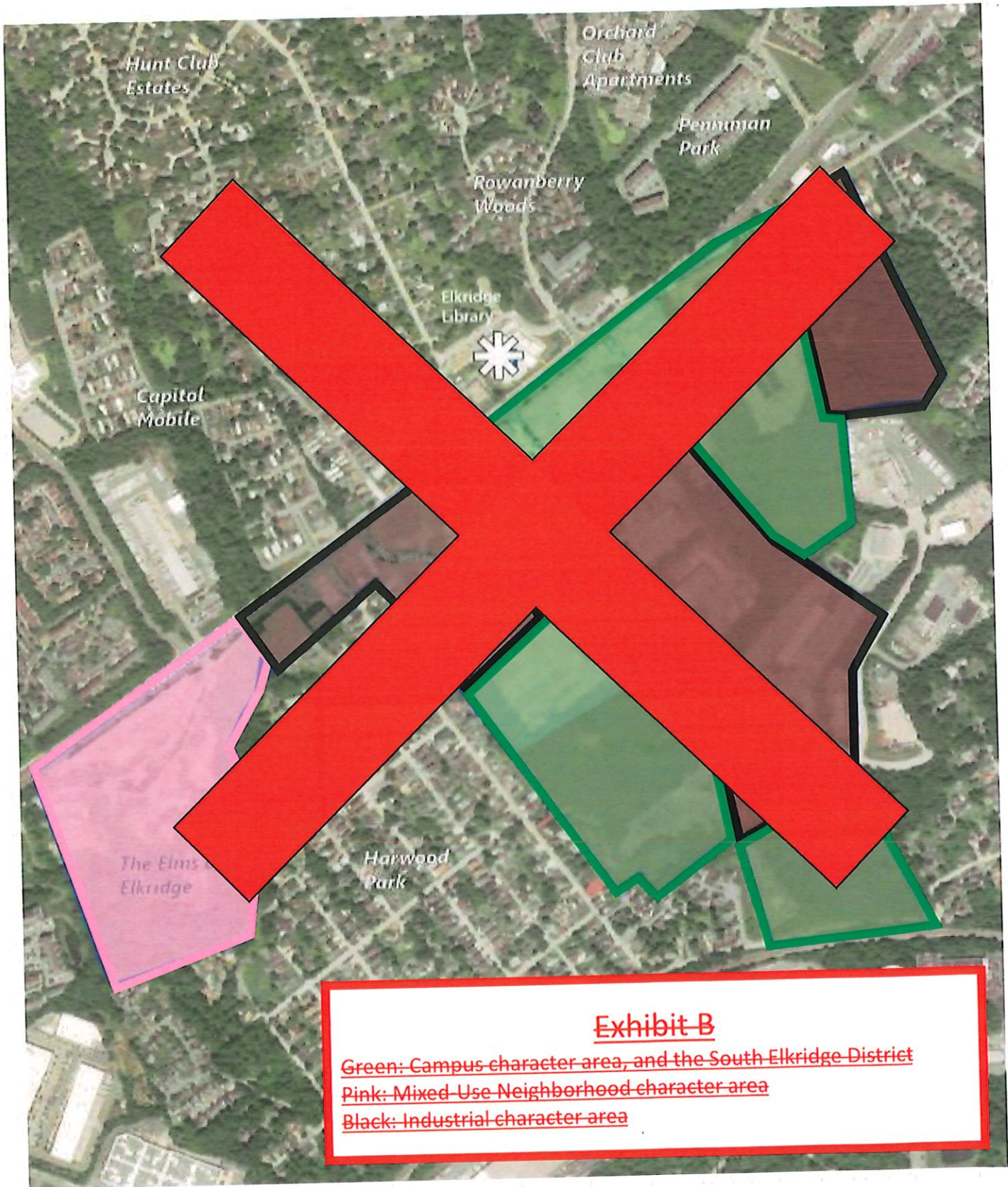
#### Implementing Actions

1. Develop a transportation study for the area including and surrounding the ElkrIDGE South Civic District campus character area, particularly evaluating where community members have expressed concern with intersections along Route 1. Old Washington Boulevard turns left, southbound onto Route 1 at the District's northwestern corner.
2. Incentivize pathway and mainline pathway connections off of Route 1 among open space corridors and residential neighborhoods.
3. Add a signalized intersection and crosswalk to connect the ElkrIDGE Branch Library to the east side of Route 1.
4. Leverage partnerships and funding opportunities with local, regional, State and federal governments and nonprofit organizations to prioritize and implement additional safety improvements and expanded and more frequent public transit options, including the mainline pathway and critical crossings, along the Route 1 Corridor.
1. Develop a transportation study for the ElkrIDGE South District.
2. Provide pathway connections to adjacent open space corridors and neighborhoods.
3. Create an internal network of streets to improve connections to the ElkrIDGE Library from residential and commercial uses.
4. Support the addition of a signalized intersection and crosswalk that connects the ElkrIDGE Library to the east side of Route 1, where the Mixed-Use Activity Center is proposed.
5. Support a local street network that serves buildings directly and enables businesses to load and maneuver trucks. Semi-truck traffic should move goods and services on routes that minimize impacts on neighborhoods and commercial sites within and around the District.
6. Consider prioritizing Pine Avenue as an access point for industrial uses within and east of the ElkrIDGE South District.

The illustration highlights one of many possible concepts for modest infill development along Washington Boulevard. In this case, small format retail shops and restaurants that serve the needs of nearby residents are depicted. New single-story retail shops and restaurants are placed along Route 1 as a new "front door" to the existing neighborhood behind. A small community green between two buildings, and a hardscape plaza surrounding two other buildings, provide opportunities for activities like outdoor dining, music, and movies on the green that bring community members together. The destination-minded uses in the buildings could be reached on foot or by bicycle from nearby homes.





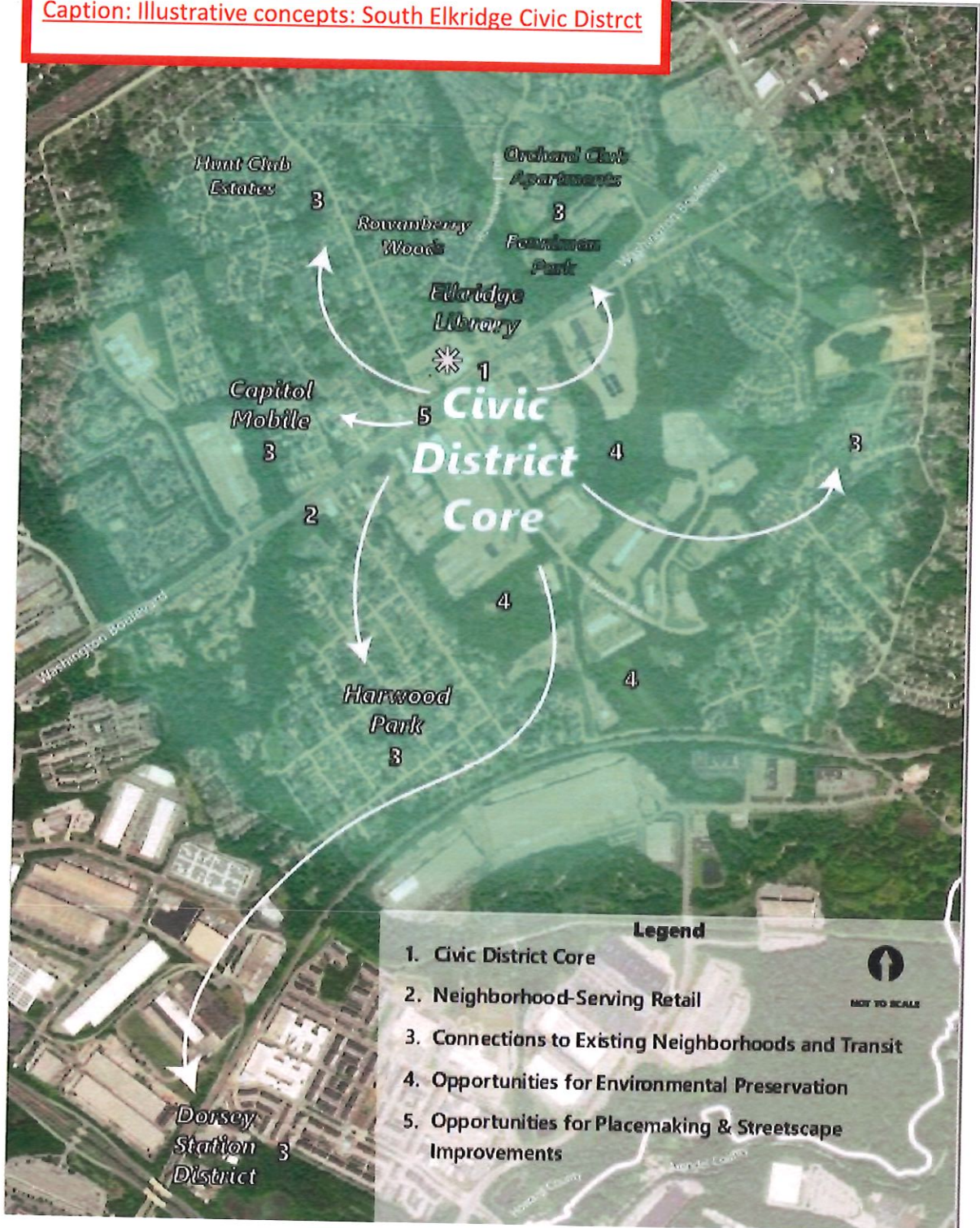




## Exhibit B

To replace map on Page Rte-1 91.

Caption: Illustrative concepts: South Elkridge Civic District





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

**BY: Liz Walsh**

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

*(This Amendment to Amendment 1 makes various changes to the proposed development plan for the Elkridge South District, generally related to designating the area a civic district named the "Elkridge South Civic District".)*

- 1 Substitute pages 1, 2, 3, and 4 of Amendment 1 with the attachment to this Amendment to Amendment.  
2  
3 Substitute the pages GCF-39, GCF-40, EP-31, EP-32, MG-9, MG-10, RTE-1-14, RTE-1-62, RTE-1-89,  
4 RTE-1-90, RTE-1-91, RTE-1-92, and RTE-1-93 attached to Amendment 1 with the pages GCF-39,  
5 GCF-40, EP-31, EP-32, MG-9, MG-10, RTE-1-13, RTE-1-14, RTE-1-61, RTE-1-62, RTE-1-65, RTE-  
6 1-66, RTE-1-72, RTE-1-89, RTE-1-90, RTE-1-91, RTE-1-92, and RTE-1-93 attached to this  
7 Amendment to Amendment.  
8

**I certify this is a true copy of**

Am 1 CB28-2023

**passed on**

10/11/2023

Michelle D'Arco  
**Council Administrator**

Amendment \_\_\_\_\_ to Amendment 1 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: October 2, 2023

(This Amendment makes the following changes to HoCo By Design Chapter 2, Chapter 5, Chapter 10, and the Route 1 Corridor Plan:

- Chapter 2: Growth and Conservation Framework
  - ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Future Land Use Map and substitutes the Industrial character area;
- Chapter 5: Economic Prosperity
  - Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District ~~and substitutes the Industrial character area in the Industrial Zoning Districts and Industrial Character Areas map;~~
- Chapter 10: Managing Growth
  - Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District in the Howard County APFO Allocations map;
- 2023 Council Draft Route 1 Corridor Plan
  - Amends the location of the South Elkridge District;
  - ~~Removes the name "Elkridge South District"~~ and substitutes: "Elkridge South Civic District" in various places;
  - ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Route 1 Corridor Future Land Use map and substitutes the Industrial character area;
  - Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with ~~the Campus, Mixed-Neighborhood, and Industrial character areas~~ the Elkridge South Civic District in the Route 1 Activity Centers map;
  - Makes various changes to the Elkridge South District Existing Conditions narrative section, including to reflect the amended name and location of the South Elkridge District;
  - Makes various changes to the Elkridge South District Redevelopment Vision narrative section, generally related to amending the name, amending the location, and creating a the "town square" feel with a Campus character area Elkridge South Civic District;
  - Makes various changes to the Elkridge South District Character Areas and the Future Land Use Map narrative



section, generally related to substituting the ~~Campus-character-area~~ Elkridge South Civic District;

- Amends the ~~location and the character areas of the~~ map associated with the Elkridge South District to substitute the Campus-character-area Elkridge South Civic District and demonstrate the Civic District core;
- Removes the policy statements and implementing actions for RTE 1-29, RTE 1-30, and RTE 1-31;
- Creates a new RTE 1-29 Policy Statement to facilitating public placemaking and creates new Implementing Actions to acquire and consolidate aggregate parcels in the Elkridge South District, and engage in a visioning exercise with members of the Elkridge South community, protect and support the viability of existing industrial, commercial, and retail uses compatible with a potential civic use, and redevelop acquired land for civic uses;
- Creates a new RTE 1-30 Policy Statement to facilitate neighborhood-serving commercial redevelopment in the Elkridge South District and creates new Implementing Actions to develop design guidelines specific to the ~~character~~ of certain portions of Route 1 Civic District, anchor Route 1 intersections with neighborhood-serving commercial uses, and incentivize replacing automobile-related uses with retail and restaurants; and
- Creates a new RTE 1-31 Policy Statement to minimize hazards to transportation along Route 1 and creates new Implementing Actions to develop a transportation study, incentive pathway connections, add a signalized intersection and crosswalk to connect the Elkridge Branch Library to the east side of Route 1, and leverage partnerships and funding opportunities with local, regional, State, and federal governments and nonprofits to implement safety improvements.)

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

- 3 • Chapter 2, Growth and Conservation Framework: 39 and 40;
- 4 • Chapter 5, Economic Prosperity: 31 and 32; and
- 5 • Chapter 10: Managing Growth: 9 and 10;
- 6 • 2023 Council Draft Route 1 Corridor Plan: 13, 14, 61, 62, 65, 66, 72, 89, 90, 91, 92, 93, and 94.



- 1 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to:
- 2 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
3 areas located in the South Elkridge District; and
- 4 - Substitute the ~~Mixed-Use Neighborhood, Campus, and Industrial~~ Industrial character ~~areas~~  
5 area as demonstrated in Exhibit B A attached to this amendment.
- 6
- 7 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas  
8 in the FLUM shall be amended to:
- 9 - Remove the Industrial Mixed Use Activity Center character area located in the Elkridge  
10 South District; and
- 11 - Substitute the Industrial character area as demonstrated in Exhibit B A attached to this  
12 amendment.
- 13
- 14 On pages MG-9 and MG- 10, Map 10-1: Howard County APFO Allocations Map shall be  
15 amended to remove the Industrial Mixed Use Activity Center character area located in the  
16 Elkridge South District and substitute the “Other Character Areas”.
- 17
- 18 On page Route 1 Corridor Plan 14, Map RTE 1-2: Route 1 Corridor Future Land Use shall be  
19 amended to:
- 20 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
21 areas located in the Elkridge South District;
- 22 - Substitute the ~~Campus, Mixed-Use Neighborhood, and~~ Industrial character ~~areas~~ area as  
23 demonstrated in Exhibit B A attached to this amendment; ~~and~~
- 24 ~~—Add “Campus” and “Mixed-Use Neighborhood” and to the corresponding colors to the map~~  
25 ~~key.~~
- 26
- 27 On page Route 1 Corridor Plan 62, Map RTE 1-10: Route 1 Activity Centers shall be amended  
28 to:
- 29 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
30 areas located in the Elkridge South District;



1 - Substitute ~~only the Elkridge South Civic District Campus character area~~ as demonstrated in  
2 Exhibit ~~B~~ A attached to this amendment.

3 ~~— Add “Campus” to the corresponding colors to the map key.~~

4

5 On Route 1 Corridor Plan 90, Map RTE 1-13: Elkridge South District Location shall be amended to:

6 - Change the name of the map to: Elkridge South Civic District Location; and

7 - Amend the map key to remove “Elkridge South District Location” and substitute: “Elkridge

8 South Civic District Location.”

9

10 On page Route 1 Corridor Plan 91, the map of the Elkridge South District shall be removed and  
11 replaced with the map attached to this amendment as Exhibit B. ~~amended to:~~

12

13 ~~— Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character~~  
14 ~~areas located in the Elkridge South District;~~

15 ~~— Substitute only the Campus character area and the opportunities for preservation and~~

16 ~~— pedestrian access to the Civic District as demonstrated in Exhibit B attached to this~~

17 ~~amendment;~~

18 ~~— Add “Campus” and “opportunities for preservation and pedestrian access to the Civic~~

19 ~~— District” to and the corresponding colors to the map key.~~

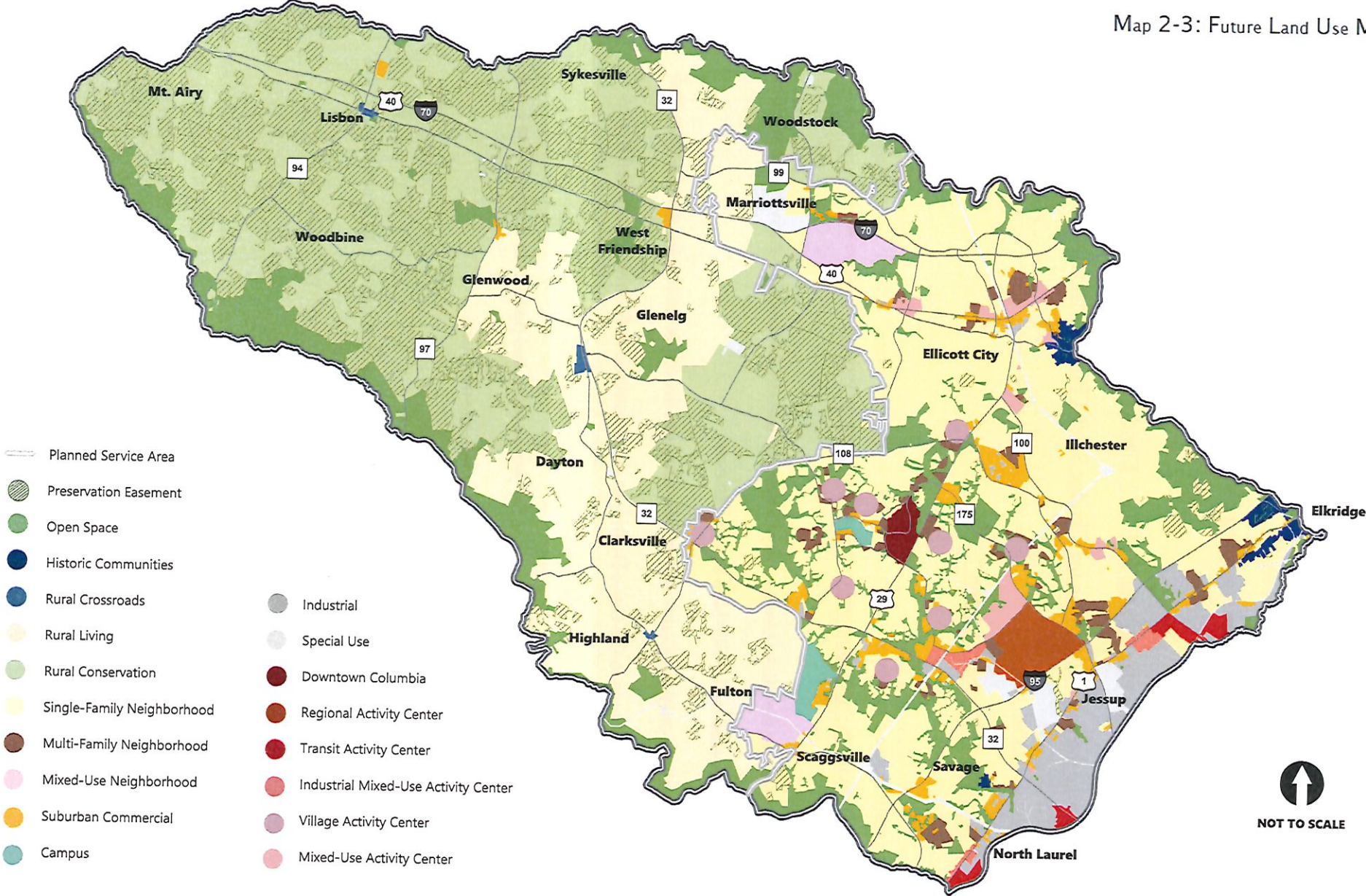
17

18 Correct all page numbers, numbering, and formatting within this Act to accommodate this

19 amendment.

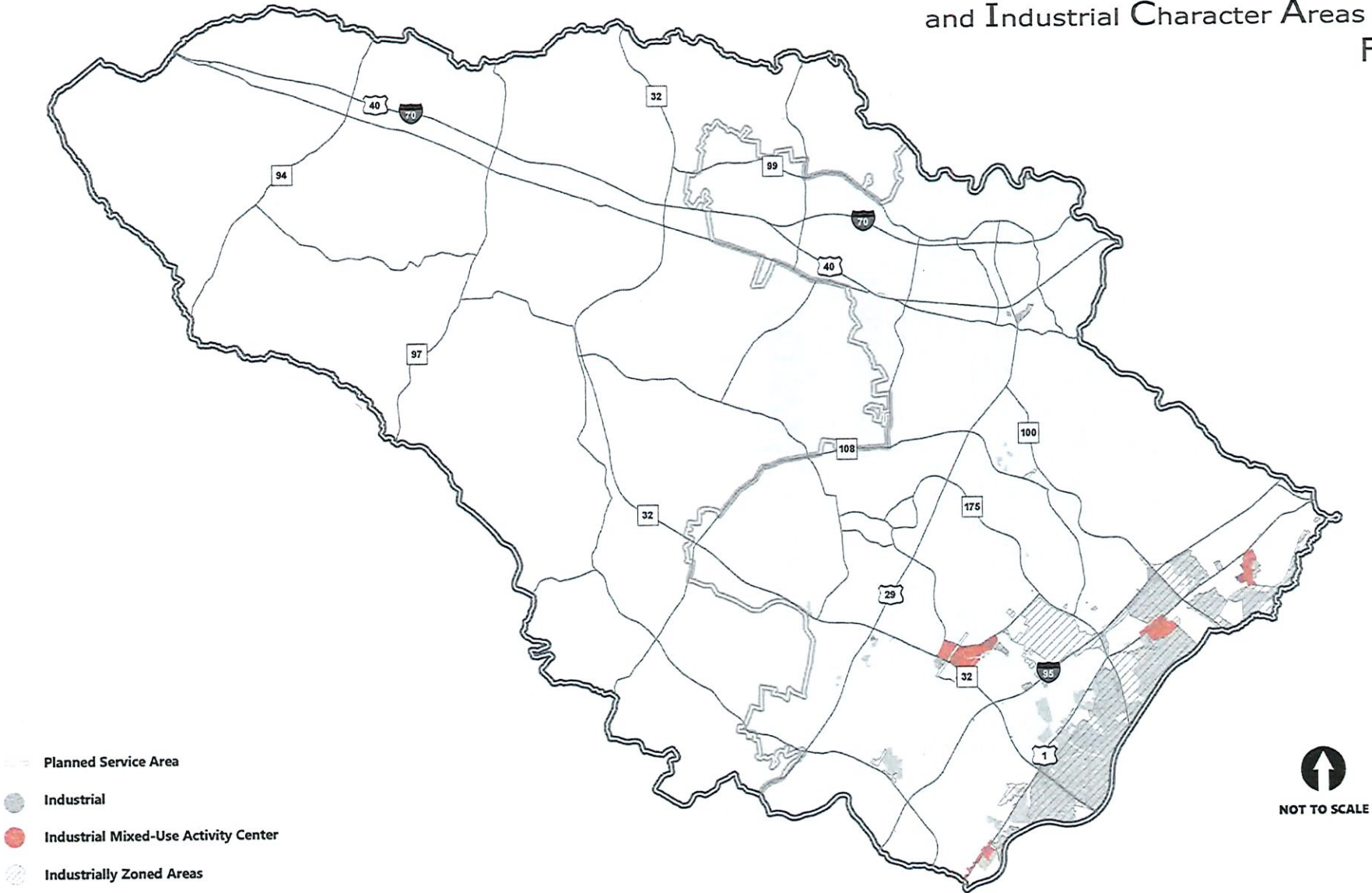


Map 2-3: Future Land Use Map



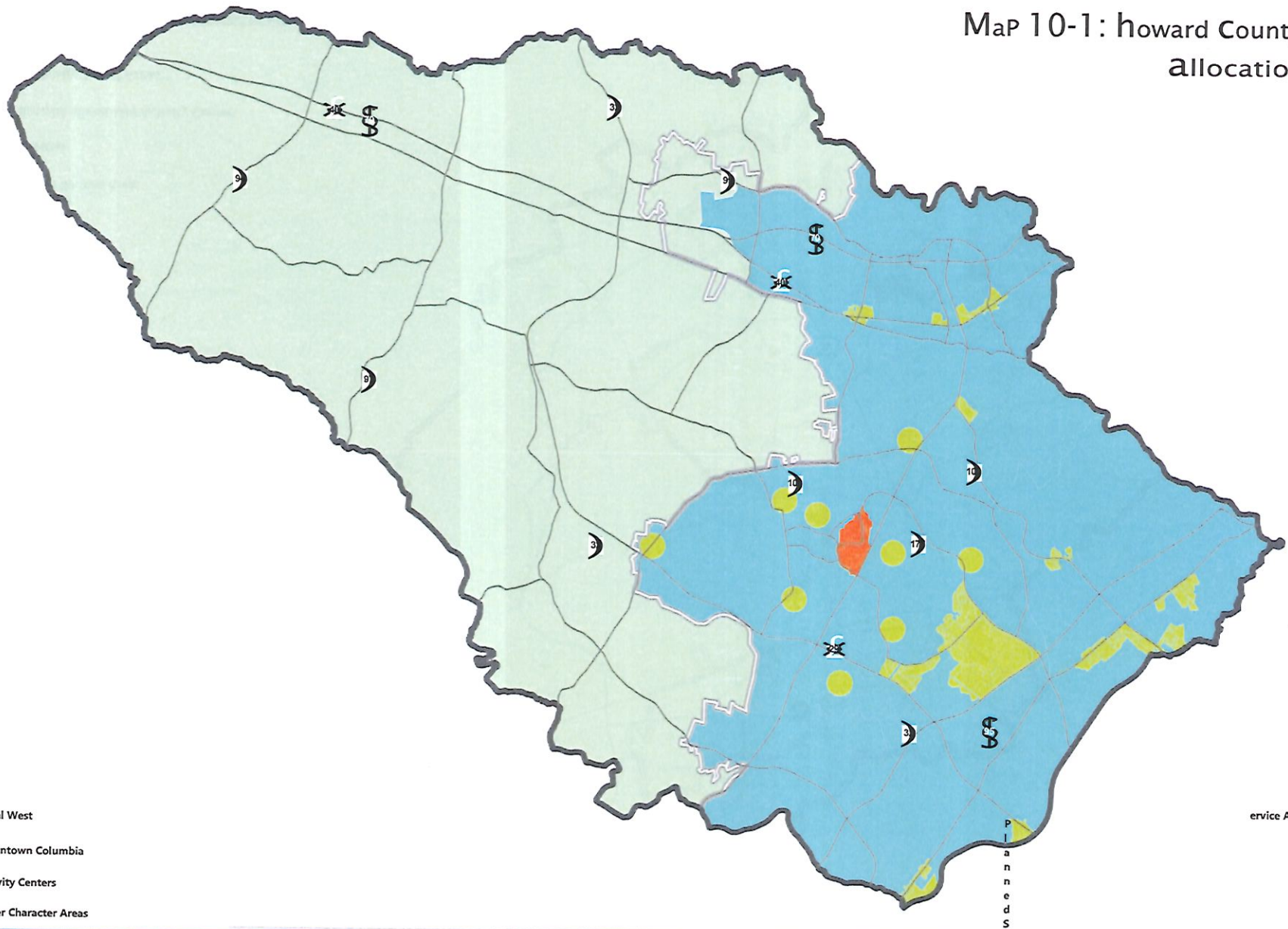


map 5-4: Industrial Zoning Districts  
and Industrial Character Areas in the  
FLUM





# MaP 10-1: howard County aPFO' allocation MaP



ervice Area

- Rural West
- Downtown Columbia
- Activity Centers
- Other Character Areas



## VISION FOR THE CORRIDOR

The vision for the Route 1 Corridor in Howard County focuses on preserving Washington Boulevard as an industrial employment and transportation corridor. It would include a series of targeted and redeveloped activity centers with a mix of uses connected to regional transit. Throughout the Corridor, the existing employment base and residential communities will be strengthened through placemaking, historic resource preservation, strategic environmental health protections, new passive and active open spaces, economic development incentives, and multi-modal transportation and accessibility improvements. Within the targeted activity centers, redevelopment that allows a flexible mix of uses, including **civic**, residential, commercial, retail, entertainment, and light industrial that serves the community and offers opportunities for small businesses to thrive, is encouraged. Diverse employment uses, with a focus on non-automobile-oriented businesses fronting Washington Boulevard, will be encouraged along with new economic sectors such as a “Maker Economy,” to create a sense of place unique to Route 1.

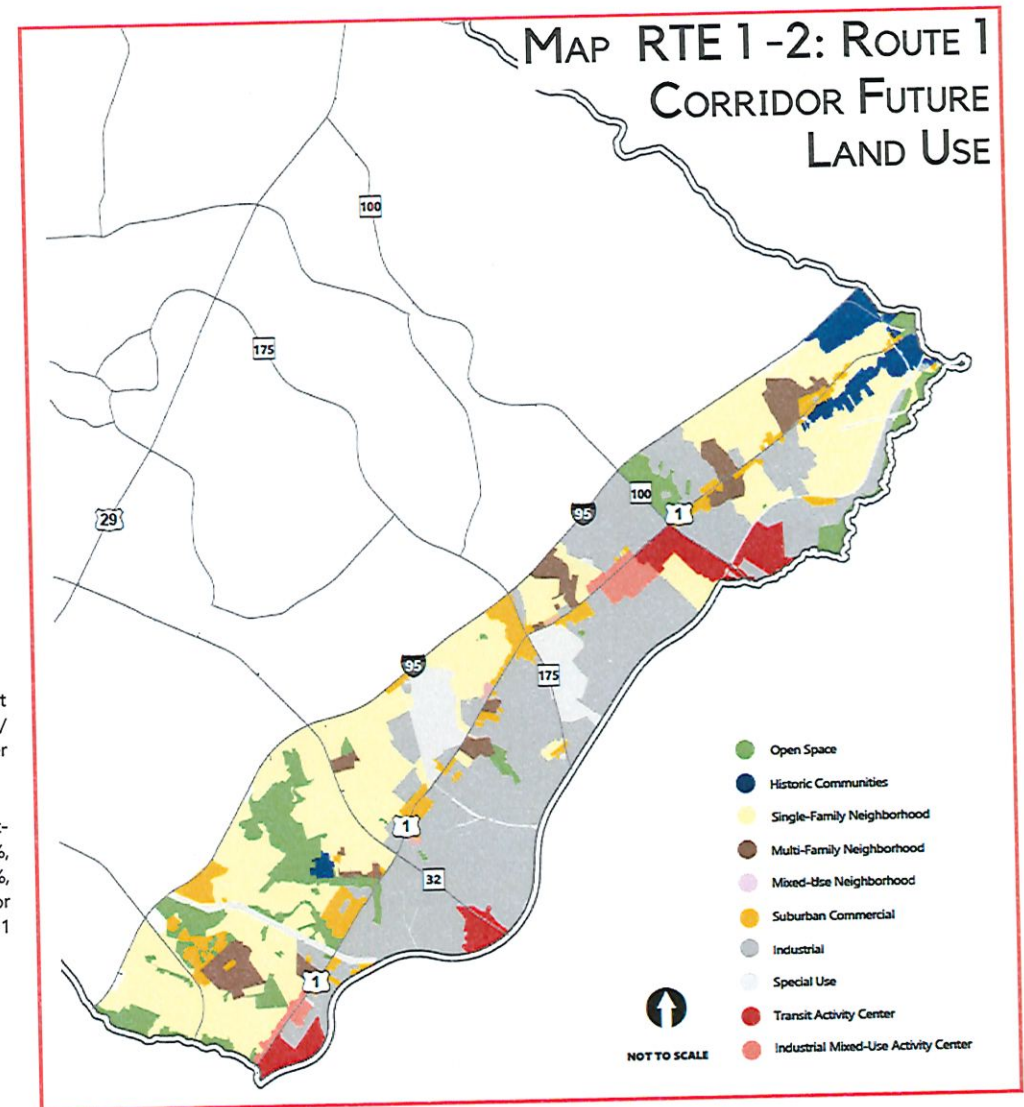
### Future Land Use Map and Zoning

The Future Land Use Map (FLUM) supports the vision for the Corridor as it clearly identifies areas intended for future or continued industrial, residential, and commercial uses. This identification will provide greater predictability for the comprehensive rezoning process. The overall mix of land uses corridor-wide are envisioned to remain largely the same; however, within activity centers, most land uses are envisioned to change. Specifically, activity centers are envisioned to include a mix of residential, open space, and commercial uses and, in certain areas, will continue to allow light industrial, thus minimizing the loss of industrial land.

### Current Land Use and Zoning Overview

The Route 1 Corridor is approximately 14,000 acres in size and comprises 8% of Howard County’s land area. Current land uses in the Route 1 Corridor include industrial (30%), residential (29%), open space (18%), governmental/institutional (13%), commercial (9%), and mixed-use (1%). Manufacturing zoning districts (M-1 and M-2) cover almost 38% of the Corridor.

Mixed-use employment zoning districts in the Route 1 Corridor include the following: Corridor Employment-Continuing Light Industrial (CE-CLI) at 7%, Corridor Activity Center-Continuing Light Industrial (CAC-CLI) at 3%, Transit Oriented Development (TOD) at 3%, Planned Employment Center (PEC) at 2.6%, New Town (NT) at 0.13%, Planned Office Research (POR) at 0.10%, and a combination of commercial zoning districts (Business Local or B-1, Business Local-Commercial Redevelopment or B-1-CR, and Business General or B-2) at 2%. Chart RTE 1-1 presents information on the overall zoning in the Route 1 Corridor.





# ACTIVITY CENTERS and Special Districts IN THE ROUTE 1 CORRIDOR

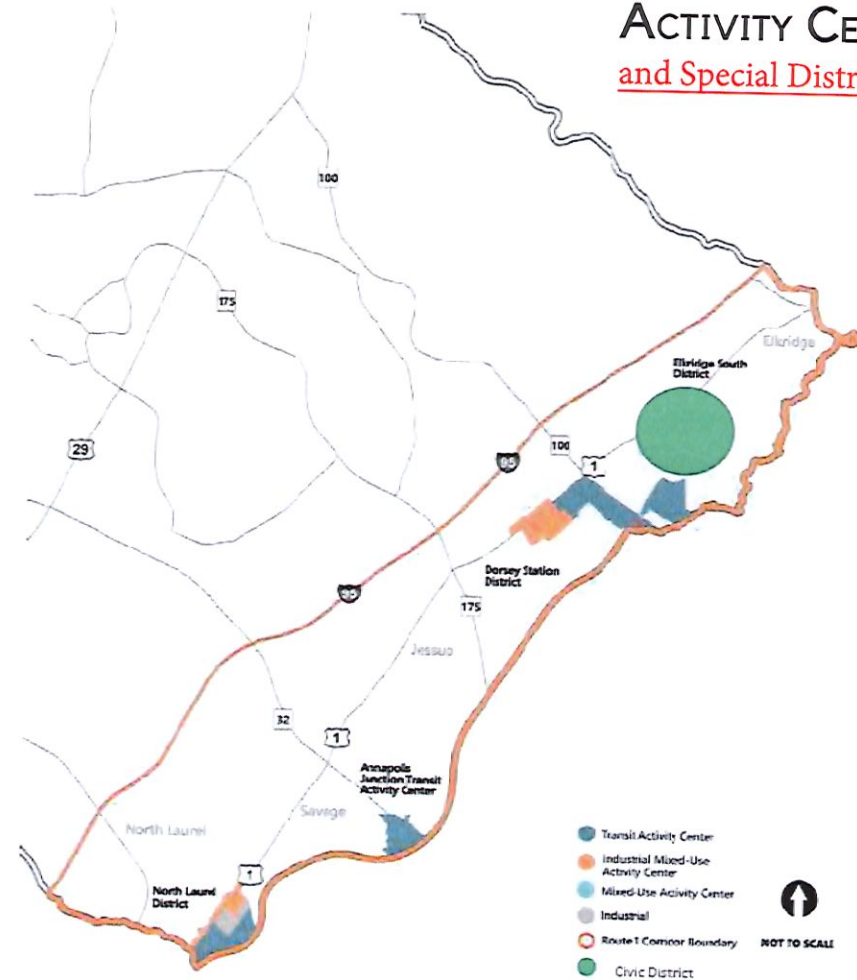
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important "destinations" in the Corridor with a sense of character that is compatible with the industrial uses that surround them. With recommendations focused on redevelopment; placemaking; attracting a mix of residential, commercial, and light industrial uses; and improving multi-modal transportation connections, these Route 1 Corridor activity centers will expand the vitality and sustainability of the area, the efficiency of the transportation system serving the location, and the sense of community experienced by residents, business owners, and visitors. The South Elkridge Civic District is anchored by civic uses and intended to be a unique, walkable, campus-like destination.

## Activity Center Character Areas

Based on the character areas found on the Future Land Use Map (FLUM), ~~three~~ two types of activity centers can be found in the Route 1 Corridor: Transit Activity Centers, ~~Mixed-Use Activity Centers~~, and Industrial Mixed-Use Activity Centers. They are similar, as they all promote a mix of residential and commercial uses, walkability, and open space. However, each differs in the uses that are prioritized and in the opportunities they offer for different nonresidential uses. For example, some activity centers allow light industrial uses that could attract eclectic, creative, or artistic/maker spaces that draw in residents, visitors, and small and large businesses. Others will continue to be residential hubs with proximity and connections to transit stops.



# MAP RTE 1-10: ROUTE 1 ACTIVITY CENTERS and Special Districts





### Mixed-Use Activity Centers

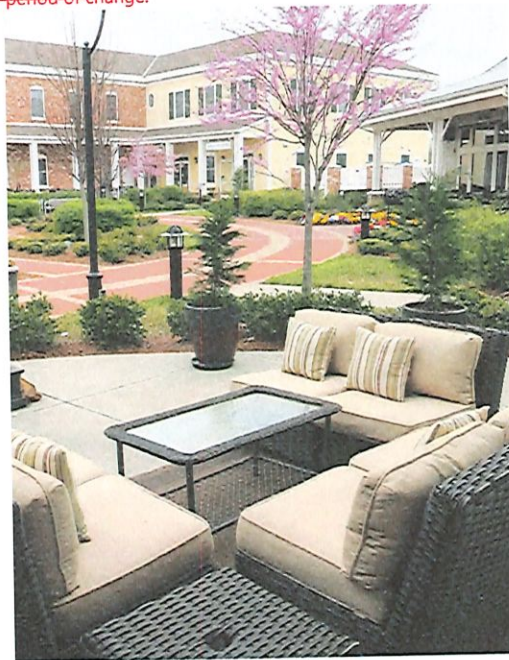
~~Mixed-Use Activity Centers are envisioned to provide opportunities for residential and commercial development and significantly support the retail strategy for the Corridor. Like the industrial mixed-use areas, these areas will also have great potential for redevelopment and transformation, and could offer opportunities for office uses in addition to retail and entertainment uses and other services for the neighboring communities in the Corridor.~~

~~A large-scale, Mixed-Use Activity Center may be surrounded by one or more residential neighborhoods that provide additional nearby home choices and encourage active living with a comprehensive and interconnected network of walkable streets.~~

~~Some areas designated as Mixed-Use Activity Center are currently suburban retail or suburban office centers. Transformation of these areas to support mixed-use development will require deliberate planning and phasing to keep the areas viable during their period of change.~~

#### **Mixed-Use Activity Center Character-Area-Description**

~~Land that offers the opportunity to serve broader economic, entertainment, and housing needs in the community. Land uses should encourage active public spaces between buildings. Residential units or office space may be found above storefronts. Homes in and surrounding the center of development may offer several choices to live and experience the Mixed-Use Activity Center including, but not limited to, missing middle home choices. To respond to future market demands, Mixed-Use Activity Centers may also include flex uses. Parking is satisfied using on-street parking, structured parking, and shared rear lot parking strategies. The compact, walkable environment and mix of residential and nonresidential uses in the Center support multiple modes of transportation.~~



### Current Zoning in Activity Centers

The predominate zoning districts within the activity centers include the Corridor Activity Center (CAC), Transit Oriented Development (TOD), Corridor Employment (CE), and the Continuing Light Industrial (CLI) Overlay Zoning Districts. While the pedestrian-oriented and mixed-use goals of these districts remain desirable, some of these zones have not produced the desired results of moderate-density, walkable, diversified developments that would serve multiple neighborhoods. The Industrial Mixed-Use ~~and Mixed-Use Activity Centers~~ are is intended to have goals like those of the CAC zone. Additionally, the current TOD Zoning District lacks clarity regarding its desired mix of uses, such as commercial and open space goals. Therefore, the locations of these activity centers, and the incentives and zoning districts necessary to create them are being revisited in HoCo By Design.

### Environmental Health

The Route 1 Activity Center Districts (described in the "Activity Center Districts" section) are envisioned to provide opportunities for redevelopment, new development, and additional open space. These changes could improve environmental health if the districts incorporate green building materials and design, enhance stormwater management infrastructure, increase native tree canopy, and add diverse wildlife habitats such as pollinator gardens.

### Multi-Modal Transportation

As stated earlier in the Plan, mobility options for pedestrians, bicyclists, and transit riders should be increased, and multi-modal improvements and complete streets prioritized, especially in activity centers. Howard County adopted a Complete Streets Policy in 2019. Goals for the policy include improved safety, more travel options, reduced transportation costs, improved access to goods and services, enhanced equity and access to transportation, and healthier communities. The Complete Streets Policy supports the County's investments and partnerships in the Route 1 Corridor, which can support further investment in transportation infrastructure in activity centers, including pedestrian and bike infrastructure.

Redevelopment projects should provide the types of infrastructure improvements as detailed in county and national design manuals and guidelines. These improvements could include bicycle boxes at intersections, cycle tracks, shared lane markings, colored bicycle lanes, bicycle route wayfinding, or other state-of-the-art street design solutions to improve bicycle/pedestrian access, comfort, and safety. These improvements should also prioritize filling gaps in existing sidewalks and making the activity center more ADA accessible. Wayfinding could be incorporated to enhance connections to regional trail systems and transit. Spot improvements, such as crossing enhancements, trail connections, and neighborhood biking routes, could also be implemented. Pedestrian- and bicycle-focused plans could be completed by developers as a condition of zoning or site plan approval.

Dedicated routes for large truck travel are limited in and around activity centers. Goods will be brought into the activity center by a wide range of delivery vehicles and sizes. While it is recommended that trucks travel on designated routes, allowances should be made for trucks making deliveries, such as to commercial sites, light manufacturing businesses, and homes. Where overhead utilities are present, the placement of canopy trees should be considered within private property easements set back from the utilities or understory trees should be placed beneath the utilities.





## ACTIVITY CENTER DISTRICTS

~~Three~~ Two Activity Center Districts have been identified in the Route 1 Corridor. Each District is comprised of two or more of the following activity center character areas: Transit, ~~Mixed-Use~~, and Industrial Mixed-Use. These Districts are targeted for redevelopment and include North Laurel ~~and~~ Dorsey Station, ~~and Elkridge South~~. Various factors were considered as selection criteria in locating and designating each District. These criteria were informed by preceding studies, existing county policies, the community engagement process, and consultant analysis. Many of the parcels within each District meet multiple criteria listed below and have high potential for redevelopment.

### Underutilized Properties:

- Vacant or undeveloped properties
- Larger properties with small or ancillary buildings
- Publicly owned land and buildings
- Existing land uses that undervalue the highest and best use of the property, such as auto sales, truck terminals, and older motels

### Blighted Uses:

- Junk yards
- Auto storage yards
- Vacant and abandoned properties
- Properties used for general storage of materials, equipment, and the like
- Properties with extensive deferred maintenance and those that visually impact the Corridor or would discourage reinvestment in adjacent properties

### Other factors:

- Feasibility of relocating or renovating existing and operating businesses to achieve optimal use of the Route 1 Corridor's frontage lots.
- Proximity or connectivity to destinations and community assets, such as existing infrastructure, public facilities, and recent redevelopments.
- Limitations and opportunities presented by the existing character and connectivity of each District.
- Location and significance of natural resources and environmental features.
- Minimizing loss of industrially zoned land.

This section provides an in-depth overview of the existing conditions in each District. Design opportunities, land uses, and zoning changes are identified in the policies and implementing actions below, and should guide comprehensive rezoning, updates to design manuals, guidelines, and land development regulations, future master planning or functional planning efforts, capital budgeting, and operational planning within governmental and/or quasi-governmental agencies. Design concepts and supporting images are presented but are not prescriptive. Each illustration offers a depiction of one possible (re)development scenario to convey recommendations in more detail. The information presented communicates design intent, which provides an extra level of guidance to county officials and stakeholders as they update the Zoning Regulations. Elements of the design concepts and their recommendations were influenced by ideas and input generated by community feedback.



## Elkridge South **Civic** District

One Civic District is identified in the Route 1 Corridor. Although the area will predominantly retain its existing land use character designations, redevelopment opportunities should contribute to the creation of a campus-like destination anchored by civic, community-focused, and recreational uses. These uses may include opportunities for educational facilities, parks, fields, event space, a community center, indoor athletic facilities, and other community-serving amenities.

### Existing Conditions

The Elkridge South **Civic** District fronts Route 1 and is located to the east of Troy Hill Drive-Commerce Center (north entrance), Ducketts Lane, Capitol Mobile Park, Elkridge Library, the Howard County Library, Elkridge Branch and established residential communities located off Ambermann's Road, Hunt Club Road, and Rowanberry Drive. The newly renovated 35,000-square foot Elkridge Library, 10,000-square-foot 50+ Center, and including the Do It Yourself Education Center and the 10,000-square foot 50+ Center, have become a civic focal point for the community and are the adjacent catalyst for this District. In addition to the modern architectural building materials (featuring steel and glass), the site amenities include an outdoor terrace, a living retaining wall planted with vegetation, pathways connecting to the community, and a stormwater retention pond.

The Elkridge South District core is anchored by industrial and automotive uses to the north approximately 140 150 acres in size. In the core of the District industrial and automobile-related uses predominate, including what was a large UPS Worldwide Express Freight Center at 6571 Washington Boulevard, a used car dealership, auto repair businesses, construction companies, and large equipment rental businesses. Many of these uses are nonconforming to current zoning. Limited commercial uses are found in to the south of the area along Route 1, including roadside food trucks, convenience stores, and liquor stores. Surrounding this core are residential neighborhoods, Harwood Park (a 1970s-era planned residential community) to the south and Old Washington Road then historic Elkridge to the north. Residential uses can be found in the District, including a small portion of Harwood Park (a 1970s-era planned residential community off Route 1) and a future 408-unit new residential project, known as the Elms at Elkridge, situated on almost 35 acres fronting Route 1 and the site of a former junkyard.

The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the District are made up of government and institutional land, commercial uses, and rights-of-way. The current zoning is under one-half M-1 and over a third CE-CL. The remaining portion of the District is within CEF zoning. Large industrial warehousing and car storage lots are predominant in this area.

The character of development within the District's boundary today is primarily industrial in nature, with wide setbacks, and an established single-family neighborhood wedged between the industrial areas and the stream corridor to the west.

While there are some roadway linkages to within existing residential neighborhoods on the west side of Route 1, a more limited network exists on the east side. Harwood Park is to the south of the District is the exception, as it has a true street grid. These residential neighborhoods are largely disconnected from one another. Additionally, community members have expressed concern with intersections along Route 1, including particularly where vehicular traffic on Old Washington Road turns left, southbound onto Route 1 at the District's northwestern corner.

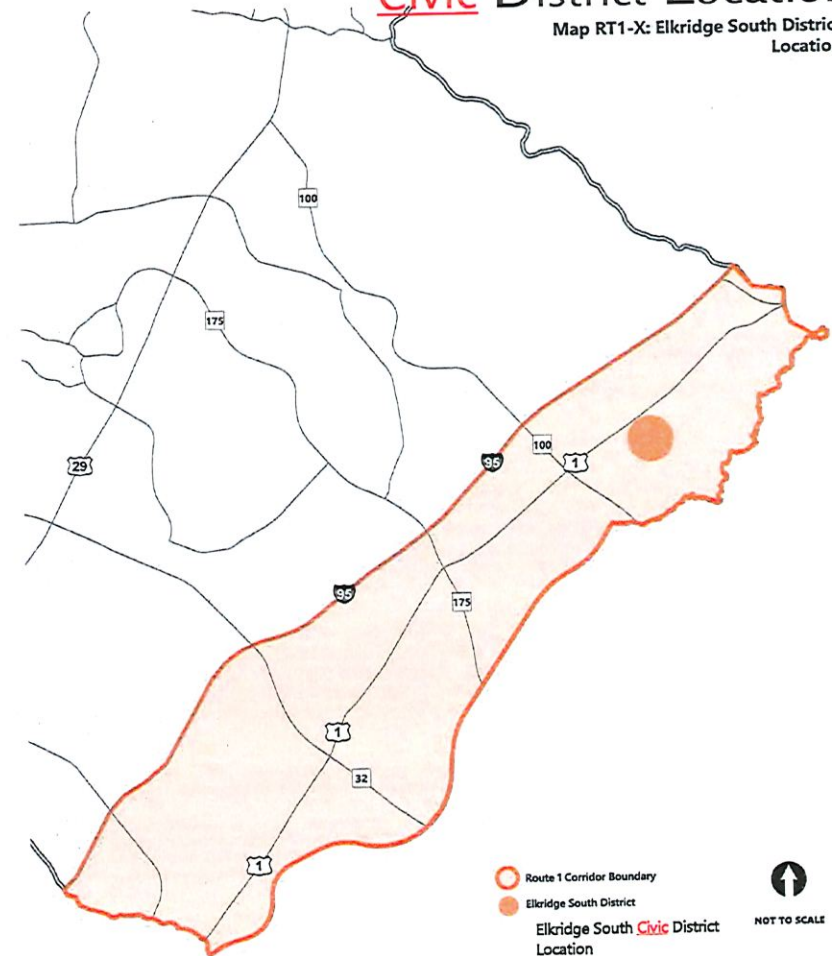
Similarly, safe passage for pedestrians is even more scant. Although continuous sidewalks exist on along the west side of Washington Boulevard while Route 1, there is a distinct lack of pedestrian connectivity inside the District to and along the east. There is currently no No crosswalk from the library to the east side of Washington Boulevard currently connects the Elkridge Branch Library to the other side of Route 1. There is a crosswalk The two nearest crosswalks – at the signalized intersections at Rowanberry Drive and – A crosswalk also exists at the signalized intersection at Loudon Avenue, at the entrance to (Harwood Park entrance) and Washington Boulevard – lead to no-receiving sidewalk on the east side of Route 1.

This District lies within the Lower North Branch Patapsco River watershed and the Deep Run Tributaries subwatershed. The District contains portions of two One major and three smaller tributary streams to Deep Run. The major tributary streams have stream runs through the District, with forested 100-year floodplains that vary in width varying in extent along its length. The District is approximately 25% forested, with several including the forest patches that provide buffers for the tributary streams. Current development regulations require protection of streams, wetlands, and floodplains, as well as mitigation for any forest clearing partially buffering the tributary stream. Otherwise, existing land uses encroach into the minimum stream buffer width as mandated by the current development regulations. Although current regulations require protection of streams, wetlands, and floodplains, as well as mitigation of forest clearing, existing development, which occurred prior to the current regulations, may encroach into the stream buffer.

## MAP Rte 1 -13: Elkridge south

### **Civic** District Location

Map RT1-X: Elkridge South District Location



○ Route 1 Corridor Boundary  
● Elkridge South District  
Elkridge South **Civic** District Location







The Elkrige South District is located just north of the Route 100 and Route 1 intersection and includes the Industrial, Mixed-Use and Mixed-Use Activity-Center character areas. Directly across Route 1 from the Elkrige South Civic District is the Howard County Library, Elkrige Branch.

### Redevelopment Vision

The redevelopment of the Elkrige South District will energize this portion of the Route 1 Corridor, providing a “town-center” feel with opportunities for residential and commercial infill development and a complimentary “bookend” to the North Laurel District. It is intended to deliver new commercial amenities to address the needs of the residents of Elkrige, Harwood Park, and other nearby underserved neighborhoods. Redevelopment and new development will also create opportunities to improve environmental health with “green” development that enhances energy efficiency, open space, and stormwater management.

As various residential uses are adjacent to and planned around this District, a mixed-use development in this location could help meet the demand for retail in the Corridor. Mixed-use development should be targeted along Route 1 frontage to beautify the streetscape, create a safe and accessible pedestrian connection, and incorporate complementary community-related uses. Connecting this District to the Howard County Library and adjacent neighborhood-serving commercial is of utmost importance.

This area currently hosts a number of smaller light industrial businesses and is adjacent to a loose collection of trucking and automotive uses both inside and adjacent to the District. Where there are opportunities for industrial uses to remain, plans for trucking in and around this District should be made.

Redevelopment of the Elkrige South Civic District will energize this portion of the Route 1 Corridor, providing a “town square” feel with opportunities for community gathering and public space, like parks, fields, event space, a community center, indoor athletic facilities, and a high school. The Elkrige Branch Library, 50+ Center, and DIY Education Center will serve as existing “civic anchors” in the District. Redevelopment should result in a unique campus-like, walkable district with enhanced streetscape to safely connect across and along Route 1 to link new and existing development in and around the district. The District will serve as a gathering point and provide connections between historic Elkrige Main Street to the north and the Dorsey Station Activity Center to the south.

The area currently hosts a number of smaller light industrial businesses internal to the District and a loose collection of heavy trucking and automotive uses abutting Route 1. Redevelopment of this area will beautify the streetscape and create safe and accessible pathways to the residential neighborhoods that already touch three sides of the District, the Elkrige Branch Library directly across Route 1, and existing and planned neighborhood-serving commercial that surrounds the District to the north and south along Route 1. Redevelopment of the District will also create opportunities to improve environmental health in the area with enhanced open space, tree canopy, and stormwater management. Longstanding and locally owned businesses will be retained along the north side of South Hanover Road and McGaw Court.

### Character Areas and the Future Land Use Map

In the Elkrige South District, the Future Land Use Map (FLUM) proposes a blend of the Mixed-Use and Industrial Mixed-Use Activity-Center character areas.

The Mixed-Use Activity-Center character area makes up just under half of the District, along the southern and central portions. About a third of the Mixed-Use portion of the District currently includes industrial uses, and about one-fifth is made up of residential uses. The remaining land uses in the Mixed-Use portion of the District include commercial, residential, and government and institutional.

The Industrial Mixed-Use Activity-Center character area makes up just over half of the District, along the eastern and northern portions. Land use in the Industrial Mixed-Use area is predominantly industrial, with about two-fifths of the area in industrial land use. Commercial, residential, and government and institutional uses each make up around an eighth of land uses in the area.

In the Elkrige South Civic District, the Future Land Use Map (FLUM) proposes a Campus character area.

The Elkrige South Civic District is located one-third of a mile south of the Green Valley Marketplace in the Elkrige Corners shopping center at the intersection of Montgomery Road and Route 1. Another mile and a half north, Route 1 intersects 895 and the Patapsco River just past historic Elkrige. The District’s northwestern corner actually follows Old Washington Boulevard, not Route 1, as it splits towards near-exclusive residential use all the way up to Main Street and back to Route 1. Route 100 is one mile to the south.

The District is comprised of fifteen, forty or so separate parcels, most of which by area are zoned Corridor Employment with a Continuing Light Industry overlay. Corridor Employment zoning was intended to encourage “new office, flex, and light industrial uses, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels.” Such redevelopment was supposed to enhance the Route 1 streetscape, improve vehicular traffic safety, and better accommodate both public transit and pedestrians. None of that has obtained.

Rather, residential use borders three sides of the Campus character area. Leading into the District from each of those residential neighborhoods are three larger wooded parcels, in total more than twenty acres. The wooded parcel to the west of the District, bounded by Loudon Avenue, is owned by State Highway Administration. Light industrial uses bordering the District should revert to traditional light industrial zoning.

In the Elkrige South Civic District core, the Future Land Use Map (FLUM) proposes to retain the current industrial land use designations along the eastern and northern portions of the district’s core area. A new suburban commercial character area runs along the southern and central portions of the district core to achieve neighborhood-serving retail. Civic uses and connecting infrastructure is encouraged throughout the surrounding character areas within the wider Civic District. Opportunities for preservation of undeveloped areas and connectivity to adjacent neighborhoods are identified. Property acquisition may be necessary to realize the “Civic District” vision.



### RTE 1-29 Policy Statement

Protect and promote industry and a compatible mix of uses within the Industrial Mixed-Use Activity Center character area. Facilitate public placemaking in the ElkrIDGE South Civic District. Protect and promote industry and a compatible mix of uses within the ElkrIDGE South Civic District, while facilitating new public placemaking.

#### Implementing Actions

1. Protect and support the viability of existing industrial and flex-space uses in the area.
2. Redevelop underutilized properties with new residential, commercial, light industrial, and flex uses. New building materials and site design should be compatible with existing industrial uses.
3. Develop a new industrial, mid-density, mixed-use zone, or a combination of zones for this District that includes guidance for specific design principles and compatible land uses.
4. Consider development of low-rise, single-story commercial, warehouses, and flexible office buildings. Buildings in this area may also be vertically integrated, offering multiple uses on different floors of a single building.
1. Acquire and consolidate parcels comprising the ElkrIDGE South District and aggregate land within the Civic District area to provide public community facilities or other government uses.
2. Engage in visioning exercises with all members of the ElkrIDGE South community, including local residents, businesses, and religious, cultural, and historic organizations to determine preferred boundaries, identify location opportunities, uses and layout, including access, for the District.
3. Protect and support the viability of existing industrial, commercial, and neighborhood-serving retail uses compatible with a potential civic use.
4. Redevelop or re-purpose underutilized properties and acquired and aggregated land for civic uses. New building materials and site design should be compatible with existing industrial uses.

### RTE 1-30 Policy Statement

Facilitate the development of a Mixed-Use Activity Center that includes commercial, retail, and residential uses, and opportunities for placemaking in neighborhood-serving commercial redevelopment along the Route 1 Corridor to the north and south of the ElkrIDGE South Civic District.

#### Implementing Actions

1. Develop design guidelines specific to the character of that portion of the Route 1 Corridor from the Patuxent River south, past historic ElkrIDGE, Montgomery and Loudon Roads and down to the southern bound of the former Roberts Property, currently Elms at ElkrIDGE the Civic District to distinguish it from the wider Route 1 corridor. Green space and pathways interspersed throughout should connect residential uses further back from the roadway to the commercial and campus character areas that front Route 1.
2. Anchor major Route 1 intersections to the north and south with neighborhood-serving commercial uses to support existing and planned residential communities.
3. Incentivize replacing automobile-related uses on properties that front Route 1 with new neighborhood-serving retail and restaurants.
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the ElkrIDGE South District that allow for mixed-use, commercial development to support existing and planned residential communities.
3. Consider attracting convenience commercial (including commercial pad sites) and eliminating auto-related uses on properties that front Washington Boulevard.
4. Redevelop Route 1 frontage parcels with new neighborhood-serving retail and restaurant uses.
5. Create small community greens and/or hardscape plazas to provide opportunities for activities like outdoor dining, music, and movies on the green that bring community members together. Ensure that community gathering spaces can be accessed by walking and bicycling from nearby homes.

### RTE 1-31 Policy Statement

Increase connections between adjacent sites while safely facilitating the maneuvering of semi-truck traffic in the ElkrIDGE South District. Minimize hazards posed to vehicular, pedestrian and bicycle travel along this portion of Route 1.

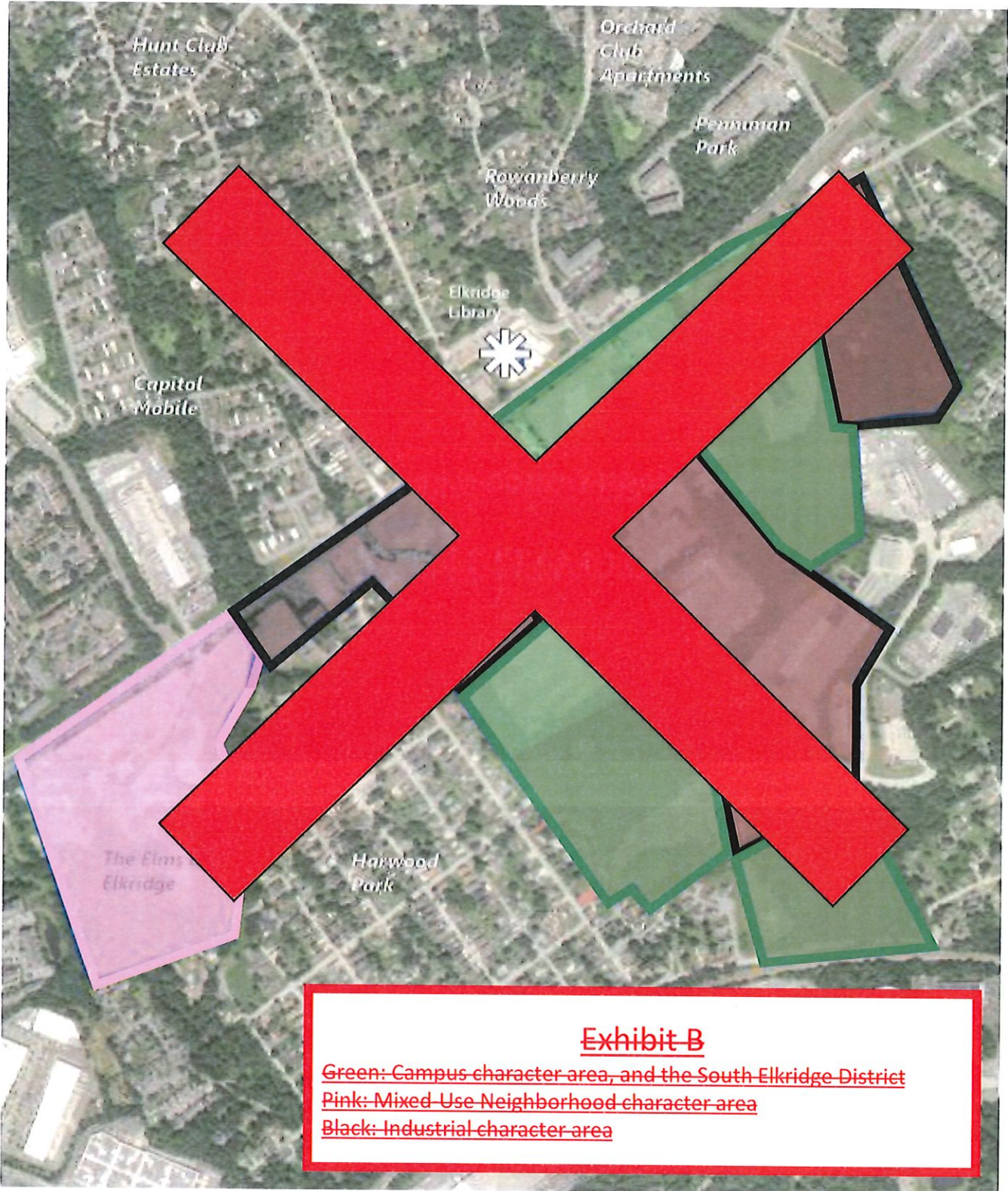
#### Implementing Actions

1. Develop a transportation study for the area including and surrounding the ElkrIDGE South Civic District campus character area, particularly evaluating where community members have expressed concern with intersections along Route 1. Old Washington Boulevard turns left, southbound onto Route 1 at the District's northwestern corner.
2. Incentivize pathway and mainline pathway connections off of Route 1 among open space corridors and residential neighborhoods.
3. Add a signalized intersection and crosswalk to connect the ElkrIDGE Branch Library to the east side of Route 1.
4. Leverage partnerships and funding opportunities with local, regional, State and federal governments and nonprofit organizations to prioritize and implement additional safety improvements and expanded and more frequent public transit options, including the mainline pathway and critical crossings, along the Route 1 Corridor.
1. Develop a transportation study for the ElkrIDGE South District.
2. Provide pathway connections to adjacent open space corridors and neighborhoods.
3. Create an internal network of streets to improve connections to the ElkrIDGE Library from residential and commercial uses.
4. Support the addition of a signalized intersection and crosswalk that connects the ElkrIDGE Library to the east side of Route 1, where the Mixed-Use Activity Center is proposed.
5. Support a local street network that serves buildings directly and enables businesses to load and maneuver trucks. Semi-truck traffic should move goods and services on routes that minimize impacts on neighborhoods and commercial sites within and around the District.
6. Consider prioritizing Pine Avenue as an access point for industrial uses within and east of the ElkrIDGE South District.

The illustration highlights one of many possible concepts for modest infill development along Washington Boulevard. In this case, small format retail shops and restaurants that serve the needs of nearby residents are depicted. New single-story retail shops and restaurants are placed along Route 1 as a new "front door" to the existing neighborhood behind. A small community green between two buildings, and a hardscape plaza surrounding two other buildings, provide opportunities for activities like outdoor dining, music, and movies on the green that bring community members together. The destination-minded uses in the buildings could be reached on foot or by bicycle from nearby homes.





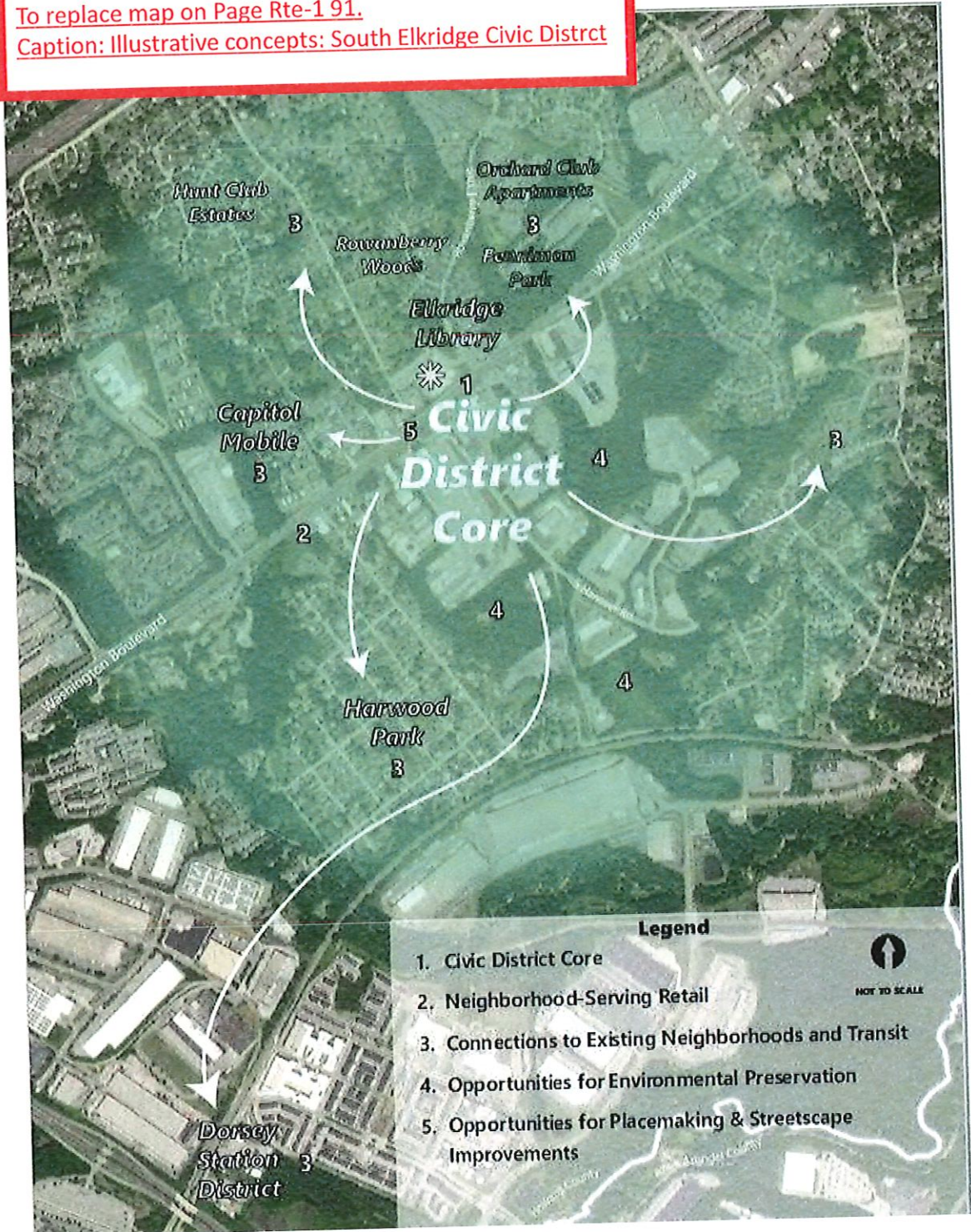




## Exhibit B

To replace map on Page Rte-1 91.

Caption: Illustrative concepts: South Elkrige Civic District





Amendment 1 to Council Bill No. 28 -2023

R

BY: Liz Walsh

Legislative Day 11  
Date: 10/02/2023

Amendment No. 1

*(This Amendment makes the following changes to HoCo By Design Chapter 2, Chapter 5, Chapter 10, and the Route 1 Corridor Plan:*

- Chapter 2: Growth and Conservation Framework* - *Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with the Campus, Mixed-Neighborhood, and Industrial character areas in the Future Land Use Map;*
- Chapter 5: Economic Prosperity* - *Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District and substitutes the Industrial character area in the Industrial Zoning Districts and Industrial Character Areas map;*
- Chapter 10: Managing Growth* - *Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District in the Howard County APFO Allocations map;*
- 2023 Council Draft Route 1 Corridor Plan*
  - *Amends the location of the South Elkridge District;*
  - *Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with the Campus, Mixed-Neighborhood, and Industrial character areas in the Route 1 Corridor Future Land Use map;*
  - *Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with the Campus, Mixed-Neighborhood, and Industrial character areas in the Route 1 Activity Centers map;*
  - *Makes various changes to the Elkridge South District Existing Conditions narrative section, including to reflect the amended location of the South Elkridge District;*
  - *Makes various changes to the Elkridge South District Redevelopment Vision narrative section, generally related to creating a "town square" feel with a Campus character area;*
  - *Makes various changes to the Elkridge South District Character Areas and the Future Land Use Map narrative*



*section, generally related to substituting the Campus character area;*

- Amends the location and the character areas of the map associated with the Elkridge South District to substitute the Campus character area;*
- Removes the policy statements and implementing actions for RTE 1-29, RTE 1-30, and RTE 1-31;*
- Creates a new RTE 1-29 Policy Statement to facilitating public placemaking and creates new Implementing Actions to acquire and consolidate parcels in the Elkridge South District and engage in a visioning exercise with members of the Elkridge South community;*
- Creates a new RTE 1-30 Policy Statement to facilitate neighborhood-serving commercial redevelopment in the Elkridge South District and creates new Implementing Actions to develop design guidelines specific to the character of certain portions of Route 1, anchor Route 1 intersections with neighborhood-serving commercial uses, and incentivize replacing automobile-related uses with retail and restaurants; and*
- Creates a new RTE 1-31 Policy Statement to minimize hazards to transportation along Route 1 and creates new Implementing Actions to develop a transportation study, incentive pathway connections, add a signalized intersection and crosswalk to connect the Elkridge Branch Library to the east side of Route 1, and leverage partnerships and funding opportunities with local, regional, State, and federal governments and nonprofits to implement safety improvements.)*

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: 39 and 40;
- 4 • Chapter 5, Economic Prosperity: 31 and 32; and
- 5 • Chapter 10: Managing Growth: 9 and 10;
- 6 • 2023 Council Draft Route 1 Corridor Plan: 14, 62, 89, 90 91, 92, 93,  
7 and 94.



1 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to:

- 2 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
- 3 areas located in the South Elkridge District; and
- 4 - Substitute the Mixed-Use Neighborhood, Campus, and Industrial character areas as
- 5 demonstrated in Exhibit B attached to this amendment.

6

7 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas

8 in the FLUM shall be amended to:

- 9 - Remove the Industrial Mixed Use Activity Center character area located in the Elkridge
- 10 South District; and
- 11 - Substitute the Industrial character area as demonstrated in Exhibit B attached to this
- 12 amendment.

13

14 On pages MG-9 and MG- 10, Map 10-1: Howard County APFO Allocations Map shall be

15 amended to remove the Industrial Mixed Use Activity Center character area located in the

16 Elkridge South District and substitute the “Other Character Areas”.

17

18 On page Route 1 Corridor Plan 14, Map RTE 1-2: Route 1 Corridor Future Land Use shall be

19 amended to:

- 20 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
- 21 areas located in the Elkridge South District;
- 22 - Substitute the Campus, Mixed-Use Neighborhood, and Industrial character areas as
- 23 demonstrated in Exhibit B attached to this amendment; and
- 24 - Add “Campus” and “Mixed-Use Neighborhood” and the corresponding colors to the map
- 25 key.

26

27 On page Route 1 Corridor Plan 62, Map RTE 1-10: Route 1 Activity Centers shall be amended

28 to:

- 29 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
- 30 areas located in the Elkridge South District;



1 - Substitute only the Campus character area as demonstrated in Exhibit B attached to this  
2 amendment;

3 - Add "Campus" to the corresponding colors to the map key.  
4

5 On page Route 1 Corridor Plan 91, the map of the Elkrige South District shall be amended to:

6 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character  
7 areas located in the Elkrige South District;

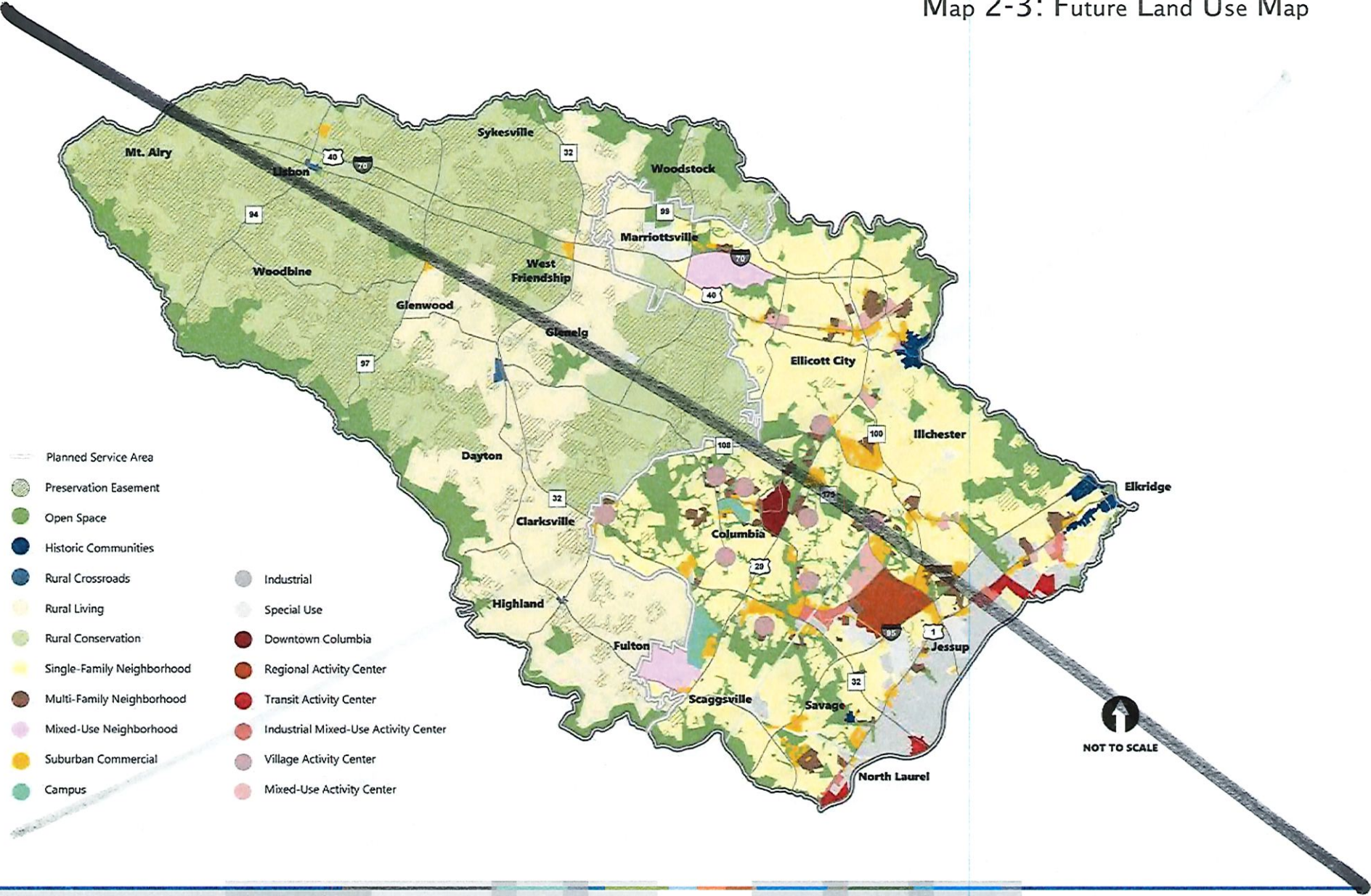
8 - Substitute only the Campus character area as demonstrated in Exhibit B attached to this  
9 amendment;

10 - Add "Campus" to the corresponding colors to the map key.  
11

12 Correct all page numbers, numbering, and formatting within this Act to accommodate this  
13 amendment.  
14

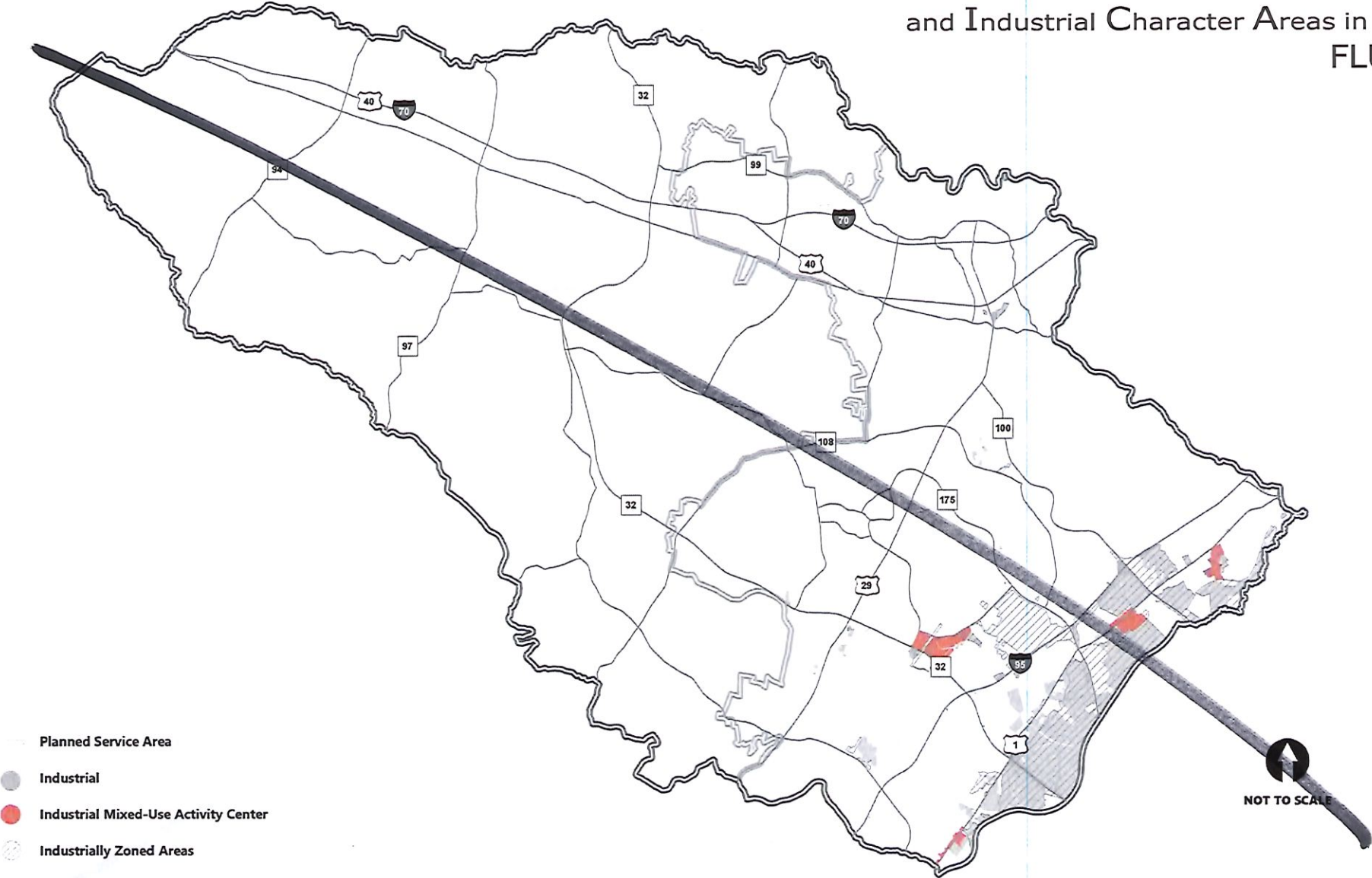


Map 2-3: Future Land Use Map



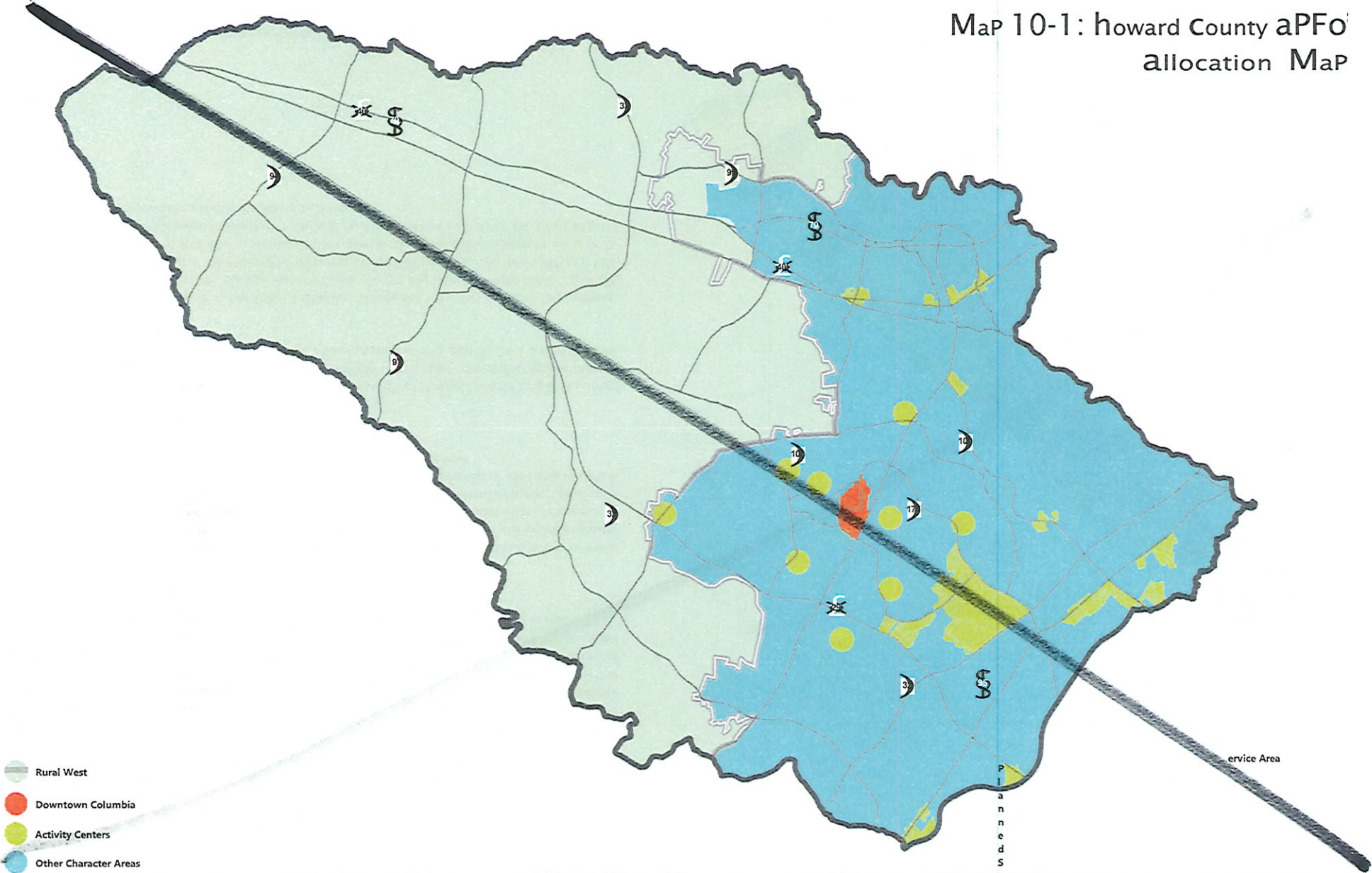


Map 5-4: Industrial Zoning Districts and Industrial Character Areas in the FLUM





# MaP 10-1: howard County aPFO allocation MaP



- Rural West
- Downtown Columbia
- Activity Centers
- Other Character Areas



# Vision for the Corridor

The vision for the Route 1 Corridor in Howard County focuses on preserving Washington Boulevard as an industrial employment and transportation corridor. It would include a series of targeted and redeveloped activity centers with a mix of uses connected to regional transit. Throughout the Corridor, the existing employment base and residential communities will be strengthened through placemaking, historic resource preservation, strategic environmental health protections, new passive and active open spaces, economic development incentives, and multi-modal transportation and accessibility improvements. Within the targeted activity centers, redevelopment that allows a flexible mix of uses, including residential, commercial, retail, entertainment, and light industrial that serves the community and offers opportunities for small businesses to thrive, is encouraged. Diverse employment uses, with a focus on non-automobile-oriented businesses fronting Washington Boulevard, will be encouraged along with new economic sectors such as a "Maker Economy," to create a sense of place unique to Route 1.

## Future Land Use Map and Zoning

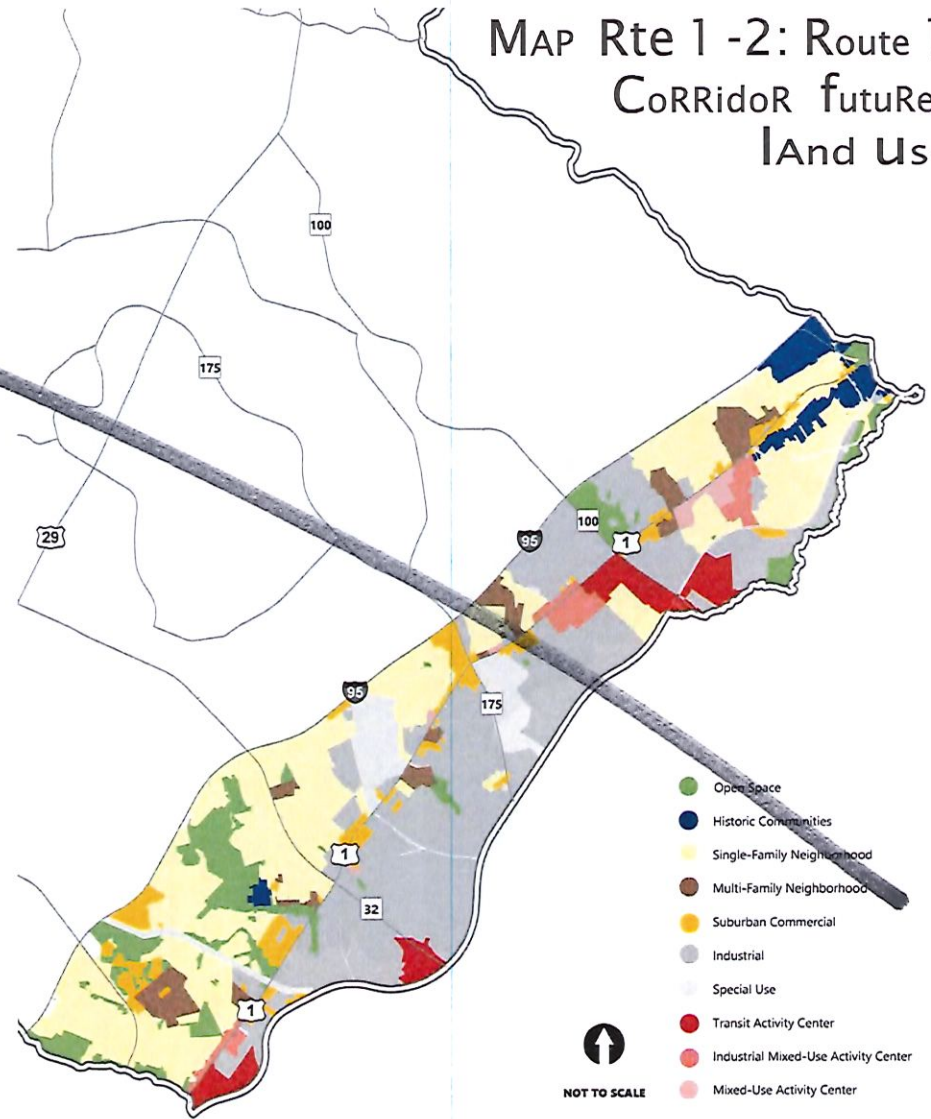
The Future Land Use Map (FLUM) supports the vision for the Corridor as it clearly identifies areas intended for future or continued industrial, residential, and commercial uses. This identification will provide greater predictability for the comprehensive rezoning process. The overall mix of land uses corridor-wide are envisioned to remain largely the same; however, within activity centers, most land uses are envisioned to change. Specifically, activity centers are envisioned to include a mix of residential, open space, and commercial uses and, in certain areas, will continue to allow light industrial, thus minimizing the loss of industrial land.

## Current Land Use and Zoning Overview

The Route 1 Corridor is approximately 14,000 acres in size and comprises 8% of Howard County's land area. Current land uses in the Route 1 Corridor include industrial (30%), residential (29%), open space (18%), governmental/institutional (13%), commercial (9%), and mixed-use (1%). Manufacturing zoning districts (M-1 and M-2) cover almost 38% of the Corridor.

Mixed-use employment zoning districts in the Route 1 Corridor include the following: Corridor Employment-Continuing Light Industrial (CE-CLI) at 7%, Corridor Activity Center-Continuing Light Industrial (CAC-CLI) at 3%, Transit Oriented Development (TOD) at 3%, Planned Employment Center (PEC) at 2.6%, New Town (NT) at 0.13%, Planned Office Research (POR) at 0.10%, and a combination of commercial zoning districts (Business Local or B-1, Business Local-Commercial Redevelopment or B-1-CR, and Business General or B-2) at 2%. Chart RTE 1-1 presents information on the overall zoning in the Route 1 Corridor.

# MAP Rte 1 -2: Route 1 CORRIDOR future Land Use





# Activity Centers in the Route 1 Corridor

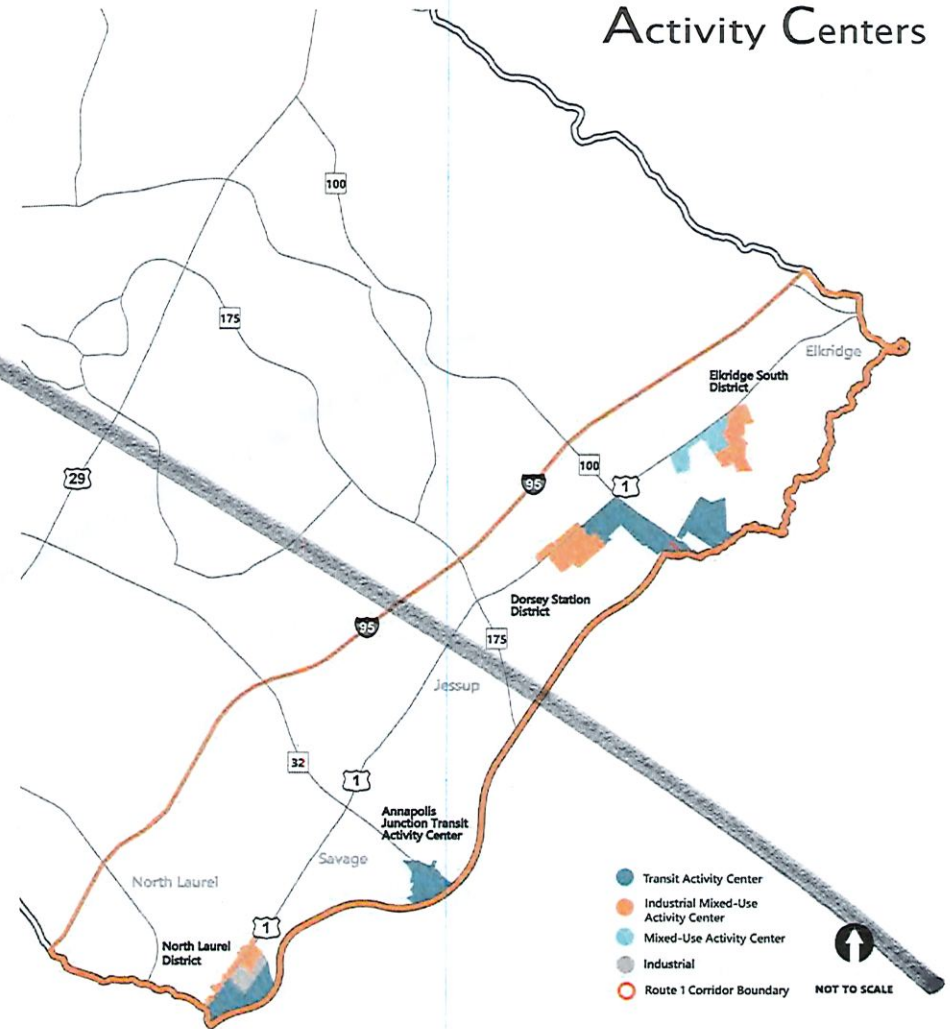
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important "destinations" in the Corridor with a sense of character that is compatible with the industrial uses that surround them. With recommendations focused on redevelopment; placemaking; attracting a mix of residential, commercial, and light industrial uses; and improving multi-modal transportation connections, these Route 1 Corridor activity centers will expand the vitality and sustainability of the area, the efficiency of the transportation system serving the location, and the sense of community experienced by residents, business owners, and visitors.

## Activity Center Character Areas

Based on the character areas found on the Future Land Use Map (FLUM), three types of activity centers can be found in the Route 1 Corridor: Transit Activity Centers, Mixed-Use Activity Centers, and Industrial Mixed-Use Activity Centers. They are similar, as they all promote a mix of residential and commercial uses, walkability, and open space. However, each differs in the uses that are prioritized and in the opportunities they offer for different nonresidential uses. For example, some activity centers allow light industrial uses that could attract eclectic, creative, or artistic/maker spaces that draw in residents, visitors, and small and large businesses. Others will continue to be residential hubs with proximity and connections to transit stops.



# MAP Rte 1 -10: Route 1 Activity Centers





# Elkridge South District

## Existing Conditions

The Elkridge South District fronts Route 1 and is located to the east of ~~Troy Hill Drive Commerce Center (north entrance), Ducketts Lane, Capitol Mobile Park, Elkridge Library, the Howard County Library, Elkridge Branch~~ and established residential communities located off Ambermann's Road, Hunt Club ~~Road~~, and Rowanberry Drive. The newly renovated 35,000-square foot ~~Elkridge Library, 10,000-square-foot-50+ Center, and including the Do It Yourself Education Center and the 10,000-square foot 50+ Center~~, have become a civic focal point for the community and are the adjacent catalyst for this District. In addition to the modern architectural building materials (featuring steel and glass), the site amenities include an outdoor terrace, a living retaining wall planted with vegetation, pathways connecting to the community, and a stormwater retention pond.

The ~~Elkridge South District is anchored by industrial and automotive uses to the north approximately 110 acres in size. Industrial and automobile-related uses predominate~~, including ~~what was a large UPS Worldwide Express Freight Center at 6571 Washington Boulevard, a used car dealership, auto repair businesses, construction companies, and large equipment rental businesses. Many of these uses are nonconforming to current zoning.~~ Limited commercial uses are found ~~in to the south of the area along Route 1~~, including roadside food trucks, convenience stores, and liquor stores. ~~Surrounding these industrial and commercial uses are residential neighborhoods, Harwood Park (a 1970s-era planned residential community) to the south and Old Washington then historic Elkridge to the north. Residential uses can be found in the District, including a small portion of Harwood Park (a 1970s-era planned residential community off Route 1) and a future 400-unit new residential project, known as the Elms at Elkridge, situated on almost 35 acres fronting Route 1 and the site of a former junkyard.~~

The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the District are made up of government and institutional land, commercial uses, and rights-of-way. The current zoning is under one-half M-1 and over a third CE-CL1. The remaining portion of the District is within CEF zoning. Large industrial warehousing and car storage lots are predominant in this area.

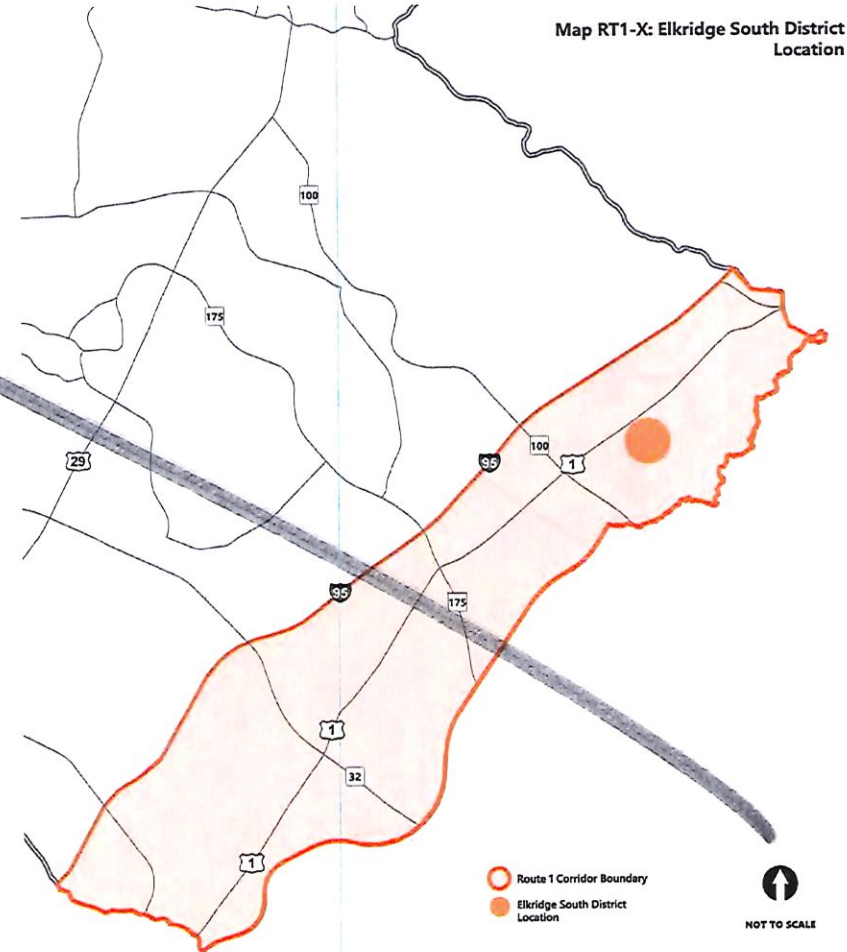
The character of development within the District's boundary today is primarily industrial in nature, with wide setbacks, and an established single-family neighborhood wedged between the industrial areas and the stream corridor to the west.

While there are some roadway linkages to within existing residential neighborhoods on the west side of Route 1, a more limited network exists on the east side. Harwood Park is to the south of the District is the exception, as it has a true street grid. These residential neighborhoods are largely disconnected from one another.

Similarly, Safe passage for pedestrians is even more scant. Although continuous sidewalks exist on along the west side of Washington Boulevard while Route 1, there is a distinct lack of pedestrian connectivity inside the District to and along the east. There is currently no No crosswalk from the library to the east side of Washington Boulevard currently connects the Elkridge Branch Library to the other side of Route 1. There is a crosswalk The two nearest crosswalks – at the signalized intersections at Rowanberry Drive and – A crosswalk also exists at the signalized intersection at Loudon Avenue at the entrance to (Harwood Park entrance) and Washington Boulevard – lead to no-receiving sidewalk on the east side of Route 1.

This District lies within the Lower North Branch Patapsco River watershed and the Deep Run Tributaries subwatershed. The District contains portions of two One major and three smaller tributary streams to Deep Run. The major tributary streams have stream runs through the District, with forested 100-year floodplains that vary in width varying in extent along its length. The District is approximately 25% forested, with several including the forest patches that provide buffers for the tributary streams. Current development regulations require protection of streams, wetlands, and floodplains, as well as mitigation for any forest clearing partially buffering the tributary stream. Otherwise, existing land uses encroach into the minimum stream buffer width as mandated by the current development regulations.

# MAP Rte 1 -13: Elkridge South District Location







*The Elkrige South District is located just north of the Route 100 and Route 1 intersection and includes the Industrial Mixed-Use and Mixed-Use Activity Center character areas. Directly across Route 1 from the Elkrige South District is the Howard County Library, Elkrige Branch.*

### Redevelopment Vision

The redevelopment of the Elkrige South District will energize this portion of the Route 1 Corridor, providing a “town-center” feel with opportunities for residential and commercial infill development and a complimentary “bookend” to the North Laurel District. It is intended to deliver new commercial amenities to address the needs of the residents of Elkrige, Harwood Park, and other nearby underserved neighborhoods. Redevelopment and new development will also create opportunities to improve environmental health with “green” development that enhances energy efficiency, open space, and stormwater management.

As various residential uses are adjacent to and planned around this District, a mixed-use development in this location could help meet the demand for retail in the Corridor. Mixed-use development should be targeted along Route 1 frontage to beautify the streetscape, create a safe and accessible pedestrian connection, and incorporate complementary community-related uses. Connecting this District to the Howard County Library and adjacent neighborhood-serving commercial is of utmost importance.

This area currently hosts a number of smaller light industrial businesses and is adjacent to a loose collection of trucking and automotive uses both inside and adjacent to the District. Where there are opportunities for industrial uses to remain, plans for trucking in and around this District should be made.

Redevelopment of the Elkrige South District will energize this portion of the Route 1 Corridor, providing a “town square” feel with opportunities for community gathering and public space, like parks, fields, event space, a community center, indoor athletic facilities, and a high school.

The area currently hosts a number of smaller light industrial businesses internal to the District and a loose collection of heavy trucking and automotive uses abutting Route 1. Redevelopment of this area will beautify the streetscape and create safe and accessible pathways to the residential neighborhoods that already touch three sides of the District, the Elkrige Branch Library directly across Route 1, and existing and planned neighborhood-serving commercial that surrounds the District to the north and south along Route 1. Redevelopment of the District will also create opportunities to improve environmental health in the area with enhanced open space, tree canopy, and stormwater management. Longstanding and locally owned businesses will be retained along the north side of South Hanover Road and McGaw Court.

### Character Areas and the Future Land Use Map

In the Elkrige South District, the Future Land Use Map (FLUM) proposes a blend of the Mixed-Use and Industrial Mixed-Use Activity Center character areas.

The Mixed-Use Activity Center character area makes up just under half of the District, along the southern and central portions. About a third of the Mixed-Use portion of the District currently includes industrial uses, and about one-fifth is made up of residential uses. The remaining land uses in the Mixed-Use portion of the District include commercial, residential, and government and institutional.

The Industrial Mixed-Use Activity Center character area makes up just over half of the District, along the eastern and northern portions. Land use in the Industrial Mixed-Use area is predominantly industrial, with about two-fifths of the area in industrial land use. Commercial, residential, and government and institutional uses each make up around an eighth of land uses in the area.

In the Elkrige South District, the Future Land Use Map (FLUM) proposes a Campus character area.

The Elkrige South District is located one-third of a mile south of the Green Valley Marketplace in the Elkrige Corners shopping center at the intersection of Montgomery Road and Route 1. Another mile and a half north, Route 1 intersects 895 and the Patapsco River, just past historic Elkrige. The District’s northwestern corner actually follows Old Washington Boulevard, not Route 1, as it splits towards near-exclusive residential use all the way up to Main Street and back to Route 1. Route 100 is one mile to the south.

The District is comprised of fifteen or so separate parcels, most of which by area are zoned Corridor Employment with a Continuing Light Industry overlay. Corridor Employment zoning was intended to encourage “new office, flex, and light industrial uses, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels.” Such redevelopment was supposed to enhance the Route 1 streetscape, improve vehicular traffic safety, and better accommodate both public transit and pedestrians. None of that has obtained.

Rather, residential use borders three sides of the Campus character area. Leading into the District from each of those residential neighborhoods are three larger wooded parcels, in total more than twenty acres. The wooded parcel to the west of the District, bounded by Loudon Avenue, is owned by State Highway Administration. Light industrial uses bordering the District should revert to traditional light industrial zoning.



### RTE 1-29 Policy Statement

Protect and promote industry and compatible mix of uses within the Industrial Mixed-Use Activity Center character area. Facilitate public placemaking in the ElkrIDGE South District.

#### Implementing Actions

1. Protect and support the viability of existing industrial and flex space uses in the area.
2. Redevelop underutilized properties with new residential, commercial, light industrial, and flex uses. New building materials and site design should be compatible with existing industrial uses.
3. Develop a new industrial, mid-density, mixed-use zone, or a combination of zones for this District that includes guidance for specific design principles and compatible land uses.
4. Consider development of low-rise, single-story commercial, warehouses, and flexible office buildings. Buildings in this area may also be vertically integrated, offering multiple uses on different floors of a single building.
  1. Acquire and consolidate parcels comprising the ElkrIDGE South District.
  2. Engage in visioning exercises with all members of the ElkrIDGE South community, including local residents, businesses, and religious, cultural, and historic organizations to determine preferred boundaries, uses and layout, including access, for the District.

### RTE 1-30 Policy Statement

Facilitate the development of a Mixed-Use Activity Center that includes commercial, retail, and residential uses, and opportunities for placemaking in neighborhood-serving commercial redevelopment along the Route 1 Corridor to the north and south of the ElkrIDGE South District.

#### Implementing Actions

1. Develop design guidelines specific to the character of that portion of the Route 1 Corridor from the Patasco River south, past historic ElkrIDGE, Montgomery and Loudon Roads and down to the southern bound of the former Roberts Property, currently Elms at ElkrIDGE. Green space and pathways interspersed throughout should connect residential uses further back from the roadway to the commercial and campus character areas that front Route 1.
  2. Anchor major Route 1 intersections to the north and south with neighborhood-serving commercial uses to support existing and planned residential communities.
  3. Incentivize replacing automobile-related uses on properties that front Route 1 with new neighborhood-serving retail and restaurants.
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
  2. Develop design guidelines for the ElkrIDGE South District that allow for mixed-use, commercial development to support existing and planned residential communities.
  3. Consider attracting convenience commercial (including commercial pad sites) and eliminating auto-related uses on properties that front Washington Boulevard.
  4. Redevelop Route 1 frontage parcels with new neighborhood-serving retail and restaurant uses.
  5. Create small community greens and/or hardscape plazas to provide opportunities for activities like outdoor dining, music, and movies-on-the-green that bring community members together. Ensure that community gathering spaces can be accessed by walking and bicycling from nearby homes.

### RTE 1-31 Policy Statement

Increase connections between adjacent sites while safely facilitating the maneuvering of semi-truck traffic in the ElkrIDGE South District. Minimize hazards posed to vehicular, pedestrian and bicycle travel along this portion of Route 1.

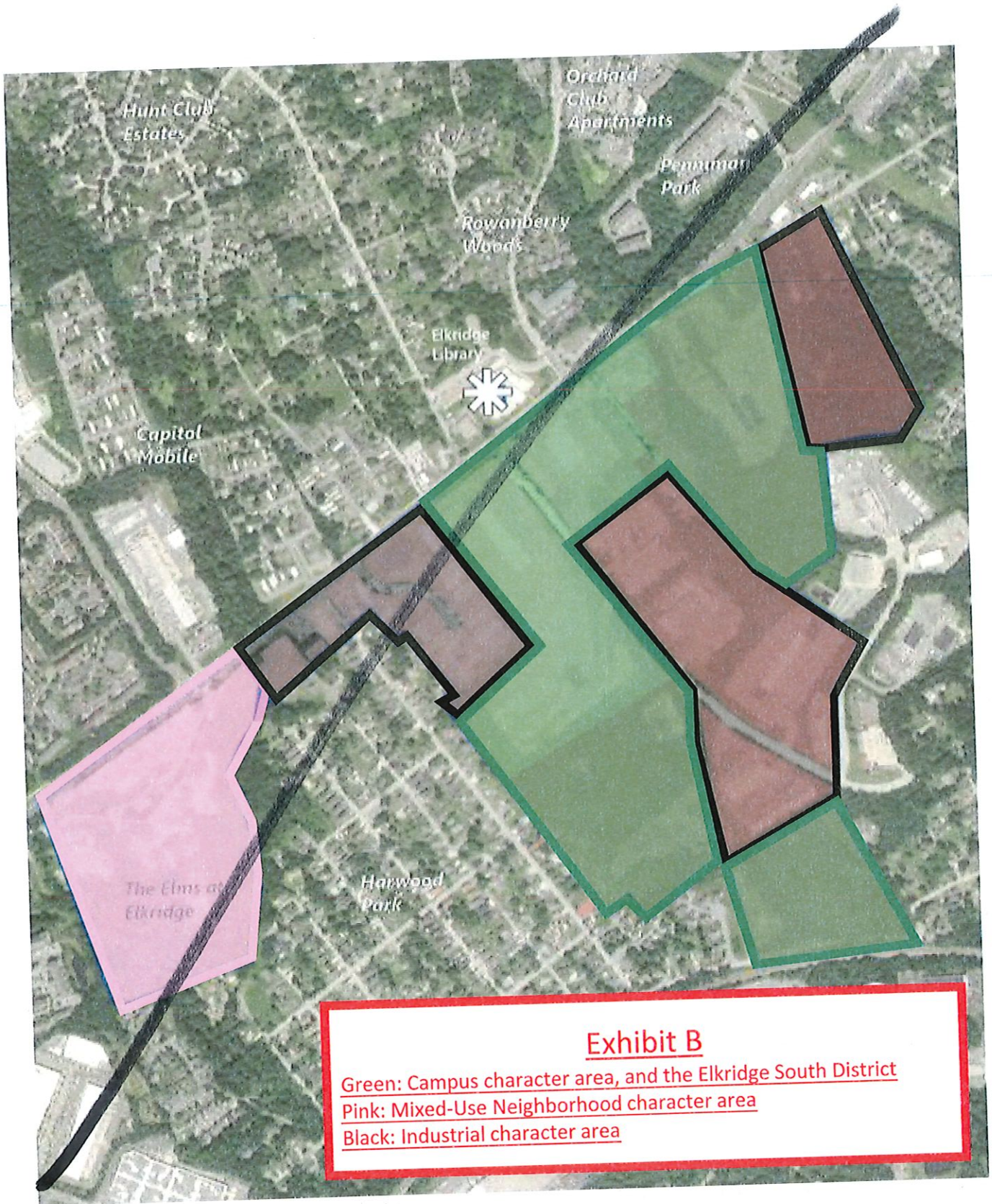
#### Implementing Actions

1. Develop a transportation study for the area including and surrounding the ElkrIDGE South District campus character area, particularly where Old Washington Boulevard turns left, southbound onto Route 1 at the District's northwestern corner.
2. Incentivize pathway connections off of Route 1 among open space corridors and residential neighborhoods.
3. Add a signalized intersection and crosswalk to connect the ElkrIDGE Branch Library to the east side of Route 1.
4. Leverage partnerships and funding opportunities with local, regional, State and federal governments and nonprofit organizations to prioritize and implement additional safety improvements and expanded and more frequent public transit options along the Route 1 Corridor.
  1. Develop a transportation study for the ElkrIDGE South District.
  2. Provide pathway connections to adjacent open space corridors and neighborhoods.
  3. Create an internal network of streets to improve connections to the ElkrIDGE Library from residential and commercial uses.
  4. Support the addition of a signalized intersection and crosswalk that connects the ElkrIDGE Library to the east side of Route 1, where the Mixed-Use Activity Center is proposed.
  5. Support a local street network that serves buildings directly and enables businesses to load and maneuver trucks. Semi-truck traffic should move goods and services on routes that minimize impacts on neighborhoods and commercial sites within and around the District.
  6. Consider prioritizing Pine Avenue as an access point for industrial uses within and east of the ElkrIDGE South District.

The illustration highlights one of many possible concepts for modest infill development along Washington Boulevard. In this case, small format retail shops and restaurants that serve the needs of nearby residents are depicted. New single-story retail shops and restaurants are placed along Route 1 as a new "front door" to the existing neighborhood behind. A small community green between two buildings, and a hardscape plaza surrounding two other buildings, provide opportunities for activities like outdoor dining, music, and movies-on-the-green that bring community members together. The destination-minded uses in the buildings could be reached on foot or by bicycle from nearby homes.









**Amendment 2 to Council Bill No. 28 -2023**

**BY: Christiana Rigby**

**Legislative Day 11**

**Date: 10/02/2023**

**Amendment No. 2**

*(This Amendment makes the following changes to HoCo by Design Chapter 3 and Chapter 11:*

*Chapter 3: Ecological Health* - *Amends the section titled "Mitigation Measures" to include how targeting redevelopment in activity centers offers opportunities to preserve existing environmental resources;*  
- *Amends the EH-2 Policy Statement to integrate projects and regulations with climate change goals and the Implementing Actions to include redevelopment in mixed use activity centers in the evaluation of where the Land Development Regulations and Zoning Regulations;*  
- *Amends the EH-3 Policy Statement Implementing Actions to require an exploration of housing development patterns that enhance opportunities for preservation while reducing emissions;*

*Chapter 11: Implementation* - *includes the Climate Action and Resiliency Plan in the County's library of plans;*  
- *Amends the EH-2 Policy Statement to integrate projects and regulations with climate change goals and the Implementing Actions to include redevelopment in mixed use activity centers in the evaluation of where the Land Development Regulations and Zoning Regulations; and*  
- *Amends the EH-3 Policy Statement Implementing Actions to require an exploration of housing development patterns that enhance opportunities for preservation while reducing emissions)*

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 3: Ecological Health: 12, 15, and 17;
- 4 • Chapter 11: Implementation: 10, 16, and 17.

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

7

**I certify this is a true copy of**

Am 2 CB28-2023

**passed on** 10/11/2023

Michelle H. Reed  
**Council Administrator**



☪  
*I would like to see environmental and climate change concerns be the most important consideration for growth and infrastructure.*  
☪

- HoCo By Design process participant

## Mitigating and Adapting to Climate Change

Climate change can be generally defined as a significant, long-term shift in weather patterns for a specific geographic region. The National Oceanic and Atmospheric Administration's (NOAA) Fourth National Climate Assessment notes that emissions of the long-lived greenhouse gases carbon dioxide, methane, nitrous oxide, and fluorinated gases are causing climate change as they build up and trap heat in the atmosphere. The assessment further notes that greenhouse gas (GHG) emissions come from human sources (fossil fuel combustion, industrial processes, deforestation) and natural sources, but emissions from human sources have increased dramatically since the start of the industrial age and the growing use of coal, oil, and natural gas.

NOAA's Maryland State Climate Summary (2017) projects impacts in Maryland from climate change will include increased average annual precipitation, especially during the winter and spring. More frequent and intense rainfall events are also projected, which could lead to more flooding events in urban areas and expanded flood inundation areas. Projected changes also include higher daytime and nighttime temperatures, which could intensify droughts. NOAA further projects that the oceans will continue to warm and sea levels will continue to rise, which may displace people living along the coast. These effects combined could shift available habitat and impact migratory patterns for plant and wildlife species. If these shifts occur at a rapid pace, species that cannot adapt quickly enough may not survive.

Not only could climate change have a devastating impact on the natural environment and plant and wildlife species, it could also economically distress many households, businesses, and families. Families could experience higher energy bills resulting from temperature extremes, unless they are able to upgrade the heating and cooling systems in their homes. They may also need to further weatherproof their homes and retrofit their properties to add stormwater management for more frequent nuisance flooding. While all households may experience impacts from climate change, lower-income and cost-burdened households could have significant challenges affording these extra costs. In Howard County, as of 2018, 5% (5,732) of all households are below the poverty line and 23% (27,310) of households are in the ALICE (Asset Limited, Income Constrained, Employed) income bracket. Financial assistance programs are available to assist income-qualified households, such as weatherization programs funded by federal and state grants.

### Mitigation Measures

Mitigation measures to reduce GHG emissions in our region can include reducing the use of fossil fuels through energy conservation and efficiency in buildings and transportation, switching to renewable energy, and promoting carbon sequestration through natural resources and agriculture. Carbon sequestration is the process by which atmospheric carbon dioxide is taken up by trees, grasses, and other plants through photosynthesis and stored as carbon in biomass (trunks, branches, foliage, and roots) and soils.

Many Smart Growth policies promote development patterns and actions that are in harmony with climate mitigation goals. Policies that promote compact growth, walkable communities, green buildings, complete streets, and increased transit reduce fossil fuel use. Other policies promote protecting environmental resources, such as wetlands and forests, and preserving open space and agricultural land, which can provide carbon sequestration and help mitigate increased temperature extremes. [HoCo By Design's Smart Growth strategy of targeting redevelopment in mixed used activity centers offers opportunities to preserve existing environmental resources by directing growth away from undeveloped lands and creating compact, walkable communities that support transit investment and innovative green building design.](#) Zoning and other policies can promote renewable energy by making it easier to include solar and other on-site or local renewable energy generation, especially on developed parcels. Mitigation measures can help communities improve their quality of life and save money through reduced energy costs, an important outcome for everyone, but especially for low-income or cost-burdened households.



Photo Credit: Sue Müller





### EH-2 Policy Statement

Seek to integrate climate change mitigation and adaptation goals into all county programs, projects, and policies, and regulations.

### Implementing Actions

1. Ensure the Howard County Climate Action Plan update continues to maximize opportunities to mitigate and adapt to climate change with clear goals and strategies.
2. Evaluate and enhance opportunities where needed for climate change mitigation and adaptation measures in the Subdivision and Land Development Regulations and Zoning Regulations, such as redevelopment in mixed use activity centers, natural resource protection, and the provision of renewable energy.
3. Enhance county design requirements for county infrastructure and public and private buildings, to ensure these structures will be resilient under projected future weather patterns and minimize resource consumption.
4. Review and update county Green Building requirements for opportunities to enhance the sustainability of public and private buildings.
5. Identify and ensure economically-vulnerable communities, businesses, and households have the resources necessary for mitigation and adaptation measures.

## Protecting Sensitive Environmental Resources

The County Subdivision and Land Development Regulations and Zoning Regulations contain significant provisions for the protection of sensitive environmental resources when properties are developed. This section discusses regulatory protections for water resources, steep slopes, and rare, threatened and endangered species, as well as three zoning districts specifically designed to protect sensitive resources. Additional protective measures for forests and stormwater management requirements are addressed in later, separate sections.

### Water Resources and Steep Slopes

Water resources include rivers, wetlands, floodplains, ponds, lakes, and groundwater. These are vital natural resources that provide drinking water, stormwater management, pollution abatement, floodwater storage, and recreation, as well as important habitat for a wide variety of plant and animal species.

To protect water quality and habitat within streams, the County Subdivision and Land Development Regulations require the following undisturbed streamside buffer areas:

- 75 to 100 feet along perennial streams in residential zoning districts;
- 50 feet along perennial streams in non-residential zoning districts; and
- 50 feet along intermittent streams in all zoning districts.

The regulations also require a 25-foot undisturbed buffer around nontidal wetlands. Additionally, most wetlands in the County are found within the 100-year floodplain, which is protected from disturbance.

County regulations also protect steep slopes of 25% or greater when there is a contiguous area of 20,000 square feet or larger. Disturbing steep slopes can generate excessive erosion and sedimentation that can be difficult to contain even with enhanced sediment and erosion control practices, and once disturbed steep slopes can be difficult to stabilize. This can be especially problematic when these slopes are adjacent to water bodies. When slopes of 15% or greater occur in conjunction with highly erodible soils, these erosion problems are intensified.

To provide the greatest benefit, stream and wetland buffers should be wide enough to allow adequate filtering of overland stormwater runoff, include adjacent steep slopes and highly erodible soils, and be forested. The use of a floodplain buffer can improve resilience to flooding by accounting for future changes in the floodplain due to changing weather patterns (increased rainfall), increased development, or outdated mapping.

County regulations require sediment and erosion control practices comply with the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control when development or forestry activities will result in clearing and grading. These practices prevent sediment and other pollutants from leaving a disturbed site and entering nearby water bodies during storm events. The requirements for sediment and erosion control should be reviewed to ensure they are adequate for changing precipitation patterns, especially short-duration, high-intensity storms.



## Rare, Threatened, and Endangered Species

The 2019 Maryland Department of Natural Resources (DNR) list of current and historical rare, threatened, and endangered species identifies 98 species within Howard County. Of these 98 species, 15 are animals and 83 are plants. Threats to these species are primarily caused by habitat destruction, particularly of wetlands, riparian areas, steep slopes, and forests. Therefore, protective measures for these important habitats also benefit these species.

The DNR mapped the known habitat areas for rare, threatened, and endangered species throughout Maryland as Sensitive Species Project Review Areas (SSPRA). The SSPRA information is used by the County to initially screen development proposals under the Forest Conservation Act. If this screening indicates that such habitat may be present, the developer is referred to the DNR for guidance on protecting the species and the associated habitat.

## Zoning Regulations

Excluding mixed use zones, there are three residential zoning districts with a stated purpose that includes protecting environmental resources. (Note that there is a fourth district that includes this purpose, but it is applicable only to historic properties.) These zoning districts require or allow the use of cluster development to achieve this purpose. The Residential-Environmental Development (R-ED) zoning district in the East is located primarily along the Patapsco River in areas with steep and narrow stream valleys. The R-ED zoning district has a 50% open space requirement (as specified in the Subdivision and Land Development Regulations) and allows smaller lots, clustered together to keep development impacts away from steep slopes and streams. In the Rural West, the Rural Conservation (RC) zoning district requires low-density, clustered residential development for parcels of 20 acres or greater to protect agricultural lands and natural resources. This type of cluster development is also allowed on smaller lots in the RC zoning district and on any lot in the Rural Residential (RR) zoning district. Cluster development may also be appropriate to enhance environmental protection in other residential zoning districts.

### EH-3 Policy Statement

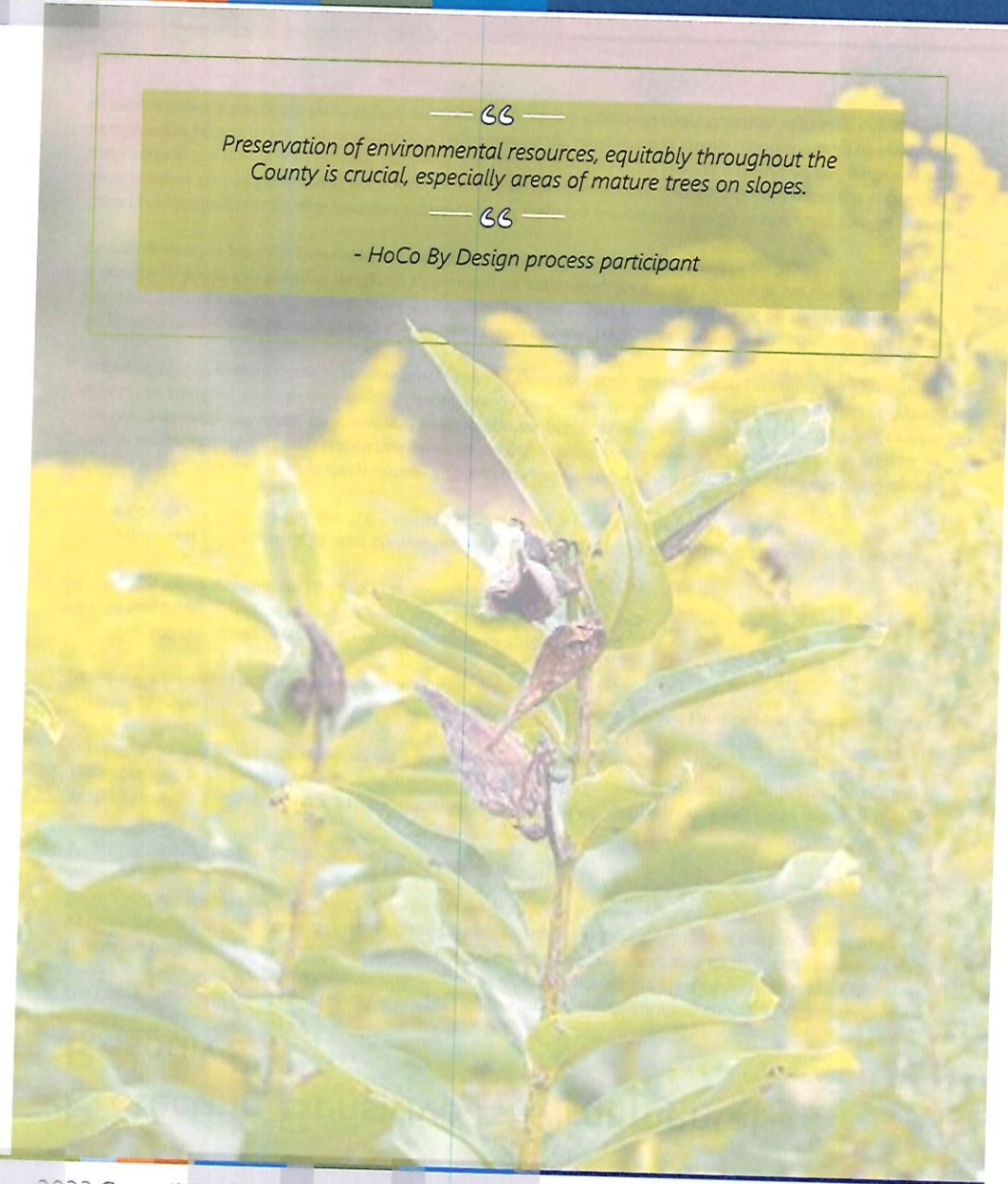
Ensure the Subdivision and Land Development Regulations and Zoning Regulations provide adequate protection for sensitive environmental resources within new development and redevelopment.

### Implementing Actions

1. Evaluate and enhance protections, including sediment and erosion control, where needed for sensitive environmental resources, such as water resources, steep slopes, and rare, threatened, and endangered species, in the Subdivision and Land Development Regulations.
2. Explore whether cluster development may also be appropriate in other residential zoning districts during the zoning regulation update process.
3. Explore housing development patterns that enhance opportunities for preservation while reducing emissions that contribute to climate change.

— ☺ —  
*Preservation of environmental resources, equitably throughout the County is crucial, especially areas of mature trees on slopes.*

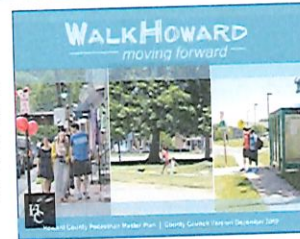
— ☺ —  
*- HoCo By Design process participant*





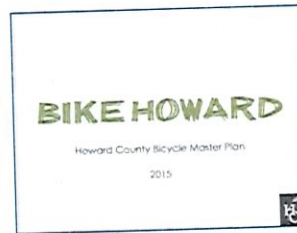
## WalkHoward

WalkHoward, approved in 2020 and updated approximately every five years, focuses on creating a stronger, safer, and more convenient pedestrian network in Howard County, which allows residents and visitors of all abilities to access transit, schools, trails, parks, and recreational opportunities. This will be accomplished by filling in existing gaps in infrastructure, meeting or exceeding Americans with Disabilities Act requirements, and enhancing existing facilities in the current network.



## BikeHoward

The County's BikeHoward Plan, updated approximately every five years, focuses on creating an inclusive bicycle-friendly community supported by networks and infrastructure to access schools, work, and recreation. The goal of the document is to create a framework for a bicycle network that has seamless transitions and provides for safety for all users using education programs, updates to infrastructure and land use policies, and coordination with the State of Maryland.



## Strategic Road Safety Plan

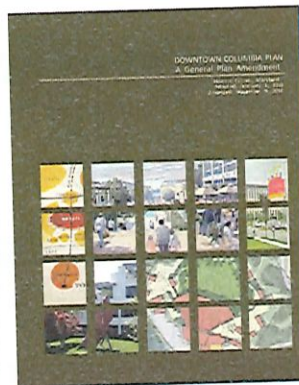
The Howard County Strategic Road Safety Plan serves as a roadmap to guide County policies and actions to reduce the number of traffic-related crashes, injuries, and fatalities using a comprehensive and strategic approach based on the four E's of traffic safety: Engineering, Enforcement, Education, and Emergency Medical Services. The plan also aligns with the State of Maryland's Strategic Highway Safety Plan in an effort to reach zero traffic fatalities.

## Complete Streets Policy

The County's Complete Streets Policy provides goals, strategies, policies, standards, and actions to incorporate complete streets into the County's land use and transportation plans, and establish priority projects based upon annual performance measures.

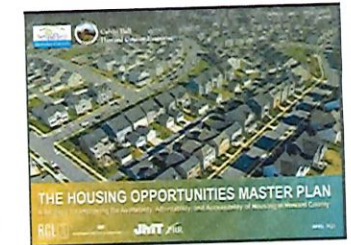
## Downtown Columbia Plan

The Downtown Columbia Plan provides a master plan to reinvest in the Town Center consistent with James Rouse's four original principles for Columbia. The document provides goals and guidance on neighborhood character, shared spaces, commercial development, housing diversity, urban design, parks and open spaces, green technologies and sustainable design, conservation and restoration, and balancing and phasing growth through housing, redevelopment opportunities, and transit integration. The Downtown Columbia Plan is incorporated by reference in HoCo By Design.



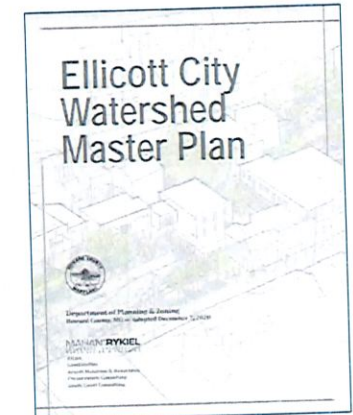
## Housing Opportunities Master Plan

Howard County's Housing Opportunities Master Plan (HOMP) is focused on housing programs, regulations, and policies in Howard County that help assess existing conditions, identify opportunities for new and preserved housing, and provide options for residents in all socio-economic segments. Land use decisions and policies directly influence the provision and availability of housing types and locations in the County. The HOMP guides decisions and provides metrics and timelines to measure success of meeting the plan's goals.



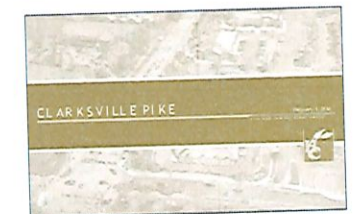
## Ellicott City Watershed Master Plan

As part of the General Plan, the Ellicott City Watershed Master Plan provides policies and implementing actions for protecting and enhancing flood-impacted Ellicott City and the surrounding Tiber Branch Watershed. To accomplish this protection and enhancement, the plan integrates strategies for community character and placemaking, flood mitigation, environmental sustainability, economic development, and transportation and parking. Strategies are then illustrated through options for specific geographic areas. The plan is guided by and builds upon the Ellicott City Safe and Sound Plan. Like the Downtown Columbia Plan, the Ellicott City Watershed Master Plan is incorporated by reference in HoCo By Design.



## Design Manuals

The Route 1 Manual (2009), Route 40 Design Manual (2010), and Clarksville Pike Streetscape Plan and Design Guidelines (2016) include recommendations to guide design in these three corridors, and are used by the Howard County Design Advisory Panel (DAP) in reviewing applications for new developments and redevelopments.



## Climate Action and Resiliency Plan

The Climate Action and Resiliency Plan includes strategies, actions, and recommendations to address the impacts of climate change, make the County a model for energy independence, and enhance resilience to future environmental challenges, with a particular focus on underserved communities.



**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>GCF-1 - Provide limited and predictable Planned Service Area expansions.</b>		
1. Planned Service Area expansions should include a development proposal that is consistent with the General Plan.	DPZ	Ongoing
2. Any Planned Service Area expansion shall establish a transition that is compatible with and enhances surrounding communities, and provides an environmental benefit.	DPZ	Ongoing
3. Any Planned Service Area expansion shall meet the criteria above.	DPZ	Ongoing
<b>EH-1 - Continue to support the County's ecological health.</b>		
1. Integrate the goals of protecting and restoring the County's ecological health when updating county programs and policies.	OCS DPZ DPW DRP HCHD	Mid-Term
2. Ensure adequate funding for programs and measures to protect and restore the County's ecological health.	OCS DRP DPW HSCD Elected Officials OOB	Ongoing
3. Create a dedicated funding source, as was done for the Agricultural Land Preservation Program, for environmental programs.	DPZ OCS Elected Officials OOB	Mid-Term
4. Establish a natural resource protection goal for the County and each major watershed to help protect biodiversity and mitigate climate change.	OCS DPZ DRP	Mid-Term

**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-2 - Seek to integrate climate change mitigation and adaptation goals into all county programs, projects, and policies, and regulations.</b>		
1. Ensure the Howard County Climate Action Plan update continues to maximize opportunities to mitigate and adapt to climate change with clear goals and strategies.	OCS	Mid-Term
2. Evaluate and enhance opportunities where needed for climate change mitigation and adaptation measures in the Subdivision and Land Development Regulations and Zoning Regulations, such as <u>redevelopment in mixed use activity centers</u> , natural resource protection, and the provision of renewable energy.	DPZ OCS	Ongoing
3. Enhance county design requirements for county infrastructure and public and private buildings, to ensure these structures will be resilient under projected future weather patterns and minimize resource consumption.	DPW DILP OCS DPZ Private Partners	Ongoing
4. Review and update county Green Building requirements for opportunities to enhance the sustainability of public and private buildings.	DILP DPW DPZ OCS Private Partners	Mid-Term
5. Identify and ensure economically-vulnerable communities, businesses, and households have the resources necessary for mitigation and adaptation measures.	DCRS OEM OHRE OCS DPW HCHD HCEDA	Ongoing



Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-3 - Ensure the Subdivision and Land Development Regulations and Zoning Regulations provide adequate protection for sensitive environmental resources within new development and redevelopment.</b>		
1. Evaluate and enhance protections, including sediment and erosion control, where needed for sensitive environmental resources, such as water resources, steep slopes, and rare, threatened, and endangered species, in the Subdivision and Land Development Regulations.	DPZ HSCD	Mid-Term
2. Explore whether cluster development may also be appropriate in other residential zoning districts during the zoning regulation update	DPZ	Mid-Term
3. <u>Explore housing development patterns that enhance opportunities for preservation while reducing emissions that contribute to climate change.</u>	DPZ OCS	Mid-Term
<b>EH-4 - Incentivize additional resource protection and restoration measures within new development and redevelopment.</b>		
1. Consider increased use of a density exchange overlay district, in both the West and the East, to protect sensitive resources in areas with unique conditions or resources.	DPZ	Mid-Term
2. Consider incentives to encourage environmental protection and restoration when properties are developed or redeveloped, such as tax credits, density bonuses, housing allocations, and public-private partnerships.	DPZ HCEDA Private Partners	Mid-Term
3. Evaluate and strengthen the Green Neighborhood Program to ensure adequate incentives will increase program use and incorporate new options, such as increased moderate income housing units.	DPZ DILP OCS	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-5 - Evaluate and improve stormwater management requirements to enhance climate change resilience.</b>		
1. Conduct a flooding vulnerability assessment to determine which watersheds are susceptible to chronic flooding under current and expected future precipitation patterns.	DPW	Ongoing
2. Update stormwater management design standards to address current and expected future precipitation patterns. Consider adding quantity management requirements, including management for short-duration, high-intensity storms in vulnerable watersheds.	DPZ DPW OCS	Mid-Term
3. Evaluate opportunities to further reduce stormwater runoff and pollutant loadings when redevelopment occurs.	DPZ DPW OCS	Mid-Term
4. Continue to use a nature-based or green stormwater infrastructure approach (bioretention, swales) in combination with a built or gray infrastructure approach (pipes, ponds) to address flood mitigation and adaptation, to maximize ecological benefits.	DPW DPZ OCS Private Partners	Ongoing
5. Evaluate alternatives for improving, enforcing, and funding long-term inspection and maintenance of stormwater management facilities, particularly those facilities located on private residential lots.	DPW Private Partners	Mid-Term



**Amendment 3 to Council Bill No. 28 -2023**

**BY: Christiana Rigby**

**Legislative Day 11**

**Date: 10/02/2023**

**Amendment No. 3**

*(This Amendment makes the following changes to HoCo by Design Chapter 3 and Chapter 11:*

*Chapter 3: Ecological Health - Adds a planning effort for the reuse of any quarry site that ceases operation during the planning horizon for HoCo By Design;*  
*- Amends the EH-13 Policy Statement Implementing Action to require an exploration of future reuses of sites; and*

*Chapter 11: Implementation - Amends the EH-13 Policy Statement Implementing Action to require an exploration of future reuses of sites.)*

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 3: Ecological Health: 58; and

4 • Chapter 11: Implementation: 22.

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

7

**I certify this is a true copy of**

Am 3 CB 28-2023

**passed on**

10/11/2023

Michelle D'Arzo

**Council Administrator**



## Bee City USA

In 2019, the County Executive signed an Executive Order designating Howard County as a Bee City USA, committing the County to support and encourage healthy pollinator habitat creation and enhancement. This Executive Order notes that bees and other pollinators are responsible for reproduction in almost 90% of the world's flowering plants, including fruits and vegetables, but they have experienced population declines in the United States due to habitat loss, poor nutrition, pesticides, parasites, diseases, and climate change. Under this Executive Order, the County agreed to work with the Howard County Conservancy to enhance understanding among county staff and the public about the vital role that pollinators play and what each person can do to sustain them. Identified techniques include developing and implementing a program to create or enhance pollinator-friendly habitat on public and private land, and adopting an integrated pest management plan designed to prevent pest problems, reduce pesticide use, and expand the use of non-chemical pest management methods.

### EH-11 Policy Statement

Encourage individual environmental stewardship in daily activities on private and public property.

#### Implementing Actions

1. The County should continue to provide leadership by incorporating environmentally sensitive site development and property management practices on county properties.
2. Continue existing and expand current outreach programs to promote and assist private property owners with the implementation of stewardship practices.
3. Increase opportunities for student participation in environmental outreach and education and stewardship practices on school properties.

### EH-12 Policy Statement

Commit to and support the County's designation as a Bee City USA.

#### Implementing Actions

1. Integrate pollinator-friendly practices into county policies, programs, and capital projects.
2. Incorporate improvements to the County's pest management policies and practices as they relate to pollinator conservation.
3. Develop and implement a program to create and enhance pollinator-friendly habitat on public and private land.

## Managing Mineral Resources

A 1981 Maryland Geological Survey study identified Howard County's principal mineral resources as sand and gravel, which are of great importance to the construction industry. These resources are confined mainly to the Coastal Plain portion of the County, specifically from the Howard and Anne Arundel County border westward to approximately midway between Route 29 and Interstate 95. The Maryland Geological Survey also indicates there is potential for crushed stone production west of Interstate 95, based on mineral resources endemic to the Piedmont region of Howard County, but locations were not identified.

The Maryland Department of the Environment (MDE) issues mining permits per the Surface Mining Act of 1975. MDE identifies three mining operations in Howard County—one in Marriottsville, and two in Jessup. However, one of the Jessup facilities is no longer mining. Both active facilities quarry stone or hard rock. Sand is no longer mined in Howard County.

Howard County's Zoning Regulations allow quarries as conditional uses in rural and industrial areas, subject to certain approvals and limitations. Pre- and post-extraction planning and ongoing management are required to ensure mining operations do not impact quality of life in adjacent neighborhoods. Existing infrastructure, such as roads, must be sufficient. Final use of a mined site is planned prior to any extraction. ~~While it is not anticipated that quarry activities will cease during the planning horizon for HoCo By Design, if they do, a planning effort should be undertaken to identify potential reuse of the sites~~ For any quarry activities that cease during the planning horizon for HoCo By Design, a planning effort should be undertaken to identify potential reuse of the sites.

Industrially zoned areas, where mining is a conditional use, are primarily in the Route 1 Corridor and coincide with the Coastal Plain area of the County. This could afford potential opportunities for additional mining, if feasible, but such activities seem unlikely, given existing and planned development in the Corridor.

### EH-13 Policy Statement

Continue to balance the potential for mineral resource extraction with other land uses.

#### Implementing Actions

1. Continue to allow mineral resource extraction as a conditional use in the Zoning Regulations in appropriate locations.
2. Explore opportunities for the future reuses of quarry sites.



Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-8 - Expand implementation of the Green Infrastructure Network Plan.</b>		
1. Integrate the Green Infrastructure Network Plan implementation actions into the relevant county plans and programs.	DPZ DRP OCS DPW	Ongoing
2. Consider use of an overlay zoning district or other regulatory measures to target resource protection measures for the Green Infrastructure Network.	DPZ	Mid-Term
3. Establish an easement or land purchase program to protect uncommitted parcels within the Green Infrastructure Network.	DPZ OCS	Mid-Term
4. Amend county design standards for roads, bridges, and culverts to facilitate safe passage for wildlife at county road crossings within the Green Infrastructure Network.	DPZ OCS DPW OOT	Mid-Term
5. Conduct studies of existing resource conditions and wildlife use within the network to enhance management of the Green Infrastructure Network.	DPZ OCS	Long-Term
6. Consider expansion of the Green Infrastructure Network to include smaller habitat areas that provide 'stepping stones' to the primary network.	DPZ OCS	Mid-Term
<b>EH-9 - Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.</b>		
1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.	DPZ OCS	Ongoing
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.	DPZ	Ongoing
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.	DPZ OCS	Ongoing
<b>EH-10 - Expand the scope of potential uses of the Agricultural Land Preservation Program Fund.</b>		
1. Work with various stakeholders to identify areas for the most appropriate and effective potential uses of the fund, including support for environmental programs, while ensuring continued funding of the ALPP.	DPZ OCS	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-11 - Encourage individual environmental stewardship in daily activities on private and public property.</b>		
1. The County should continue to provide leadership by incorporating environmentally sensitive site development and property management practices on county properties.	DPW DRP DPZ OCS	Ongoing
2. Continue existing and expand current outreach programs to promote and assist private property owners with the implementation of stewardship practices.	OCS DRP HSCD Private Property Owners	Ongoing
3. Increase opportunities for student participation in environmental outreach and education and stewardship practices on school properties.	HCPSS HSCD OCS DRP	Ongoing
<b>EH-12 - Commit to and support the County's designation as a Bee City USA.</b>		
1. Integrate pollinator-friendly practices into county policies, programs, and capital projects.	OCS DRP DPW DPZ	Mid-Term
2. Incorporate improvements to the County's pest management policies and practices as they relate to pollinator conservation.	OCS DRP	Ongoing
3. Develop and implement a program to create and enhance pollinator-friendly habitat on public and private land.	OCS DRP Private Partners	Mid-Term
<b>EH-13 - Continue to balance the potential for mineral resource extraction with other land uses.</b>		
1. Continue to allow mineral resource extraction as a conditional use in the Zoning Regulations in appropriate locations.	DPZ	Ongoing
2. Explore opportunities for the future reuses of quarry sites.	DPZ	Mid-Term



Amendment 4 to Council Bill No. 28 -2023

BY: Christiana Rigby

Legislative Day 11

Date: 10/02/2023

Amendment No. 4

*(This Amendment makes the following changes to HoCo by Design Chapter 8, Chapter 10, Chapter 11, Technical Appendix B, and Technical Appendix C:*

- Chapter 8: Public School Facilities* - *Amends the PS-1 Policy Statement Implementing Actions to include the Gateway Regional Activity Center in the planning of activity center school capacity projects;*
- Chapter 10: Managing Growth* - *Amends the Residential Growth Targets, 2020-2040 section to specify that establishing commercial, housing, school capacity, and transportation goals are foundational goals for the Gateway Regional Activity Center master plan;*
- Chapter 11: Implementation* - *Amends the PS-1 Policy Statement Implementing Actions to include the Gateway Regional Activity Center in the planning of activity center school capacity projects;*
- Technical Appendix B: Character Areas* - *Amends the Regional Activity Center character area section to specify that establishing commercial, housing, school capacity, and transportation goals are foundational goals for the Gateway Regional Activity Center master plan.*
- Technical Appendix C: Focus Areas* - *Amends the Gateway Illustrative Map General Considerations to emphasize educational facilities and infrastructure.)*

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

- 3 • Chapter 9: Public School Facilities: 18;  
4 • Chapter 10: Managing Growth: 6;  
5 • Chapter 11: Implementation: 51;  
6 • Technical Appendix B: Character Areas: 35;  
7 • Technical Appendix C: Focus Areas: 37.

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

**I certify this is a true copy of**

Am 4 CB28-2023

**passed on** 10/11/2023

Michelle Howard  
**Council Administrator**



## Implementation of the Blueprint for Maryland's Future

Another future trend to consider is the implementation of the statewide Blueprint for Maryland's Future (Blueprint)—a set of policies and dedicated funding that is intended to transform Maryland's early childhood, elementary, and secondary school system to the level of high-performing school systems around the world. Blueprint is based on the recommendations of the Commission on Innovation and Excellence in Education. The Commission made policy recommendations to the Maryland General Assembly (MGA) and thereafter the MGA passed legislation annually from 2018 through 2021.

The General Assembly established priorities and funding provisions, including dedicated funding to support the Blueprint's implementation. Overall, the State of Maryland will invest an additional \$3.9 billion (45% increase) in Maryland's public schools by FY 2034 to assist local governments with implementing Blueprint. Additionally, local governments will also need to increase their investments to meet Blueprint goals. However, investment levels will vary by jurisdiction depending on historical spending levels.

Blueprint policies are grouped in five pillars: 1) Early Childhood Education; 2) High-Quality and Diverse Teachers and Leaders; 3) College and Career Readiness; 4) More Resources for Students to be Successful; and 5) Governance and Accountability. Policies advancing each pillar are phased in over time, with the goal of strengthening the entire educational system through improved student performance. Additional resources will be directed to students who need them the most to close achievement gaps and expand student opportunities.

Implementation of the Blueprint will occur over 10 years and will have both operating and capital budget impacts. Operationally, it is not intended to create an unfunded state mandate but rather to help local school systems refocus and reprioritize programs. Future cost estimates indicate that funding for Blueprint implementation will not exceed net local costs or typical annual growth rates. According to the State Department of Legislative Services, Howard County is one of nine counties that has consistently funded local schools above the required annual Maintenance of Effort (MOE) levels and is not expected to incur any additional local costs beyond historical trends to meet Blueprint mandates since "projected appropriations under current practices exceed the amount required under the Blueprint legislation."



The State's legislative analysis also indicates that Blueprint implementation, when coupled with the significant increases of nearly \$4 billion in state aid to school systems over the next 10 years, is intended to help local school systems enhance and reprioritize programs to enrich student experiences and accelerate improved student outcomes.

Given the County's historic high levels of spending, which are significantly above the MOE, and given additional state funding available, local fiscal impacts are not expected to exceed annual budgetary growth rates. The FY 24 Spending Affordability Advisory Committee reviewed these assumptions as part of their thorough review of the HoCo By Design fiscal analysis and found that "the final fiscal impact analysis is sound in methodology and presents reasonable conclusions."

Implementation of the prekindergarten requirement under Pillar 1 (Early Childhood Education) will require additional capacity beyond what can be accommodated in existing school buildings. However, the Blueprint allows for private academic institutions that meet prescribed quality standards to receive state funding for prekindergarten programs. This will help defray capital and programming costs and reduce the public share of capacity needed to provide voluntary full-day prekindergarten services. HCPSS is in early planning stages and has been exploring a variety of strategies, including converting half-day classrooms to full-day, construction of regional early childhood centers, additions to existing elementary schools, and/or leasing commercial space. Guidance regarding implementation is still evolving, and further study and planning will be necessary. Alternative strategies could include additions to elementary schools, renting or leasing commercial space, or other space solutions.

The Schools SAG discussions emphasized the need for school facilities, particularly to support regional early childhood programs required by the Blueprint. They acknowledged that the availability of large parcels suitable to school site requirements is extremely limited and recommended a more proactive approach to property identification, evaluation, and acquisition of sites for public use. Strategies they discussed included, a right of first refusal to purchase properties in certain geographies and partnering with the private sector to acquire and amass small parcels into sites large enough for school use.

### PS-1 Policy Statement

The County, Howard County Public School System (HCPSS), and private sector should work collaboratively to identify school sites that meet the needs of the student population and anticipate future growth patterns.

### Implementing Actions

1. Examine alternatives to the Adequate Public Facilities Ordinance waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment.
2. Ensure coordination of HoCo By Design and the HCPSS capital planning so that school capacity projects are planned in activity center areas, especially in the Gateway Regional Activity Center, identified for transformation on the Future Land Use Map.



## Residential Growth Targets, 2020-2040

HoCo By Design has set a target of approximately 1,580 new units per year. This future growth represents a similar pace compared to the last 20 years, when an average of 1,537 new units were built annually.

Future growth in Howard County is expected to be modest given the limited amount of vacant land upon which housing and other development can occur. Most of the County has already been developed or preserved as agriculture, parks, and open space, and there is limited land left for the typical greenfield development that occurred in previous decades. Additionally, much of the remaining land is constrained with environmental features, difficult topography, limited access, or other physical features that restrict ultimate yield. This dwindling land supply and the challenges associated with developing it naturally reduce growth opportunities.

However, the HoCo By Design Market Research and Demand Forecast (prepared by the consulting firm RCLCO) shows demand for new housing in Howard County remains strong and is necessary to support job growth and a healthy jobs/housing balance. As further described in the Growth and Conservation Framework chapter, RCLCO found potential to add 59,000 jobs in Howard County between 2020 and 2040, resulting in demand for 31,000 new homes to accommodate households associated with the job growth. The RCLCO market analysis also identified a current “pent up” demand for 20,000 more housing units tied to those who work in Howard County but live elsewhere in the region. An inadequate supply of housing exacerbates housing affordability challenges, as further described in the Dynamic Neighborhoods chapter. A lack of housing choices also makes recruiting workers more difficult, as they are priced out of the local market. Further, the fiscal study for this Plan indicates that new growth is important to maintain the high quality of life and service levels that Howard County residents and businesses value and have come to expect.



To meet these demands, HoCo By Design provides a strategy for redevelopment, as detailed in the Growth and Conservation Framework chapter. The Future Land Use Map (FLUM) shown in that chapter divides the County into 18 character areas and focuses future growth into activity center redevelopment areas—many of which were included in the last General Plan, PlanHoward 2030. However, the locations of these activity centers are more targeted, as compared to PlanHoward’s growth and revitalization areas.

Among the activity centers depicted on the FLUM is a Regional Activity Center in Gateway. As described in the Economic Prosperity chapter, HoCo By Design calls for the development of a master plan for the Gateway Regional Activity Center. The Gateway master plan will summarize the area’s future development phasing and intensity, mix of uses, open space network, building height range, and infrastructure approach. Establishing commercial, housing, school capacity, and transportation measurable goals for Gateway will be the foundational goals of the Gateway Regional Activity Center master plan. HoCo By Design’s growth targets will need to be adjusted when the master plan for Gateway is completed, using an amendment process similar to the Downtown Columbia Plan in 2010. Specific growth targets will be identified through the Gateway planning process and any development in the Regional Activity Center will take place over 30 or more years. A separate, specialized APFO program should be created for Gateway to address transportation needs and school capacity. Given this long-term development horizon, multiple future General Plans will incorporate the plan for Gateway.

In addition to the Gateway master plan, development in many of the other activity centers, as shown on the FLUM, will require amendments to the County’s Zoning Regulations, Subdivision and Land Development Regulations, and associated design guidelines to shape the character of new development. Amendments to these regulations should allow for accessory dwelling units and better regulate infill development to maintain the character of existing neighborhoods.

It is important to note that redevelopment in mature suburban communities like Howard County can be difficult and time-consuming. Regulations will need to be amended, and the transition toward redevelopment of the envisioned activity centers may take some time. Implementation will need to accommodate market forces, overcome fractured property ownership, and consider development economics and consumer behavior.





**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>QBD-8 - Expand documentation, protection, and education regarding the County's diverse historic resources.</b>		
1. Research and create a mechanism similar to a historic landmarks program that can be used as a tool for identifying valuable historic resources and efforts to protect them.	DPZ	Long-term
2. Expand documentation efforts to include "recent past" buildings, such as those of significance in Columbia and other maturing areas.	DPZ	Long-term
3. Continue to update the Historic Sites Inventory through updated inventory forms for properties added in the 1970s-1990s and for new sites.	DPZ	Ongoing
4. Create more thorough inventories of the County's historic resources and expand documentation of ethnicity, cultural context, and historic relevance to the County's history.	DPZ Non-profit Partners	Long-term
5. Work with nonprofit organizations to create opportunities for the Howard County community to learn about its historic sites, including telling all stories in the County.	DPZ DRP	Long-term
6. Explore grants for documentation of archeological resources, museum collections, and oral histories, and partner on this initiative with local preservation nonprofit organizations.	DPZ	Ongoing
7. Participate in a statewide effort to create one master state map of all known cemeteries.	DPZ	Long-term
<b>PS-1 - The County, Howard County Public School System (HCPSS), and private sector should work collaboratively to identify school sites that meet the needs of the student population and anticipate future growth patterns.</b>		
1. Examine alternatives to the Adequate Public Facilities Ordinance waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment.	DPZ	Mid-Term
2. Ensure coordination of HoCo By Design and the HCPSS capital planning so that school capacity projects are planned in activity center areas, especially in the Gateway Regional Activity Center, identified for transformation on the Future Land Use Map.	DPZ HCPSS	Ongoing

**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>PS-2 - The County and Howard County Public School System should partner to leverage additional public and private resources to meet school facility needs and timing.</b>		
1. Examine the costs and benefits of public-private partnership models to address near-term school facility acquisition, construction, and renovation needs, including long-term financial commitments and considerations.	HCPSS Private Partners	Mid-Term
2. Evaluate a trust fund for school site acquisition or partnerships with philanthropic organizations to purchase property and hold it for a short term until school facilities can be built.	HCPSS Private Property Owners	Mid-Term
<b>PS-3 - The County and Howard County Public School System (HCPSS) should collaborate on future school siting and develop tools that provide the flexibility needed to allow for alternative school designs, flexible site requirements, and adaptive reuse of underutilized properties.</b>		
1. Consider adaptive reuse of commercial real estate for school buildings or HCPSS office space.	HCPSS	Mid-Term
2. Consider leasing space for early childhood or other HCPSS programming.	HCPSS	Mid-Term
3. Evaluate integrating public prekindergarten into government and commercial centers that encourage convenience for working parents, increase access to communities, and/or create opportunities to provide wrap-around services to families and students.	HCPSS	Mid-Term
4. Evaluate the efficacy of using smaller existing HCPSS-owned properties for regional programs and/or shared athletic facilities.	HCPSS	Mid-Term
5. Examine alternative school design models that establish a variety of forms to maximize available land resources. This may include higher capacity buildings, smaller footprints, shared site amenities, modular design, and/or vertical construction.	HCPSS	Long-term
6. Explore opportunities for co-location of school facilities with other public amenities, like libraries, parks, affordable housing, and athletic fields, to make use of limited greenfield space and leverage additional funding opportunities.	HCPSS All Agencies	Ongoing
7. Ensure future redevelopment of Gateway into a Regional Activity Center includes a thorough evaluation of school capacity and that any deficiencies created through its redevelopment are mitigated by providing requisite school facilities.	DPZ HCPSS Private Partners	Mid-Term
8. Ensure development of activity centers includes a review of school capacity needs and opportunities to address those needs within the activity center.	DPZ HCPSS Private Partners	Mid-Term



## Character Area: Regional Activity Center

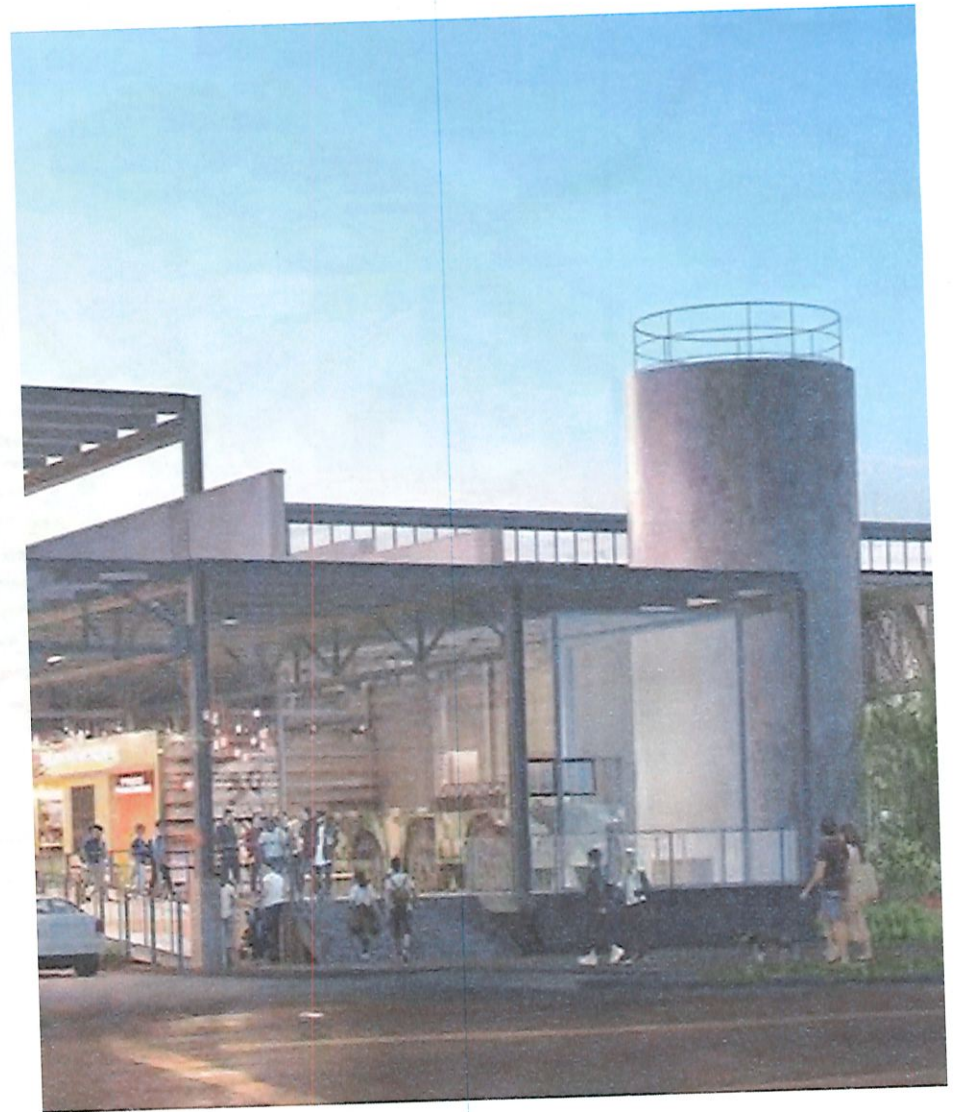
Comprised of Columbia Gateway business park, the Regional Activity Center is an existing employment center that should redevelop as a large regional growth center in the future (along with Downtown Columbia). The center currently contains large isolated buildings set back from the road and surface parking lots. The area should be reimagined as a major hub for entertainment, employment, and innovation in the County with access from one or more major transportation corridors. As a magnet to surrounding cities and neighborhoods, the Regional Activity Center becomes an iconic model for sustainable and innovative development and infrastructure projects, making it an exciting new focal point for the Baltimore-Washington region. Currently, Gateway is an underutilized asset that presents tremendous potential for transformation.

In the Regional Activity Center, 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. Specific building heights will be determined through the master planning process. Homes in and surrounding the center of development may reflect a variety of housing types—including, but not limited to, missing middle home choices. Industrial, warehouse, and flex space buildings should be considered for specific areas.

A gridded network of walkable streets should connect destinations within the Regional 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 the Regional Activity Center 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 the Regional Activity Center 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. Future plans for the Regional Activity Center should consider airplane operations from nearby Baltimore/Washington Thurgood Marshall International Airport and design provisions for noise mitigation including, but not limited to, noise reduction design elements.

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. Redevelopment of properties in the Regional Activity Center should adhere to a master plan established through a public process, and the plan should establish measurable commercial, housing, school capacity, and transportation goals. The master plan should specify the uses, urban form, densities or intensities, building scale, building heights and types, and design features or controls intended for the area. New development should feel complimentary to existing neighborhoods.





# Gateway Illustrative Concept Map

The concept map offers an illustrative framework, subject to further exploration and refinement in the master plan process, to transform Gateway into a major hub for employment, entertainment, and innovation in Howard County while emphasizing housing, open space, transportation mobility, environmental stewardship, and civic principles that make the activity center a "complete community".

## General Considerations

1. Plan for Significant Growth and Development in Gateway (not keyed to a specific location on the map)
2. Showcase Industrial Uses in a Reimagined Gateway (not keyed to a specific location on the map)
3. Create a Public Realm Framework for Organizing New Development and Open Space in Gateway
4. Consider Impacts of Flight Paths for BWI Airport in the Design of Gateway (not keyed to a specific location on the map)
5. Take Green Design to the Next Level (not keyed to a specific location on the map)
6. Emphasize Civic Uses, Educational Facilities and Infrastructure, and Community Facilities (not keyed to a specific location on the map)
7. Increase Mobility Options in and Leading to Gateway
8. Build an Interconnected Street Network that Follows Existing Property Lines and Creates Walkable Blocks
9. Phase Development with Consideration for Existing Development Patterns and Property Ownership
10. Provide a Mix of Housing Options in Gateway (not keyed to a specific location on the map)
11. Showcase Innovative Design and Insist on High-Quality Building Architecture Throughout Gateway (not keyed to a specific location on the map)





Amendment 5 to Council Bill No. 28 -2023

BY: David Yungmann

Legislative Day 11  
Date: 10/02/2023

Amendment No. 5

*(This Amendment amends HoCo By Design Chapter 6: Dynamic Neighborhoods to remove language about specific housing types in the Rural Crossroads and substituting general language about maintaining the rural character of the West if housing options are expanded.)*

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 6: Dynamic Neighborhoods: 56.

4  
5 Correct all page numbers, numbering, and formatting within this Act to accommodate this  
6 amendment.

7

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Am 5 Am CB28-2023  
passed on 10/11/2023

*Michelle D...*  
Council Administrator





### Housing Opportunities in the Rural West

The Rural West is a unique and special place in Howard County and should maintain its rural character. As previously noted, residential development in the Rural West follows a low-density, large-lot development pattern with a significant percentage of land preserved through agricultural and environmental easements. The Rural West also includes three Rural Crossroads, which are small nodes of mixed-use areas with a focus on commercial activity along a rural highway. While the Rural West presents some opportunities to expand and diversify its housing options, especially in areas with greater school capacity, it is not intended for significant development as it lacks access to public water and sewer.

Smaller, more affordable missing middle housing units, such as modest duplexes, would likely require a shared sewage disposal system or multi-use sewerage system (a type of sewerage system that serves more than one lot, or more than one user on a single lot, respectively). These systems can be costly to install, and annual maintenance fees could present challenges to owners or renters of moderately priced dwelling units. Depending on the septic system, soil, and the site, detached ADUs could potentially connect to existing septic systems with capacity. However, this may require changes to state code. County and state code clarifications related to facility ownership, regulation, and maintenance may also be necessary prior to implementation. With smaller lots and clustered homes, more households could connect to one shared or multi-use sewerage system, which could make these systems more cost-effective options. Zoning changes may be needed to allow for smaller lots in the west.

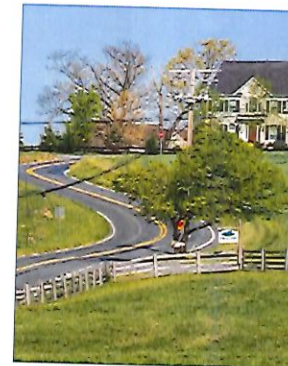
The Rural West is also home to most of the County's farming community, with significant land permanently preserved through easements. With residential land uses often adjacent to agricultural uses, there is potential for conflict between farmers and their neighbors. Neighbors frequently have concerns with farming practices, such as pesticide spraying, equipment/tractor noise, odors and dust, slow-moving tractors on roads, and agribusiness operations on the farm that bring visitors to the area. Additionally, new housing developments sometimes remove existing mature tree stands that can serve as natural buffers and screening between agricultural and residential uses. As new housing is developed in the west, it is important that new residential development incorporate adequate buffering and screening, including preserving wooded perimeter areas where possible, to minimize any potential adverse impacts between uses.

## Maryland Agricultural Conflict Resolution Service

According to the Maryland Department of Agriculture, the Maryland Agricultural Conflict Resolution Service is the official US Department of Agriculture (USDA)-certified agricultural mediation program for Maryland, offering confidential assistance to help resolve agriculture related issues in a productive environment.

Further, the farming community has experienced challenges with hiring and paying their workers. Farm workers in Maryland earned an average annual wage of \$32,890-\$33,400 in 2019. With an annual wage this low, farm workers representing an individual household likely have difficulty living in the County and making ends meet. The Economic Prosperity chapter discusses the challenges in the agriculture industry in greater detail. However, this chapter includes policies and actions that focus on improving relationships between farm operations and their neighbors and creating affordable housing opportunities for farm workers.

Maintaining the rural character of the West, minimizing conflicts between residential and agricultural land uses, addressing environmental concerns, and meeting the needs of the farming community are paramount ~~if housing options are expanded, in expanding housing options. By guiding residential and commercial development in the Rural Crossroads (see the Focus Areas Technical Appendix), permitting ADUs, encouraging affordable housing for farm workers, and allowing the use of community or shared well and shared or multi-use sewerage systems for certain residential development opportunities, the Rural West may provide opportunities to expand the County's housing mix.~~





Amendment 6 to Council Bill No. 28 -2023

BY: David Yungmann

Legislative Day 11  
Date: 10/02/2023

Amendment No. 6

*(This Amendment makes the following changes to HoCo By Design Chapter 6 and Chapter 11:*

- Chapter 6: Dynamic Neighborhoods* - *Amends the DN-5 Policy Statement Implementing Actions to implement a required minimum allocation of units for seniors and people with disabilities for a development receiving local funding; and*
- Chapter 11: Implementation* - *Amends the DN-5 Policy Statement Implementing Actions to implement a required minimum allocation of units for seniors and people with disabilities for a development receiving local funding.)*

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 6: Dynamic Neighborhoods: 51; and  
4 • Chapter 11: Implementation: 39;

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

8

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passed on

10/11/2023

*Michael D. [Signature]*  
Council Administrator



### DN-5 Policy Statement



Increase the supply of for-sale and rental housing units in all new developments attainable to low- and moderate-income households and special needs households.

#### Implementing Actions

1. Reevaluate the County's inclusionary zoning policies to ensure they are meeting their intended objectives. Expand Moderate Income Housing Unit (MIHU) requirements in areas with a disproportionately lower share of housing options affordable to low- or moderate-income households.
2. Ensure that any corridor, neighborhood, redevelopment, or area plan includes clear policies for meeting affordable housing goals.
3. Update MIHU rules and fee structures, with the goal of producing more units throughout the County that are integrated within communities. Seek opportunities to amend the Zoning Regulations to enable housing types more conducive to on-site MIHU provision across a broader area.
4. Establish a working group to evaluate the feasibility of a targeted incentive program for affordable and accessible housing, including:
  - a. The creation of a definition of affordable and accessible housing, including physical factors such as unit type, size, or physical accessibility design criteria; and/or income factors through tools such as deed restrictions.
  - b. A zoning overlay targeting locations for affordable and accessible housing where there is limited existing supply of affordable and accessible units.
  - c. Incentives related to development, such as density bonuses or relief to setback or other development standards.
  - d. Incentives related to the development process, such as the creation of a specific housing allocation pool for affordable and/or accessible units, exemptions from school requirements in the Adequate Public Facilities Ordinance, or other means of reducing other regulatory barriers.
5. Implement a required minimum allocation of units for seniors and people with a disability in any development receiving an APFO waiver or a Payment in Lieu of Taxes, or other form of local funding.

### DN-6 Policy Statement



Provide various incentives that encourage the development of for-sale and rental housing units affordable to low- and moderate-income households and special needs households.

#### Implementing Actions

1. Continue to support the Housing Opportunities Trust Fund to expand the number of income-restricted rental and homeownership units produced. Explore the feasibility of establishing a dedicated funding source for this fund.
2. Evaluate opportunities to co-locate income-restricted housing and community facilities on county-owned land.
3. Establish criteria for flexible use and disposition of county real estate assets that are near amenities and would promote development of affordable missing middle and multi-family housing for low- and moderate-income households where appropriate.
4. Offer additional incentives to encourage the production of more Moderate Income Housing Units than required, and/or deeper levels of income targeting in the form of Low Income Housing Units or Disability Income Housing Units.
5. Continue to provide and increase downpayment assistance funding to income-eligible households through the County's Settlement Downpayment Loan Program.



Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>DN-5 - Increase the supply of for-sale and rental housing units in all new developments attainable to low- and moderate-income households and special needs households.</b>		
1. Reevaluate the County's inclusionary zoning policies to ensure they are meeting their intended objectives. Expand Moderate Income Housing Unit (MIHU) requirements in areas with a disproportionately lower share of housing options affordable to low- or moderate-income households.	DHCD DPZ	Mid-Term
2. Ensure that any corridor, neighborhood, redevelopment, or area plan includes clear policies for meeting affordable housing goals.	DPZ DHCD	Long-term
3. Update MIHU rules and fee structures, with the goal of producing more units throughout the County that are integrated within communities. Seek opportunities to amend the Zoning Regulations to enable housing types more conducive to on-site MIHU provision across a broader area.	DHCD DPZ	Long-term
4. Establish a working group to evaluate the feasibility of a targeted incentive program for affordable and accessible housing, including: <ul style="list-style-type: none"> <li>a. The creation of a definition of affordable and accessible housing, including physical factors such as unit type, size, or physical accessibility design criteria; and/or income factors through tools such as deed restrictions.</li> <li>b. A zoning overlay targeting locations for affordable and accessible housing where there is limited existing supply of affordable and accessible units.</li> <li>c. Incentives related to development, such as density bonuses or relief to setback or other development standards.</li> <li>d. Incentives related to the development process, such as the creation of a specific housing allocation pool for affordable and/or accessible units, exemptions from school requirements in the Adequate Public Facilities Ordinance, or other means of reducing other regulatory barriers.</li> </ul>	DPZ DHCD Non-profit Partners	Mid-Term
<u>5. Implement a required minimum allocation of units for seniors and people with a disability in any development receiving an APFO waiver or a Payment in Lieu of Taxes, or other form of local funding.</u>	DPZ DHCD	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>DN-6 - Provide various incentives that encourage the development of for-sale and rental housing units affordable to low- and moderate-income households and special needs households.</b>		
1. Continue to support the Housing Opportunities Trust Fund to expand the number of income-restricted rental and homeownership units produced. Explore the feasibility of establishing a dedicated funding source for this fund.	DHCD Elected Officials OOB	Ongoing
2. Evaluate opportunities to co-locate income-restricted housing and community facilities on county-owned land.	DPW DPZ DHCD	Long-term
3. Establish criteria for flexible use and disposition of county real estate assets that are near amenities and would promote development of affordable missing middle and multi-family housing for low- and moderate-income households where appropriate.	DHCD HCHC DPW	Mid-Term
4. Offer additional incentives to encourage the production of more Moderate Income Housing Units than required, and/or deeper levels of income targeting in the form of Low Income Housing Units or Disability Income Housing Units.	DHCD DPZ Non-profit Partners	Ongoing
5. Continue to provide and increase downpayment assistance funding to income-eligible households through the County's Settlement Downpayment Loan Program.	DHCD	Ongoing



**Amendment 7 to Council Bill No. 28 -2023**

**BY: David Yungmann**

**Legislative Day 11**  
**Date: 10/02/2023**

**Amendment No. 7**

*(This Amendment amends HoCo By Design Chapter 3: Ecological Health to remove a reference to using the ALPP to enhance the County's ecological health efforts and remove a reference to changing State law to allow non-agricultural uses of the ALPP fund.)*

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

- 3 • Chapter 3: Ecological Health: 53.

4

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

7

**I certify this is a true copy of**

Am 7 CB28-2023

passed on

10/11/2023

Michelle H. Brown

**Council Administrator**



## ALPP Funding

Since its inception, the ALPP has been funded by a 25% share of local transfer tax revenues. This dedicated funding source has been critical to the success of the program over the years. The County initially compensated property owners in cash for their development rights, but in 1989 established the installment purchase agreement (IPA) method. The initial IPAs provided the property owner with small, incremental principal payments and twice-yearly tax-free interest throughout the length of the term, with a balloon payment of the remaining principal upon maturity of the IPA bond. After about 20 years, the County stopped using balloon payments and began paying the owner in equal amounts over the length of the term. The twice yearly tax-free interest on the remaining principal arrangement did not change. Howard County was the first jurisdiction in the nation to utilize the innovative IPA approach, the template of which has since been copied elsewhere in Maryland and across the country.

The County monitors the fund balance annually to ensure solvency and to anticipate future spending potential. A number of large final IPA payments will come due between 2019 and 2024, resulting in a significant decrease in the fund balance. However, given the waning number of annual acquisitions, the closure of final payouts, and reduced interest rates over time, the fund balance is projected to rebound quickly and significantly starting in the mid-to-late 2020s.

Given the limited amount of remaining land eligible for preservation, the County should ~~continue to use the fund to improve the ecological health of our agricultural land consider repurposing a portion of the fund to assist the agricultural community in other ways and to enhance the County's efforts to improve ecological health, as discussed earlier in this chapter.~~ There is precedent for using the ALPP Fund for other agricultural purposes besides acquisition, including support for the Howard Soil Conservation District and the Agricultural Business Development Program within the Howard County Economic Development Authority. ~~However, any significant transition to non-agricultural uses would require legislation at the state level, since the funding is sourced from the transfer tax.~~

## The Future of ALPP

There are approximately 86 properties totaling just over 3,300 acres that are potentially eligible for the ALPP. Additional recruitment efforts to preserve remaining uncommitted land may prove successful as properties transfer to new ownership. However, it is unlikely that recruitment will result in a significant amount of additional preserved land, since the ALPP is well known throughout the community, given its 40-year operational history in Howard County.

PlanHoward 2030 recognized that uncommitted land was a diminishing resource and that, in addition to acquisition, the focus of the ALPP should shift to stewarding existing easements, and helping farmers confront challenges and embrace opportunities that they may face in the future. In the intervening years since the adoption of PlanHoward 2030, the ALPP has been active and successful in these endeavors. There have been 26 properties preserved, totaling 1,480 acres. As of this General Plan, two additional properties totaling 55 acres are in the acquisition pipeline. The ALPP established and implemented an easement stewardship program, whereby most properties received their first monitoring inspection in well over a decade. Monitoring helps determine whether the terms and conditions of each easement are being met, such as maintaining the agricultural suitability of the land. Lastly, ALPP staff continues to partner with the County's other agricultural agencies to provide financial incentives, technical assistance, and general support to the farming community as it grows and diversifies.

## EH-9 Policy Statement

Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.

### Implementing Actions

1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.

## EH-10 Policy Statement

Expand the scope of potential uses of the Agricultural Land Preservation Program Fund.

### Implementing Actions

1. Work with various stakeholders to identify areas for the most appropriate and effective potential uses of the fund, including support for environmental programs, while ensuring continued funding of the ALPP.



Amendment 1 to Amendment 7  
to Council Bill No. 28-2023

BY: David Yungmann

Legislative Day 12  
Date: October 11, 2023

*(This amendment further clarifies the Agricultural Land Preservation Fund in Amendment 7.)*

1  
2  
3  
4

Substitute the attached page EH-53 of Amendment 7 with the attached EH-53 attached to this  
Amendment to Amendment.

I certify this is a true copy of  
Am 1 Am 7 CB 28-2023  
passed on 10/11/2023  
Michelle David  
Council Administrator



## ALPP Funding

Since its inception, the ALPP has been funded by a 25% share of local transfer tax revenues. This dedicated funding source has been critical to the success of the program over the years. The County initially compensated property owners in cash for their development rights, but in 1989 established the installment purchase agreement (IPA) method. The initial IPAs provided the property owner with small, incremental principal payments and twice-yearly tax-free interest throughout the length of the term, with a balloon payment of the remaining principal upon maturity of the IPA bond. After about 20 years, the County stopped using balloon payments and began paying the owner in equal amounts over the length of the term. The twice yearly tax-free interest on the remaining principal arrangement did not change. Howard County was the first jurisdiction in the nation to utilize the innovative IPA approach, the template of which has since been copied elsewhere in Maryland and across the country.

The County monitors the fund balance annually to ensure solvency and to anticipate future spending potential. A number of large final IPA payments will come due between 2019 and 2024, resulting in a significant decrease in the fund balance. However, given the waning number of annual acquisitions, the closure of final payouts, and reduced interest rates over time, the fund balance is projected to rebound quickly and significantly starting in the mid-to-late 2020s.

Given the limited amount of remaining land eligible for preservation, the County should ~~continue to use the fund to improve the ecological health of our agricultural land consider repurposing a portion of the fund to assist the agricultural community in other ways and to enhance the County's efforts to improve ecological health, as discussed earlier in this chapter.~~ There is precedent for using the ALPP Fund for other agricultural purposes besides acquisition, including support for the Howard Soil Conservation District and the Agricultural Business Development Program within the Howard County Economic Development Authority. ~~However, any significant transition to non-agricultural uses would require legislation at the state level, since the funding is sourced from the transfer tax.~~

## The Future of ALPP

There are approximately 86 properties totaling just over 3,300 acres that are potentially eligible for the ALPP. Additional recruitment efforts to preserve remaining uncommitted land may prove successful as properties transfer to new ownership. However, it is unlikely that recruitment will result in a significant amount of additional preserved land, since the ALPP is well known throughout the community, given its 40-year operational history in Howard County.

PlanHoward 2030 recognized that uncommitted land was a diminishing resource and that, in addition to acquisition, the focus of the ALPP should shift to stewarding existing easements, and helping farmers confront challenges and embrace opportunities that they may face in the future. In the intervening years since the adoption of PlanHoward 2030, the ALPP has been active and successful in these endeavors. There have been 26 properties preserved, totaling 1,480 acres. As of this General Plan, two additional properties totaling 55 acres are in the acquisition pipeline. The ALPP established and implemented an easement stewardship program, whereby most properties received their first monitoring inspection in well over a decade. Monitoring helps determine whether the terms and conditions of each easement are being met, such as maintaining the agricultural suitability of the land. Lastly, ALPP staff continues to partner with the County's other agricultural agencies to provide financial incentives, technical assistance, and general support to the farming community as it grows and diversifies.

## EH-9 Policy Statement

Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.

### Implementing Actions

1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.

## EH-10 Policy Statement

Expand the scope of potential uses of the Agricultural Land Preservation Program Fund.

### Implementing Actions

1. Work with various stakeholders to identify areas for the most appropriate and effective potential uses of the fund, including support for environmental programs, while ensuring continued funding of the ALPP.



## ALPP Funding

Since its inception, the ALPP has been funded by a 25% share of local transfer tax revenues. This dedicated funding source has been critical to the success of the program over the years. The County initially compensated property owners in cash for their development rights, but in 1989 established the installment purchase agreement (IPA) method. The initial IPAs provided the property owner with small, incremental principal payments and twice-yearly tax-free interest throughout the length of the term, with a balloon payment of the remaining principal upon maturity of the IPA bond. After about 20 years, the County stopped using balloon payments and began paying the owner in equal amounts over the length of the term. The twice yearly tax-free interest on the remaining principal arrangement did not change. Howard County was the first jurisdiction in the nation to utilize the innovative IPA approach, the template of which has since been copied elsewhere in Maryland and across the country.

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Given the limited amount of remaining land eligible for preservation, the County should consider repurposing a portion of the fund to assist the agricultural community in other ways ~~and to enhance the County's efforts to improve ecological health, as discussed earlier in this chapter.~~ There is precedent for using the ALPP Fund for other agricultural purposes besides acquisition, including support for the Howard Soil Conservation District and the Agricultural Business Development Program within the Howard County Economic Development Authority. ~~However, any significant transition to non-agricultural uses would require legislation at the state level, since the funding is sourced from the transfer tax.~~

## The Future of ALPP

There are approximately 86 properties totaling just over 3,300 acres that are potentially eligible for the ALPP. Additional recruitment efforts to preserve remaining uncommitted land may prove successful as properties transfer to new ownership. However, it is unlikely that recruitment will result in a significant amount of additional preserved land, since the ALPP is well known throughout the community, given its 40-year operational history in Howard County.

PlanHoward 2030 recognized that uncommitted land was a diminishing resource and that, in addition to acquisition, the focus of the ALPP should shift to stewarding existing easements, and helping farmers confront challenges and embrace opportunities that they may face in the future. In the intervening years since the adoption of PlanHoward 2030, the ALPP has been active and successful in these endeavors. There have been 26 properties preserved, totaling 1,480 acres. As of this General Plan, two additional properties totaling 55 acres are in the acquisition pipeline. The ALPP established and implemented an easement stewardship program, whereby most properties received their first monitoring inspection in well over a decade. Monitoring helps determine whether the terms and conditions of each easement are being met, such as maintaining the agricultural suitability of the land. Lastly, ALPP staff continues to partner with the County's other agricultural agencies to provide financial incentives, technical assistance, and general support to the farming community as it grows and diversifies.

## EH-9 Policy Statement

Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.

### Implementing Actions

1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.

## EH-10 Policy Statement

Expand the scope of potential uses of the Agricultural Land Preservation Program Fund.

### Implementing Actions

1. Work with various stakeholders to identify areas for the most appropriate and effective potential uses of the fund, including support for environmental programs, while ensuring continued funding of the ALPP.



Amendment 7 to Council Bill No. 28 -2023

BY: David Yungmann

Legislative Day 11  
Date: 10/02/2023

Amendment No. 7

*(This Amendment amends HoCo By Design Chapter 3: Ecological Health to remove a reference to using the ALPP to enhance the County's ecological health efforts and remove a reference to changing State law to allow non-agricultural uses of the ALPP fund.)*

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

- 3 • Chapter 3: Ecological Health: 53.  
4

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



Amendment 8 to Council Bill No. 28 -2023

BY: David Yungmann

Legislative Day 11  
Date: 10/02/2023

Amendment No. 8

*(This Amendment makes the following changes to HoCo By Design Chapter 3 and Chapter 11:*

- Chapter 3:  
Ecological Health*
- *Amends the EH-10 Policy Statement to expand the potential uses of the ALPP Fund to support traditional agriculture and expand agribusiness opportunities and amends the Implementing Actions to identify areas in which the ALPP can be effective in supporting the health of agricultural land; and*
- Chapter 11:  
Implementation*
- *Amends the EH-10 Policy Statement to expand the potential uses of the ALPP Fund to support traditional agriculture and expand agribusiness opportunities and amends the Implementing Actions to identify areas in which the ALPP can be effective in supporting the health of agricultural land.)*

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 3: Ecological Health: 54;
- 4 • Chapter 11: Implementation: 21.

5  
6 Correct all page numbers, numbering, and formatting within this Act to accommodate this  
7 amendment.  
8

**I certify this is a true copy of**

Am 8 CB 28 -2023

**passed on** 10/11/2023

Michelle De...  
Council Administrator



## ALPP Funding

Since its inception, the ALPP has been funded by a 25% share of local transfer tax revenues. This dedicated funding source has been critical to the success of the program over the years. The County initially compensated property owners in cash for their development rights, but in 1989 established the installment purchase agreement (IPA) method. The initial IPAs provided the property owner with small, incremental principal payments and twice-yearly tax-free interest throughout the length of the term, with a balloon payment of the remaining principal upon maturity of the IPA bond. After about 20 years, the County stopped using balloon payments and began paying the owner in equal amounts over the length of the term. The twice yearly tax-free interest on the remaining principal arrangement did not change. Howard County was the first jurisdiction in the nation to utilize the innovative IPA approach, the template of which has since been copied elsewhere in Maryland and across the country.

The County monitors the fund balance annually to ensure solvency and to anticipate future spending potential. A number of large final IPA payments will come due between 2019 and 2024, resulting in a significant decrease in the fund balance. However, given the waning number of annual acquisitions, the closure of final payouts, and reduced interest rates over time, the fund balance is projected to rebound quickly and significantly starting in the mid-to-late 2020s.

Given the limited amount of remaining land eligible for preservation, the County should consider repurposing a portion of the fund to assist the agricultural community in other ways and to enhance the County's efforts to improve ecological health, as discussed earlier in this chapter. There is precedent for using the ALPP Fund for other agricultural purposes besides acquisition, including support for the Howard Soil Conservation District and the Agricultural Business Development Program within the Howard County Economic Development Authority. However, any significant transition to non-agricultural uses would require legislation at the state level, since the funding is sourced from the transfer tax.

## The Future of ALPP

There are approximately 86 properties totaling just over 3,300 acres that are potentially eligible for the ALPP. Additional recruitment efforts to preserve remaining uncommitted land may prove successful as properties transfer to new ownership. However, it is unlikely that recruitment will result in a significant amount of additional preserved land, since the ALPP is well known throughout the community, given its 40-year operational history in Howard County.

PlanHoward 2030 recognized that uncommitted land was a diminishing resource and that, in addition to acquisition, the focus of the ALPP should shift to stewarding existing easements, and helping farmers confront challenges and embrace opportunities that they may face in the future. In the intervening years since the adoption of PlanHoward 2030, the ALPP has been active and successful in these endeavors. There have been 26 properties preserved, totaling 1,480 acres. As of this General Plan, two additional properties totaling 55 acres are in the acquisition pipeline. The ALPP established and implemented an easement stewardship program, whereby most properties received their first monitoring inspection in well over a decade. Monitoring helps determine whether the terms and conditions of each easement are being met, such as maintaining the agricultural suitability of the land. Lastly, ALPP staff continues to partner with the County's other agricultural agencies to provide financial incentives, technical assistance, and general support to the farming community as it grows and diversifies.

## EH-9 Policy Statement

Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.

### Implementing Actions

1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.

## EH-10 Policy Statement

Expand the scope of potential uses of the Agricultural Land Preservation Program Fund. Expand the scope of potential uses of the Agricultural Land Preservation Program Fund to support traditional agriculture and expand agribusiness opportunities for existing and future farmers.

### Implementing Actions

1. Work with various stakeholders to identify areas for the most appropriate and effective potential uses of the fund, including support for environmental programs in which the fund can be most effective in supporting the overall health of agriculture land along with the overall industry and businesses, while ensuring continued funding of the ALPP.



Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-8 - Expand implementation of the Green Infrastructure Network Plan.</b>		
1. Integrate the Green Infrastructure Network Plan implementation actions into the relevant county plans and programs.	DPZ DRP OCS DPW	Ongoing
2. Consider use of an overlay zoning district or other regulatory measures to target resource protection measures for the Green Infrastructure Network.	DPZ	Mid-Term
3. Establish an easement or land purchase program to protect uncommitted parcels within the Green Infrastructure Network.	DPZ OCS	Mid-Term
4. Amend county design standards for roads, bridges, and culverts to facilitate safe passage for wildlife at county road crossings within the Green Infrastructure Network.	DPZ OCS DPW OOT	Mid-Term
5. Conduct studies of existing resource conditions and wildlife use within the network to enhance management of the Green Infrastructure Network.	DPZ OCS	Long-Term
6. Consider expansion of the Green Infrastructure Network to include smaller habitat areas that provide 'stepping stones' to the primary network.	DPZ OCS	Mid-Term
<b>EH-9 - Continue to promote agricultural land preservation, recognizing that uncommitted land in the Rural West is a diminishing resource.</b>		
1. Build on the successes of the Agricultural Land Preservation Program (ALPP) and continue acquiring land through the ALPP.	DPZ OCS	Ongoing
2. Continue to promote other land preservation options, such as the dedication of easements to the County through the subdivision process, the purchase of easements by the Maryland Agricultural Land Preservation Foundation program, and the donation of easements to nonprofit land trusts.	DPZ	Ongoing
3. Continue to implement the Agricultural Land Preservation Program easement stewardship activities to monitor compliance.	DPZ OCS	Ongoing
<b>EH-10 - Expand the scope of potential uses of the Agricultural Land Preservation Program Fund. Expand the scope of potential uses of the Agricultural Land Preservation Program Fund to support traditional agriculture and expand agribusiness opportunities for existing and future farmers.</b>		
1. Work with various stakeholders to identify areas <del>for the most appropriate and effective potential uses of the fund, including support for environmental programs in which the fund can be most effective in supporting the overall health of agriculture land along with the overall industry and businesses,</del> while ensuring continued funding of the ALPP.	DPZ OCS	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>EH-11 - Encourage individual environmental stewardship in daily activities on private and public property.</b>		
1. The County should continue to provide leadership by incorporating environmentally sensitive site development and property management practices on county properties.	DPW DRP	Ongoing
2. Continue existing and expand current outreach programs to promote and assist private property owners with the implementation of stewardship practices.	OCS DRP HSCD Private Property Owners	Ongoing
3. Increase opportunities for student participation in environmental outreach and education and stewardship practices on school properties.	HCPSS HSCD	Ongoing
<b>EH-12 - Commit to and support the County's designation as a Bee City USA.</b>		
1. Integrate pollinator-friendly practices into county policies, programs, and capital projects.	OCS DRP DPW DPZ	Mid-Term
2. Incorporate improvements to the County's pest management policies and practices as they relate to pollinator conservation.	OCS DRP	Ongoing
3. Develop and implement a program to create and enhance pollinator-friendly habitat on public and private land.	OCS DRP Private Partners	Mid-Term
<b>EH-13 - Continue to balance the potential for mineral resource extraction with other land uses.</b>		
1. Continue to allow mineral resource extraction as a conditional use in the Zoning Regulations in appropriate locations.	DPZ	Ongoing



**Amendment 9 to Council Bill No. 28-2023**

**BY: Christiana Rigby**

**Legislative Day 12**

**Date: 10/12/2023**

**Amendment No. 9**

*(This Amendment makes the following changes to HoCo by Design Chapter 4 and Chapter 11:*

- Chapter 4: County in Motion*
- *Amends the CIM-2 Policy Statement by adding Implementation Action 5 to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones;*
  - *On page CIM-37 (Table 4-1) rephrase project #2: "Snowden River Parkway: Oakland Mills Road to Broken Land Parkway – - construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes";*
- Chapter 11: Implementation*
- *Amends Table 10-1: Implementation Matrix by adding a CIM-2 Policy and Implementing Action to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.)*

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 4: County in Motion: 13 and 37; and  
4     • Chapter 11: Implementation: 23.

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

7

I certify this is a true copy of

Am 9 CB 28-2023  
passed on 10/11/2023  
Nichole Howard  
Council Administrator



Building on the Complete Streets Policy, the Howard County Design Manual Volumes III and IV (Design Manual) were updated in 2022 to incorporate best practices in street design to accommodate all modes of transportation. The next step in complete streets implementation is to update the Subdivision and Land Development Regulations to ensure that the development process supports the County's vision for complete streets. In early 2020, Howard County also adopted a new pedestrian master plan, WalkHoward, which identifies and prioritizes pedestrian infrastructure needs. A fundamental organizing principle of WalkHoward includes last-mile access, and the plan recommends a series of projects and connections to ensure walking is a safe, effective, and viable recreational and transportation choice. BikeHoward, further described under the "Mobility and Access" section of this chapter, envisions safe bicycling on roads and paths as a means of daily transportation and healthy recreation. BikeHoward calls for the creation of a safe and seamless network of bikeways that connect people to schools, shops, parks, and work, with facilities that serve all skill and comfort levels.

The Strategic Road Safety Plan recommended a safe system approach for the County that identifies the link between priority crash types and the roadway contexts in which they most frequently occur. The system then prioritizes countermeasures that provide a solution to those crash types at the identified location types. This approach is innovative because it can prioritize locations that have a high propensity for crashes to occur even if crashes have not occurred there in recent years. Overall, the system proactively targets road safety improvements in high-risk locations where the most frequent and severe crashes could occur. This effort should also coordinate with and support the Complete Streets Policy and the WalkHoward and BikeHoward capital programs.

Finally, HoCo By Design's Economic Prosperity chapter describes the transportation needs of the agricultural community and conditions that impact safety. Refer to the section "Sustaining our Agricultural Economy" within the Economic Prosperity chapter for details.

### CIM-2 Policy Statement

Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.

### Implementing Actions

1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.
5. Pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.





**Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment**

Project Number	Project Description
1	Sanner Road: Johns Hopkins Road to Guilford Road - improve safety and operations for all modes, along with stormwater management improvements.
2	Snowden River Parkway: Oakland Mills Road to Broken Land Parkway - <u>widen Snowden River Parkway from four to six lanes from Oakland Mills Road to Broken Land Parkway to match segment north of Oakland Mills Road construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.</u>
3	Gateway Regional Activity Center: Create new eastern access point to Gateway and Berger Road via CSX right of way.
4	US 1: MD 100 to Prince George's County Line - continue operational, safety, and streetscape improvements between MD 100 and Prince George's County line, along with advancing regional transit efforts.
5	MD 108: Trotter Road to MD 32 - expand section to accommodate left turns, improve safety, and complete the Clarksville-River Hill Streetscape Project.
6	MD 103/104/108 Corridor: Construct operational and safety improvements along MD 103, 104, and 108, including continuous sidewalk and pedestrian connections between neighborhoods and schools in the corridors.
7	US 40: Chatham Road to Baltimore County Line - construct operational, safety, and access management improvements along US 40, including improved pedestrian connections and regional transit connections.
8	US 29: US 29 from Ellicott City to Burtonsville via Downtown Columbia and Maple Lawn - extend Montgomery County Flash service to provide direct connection to WMATA Red Line and MTA Purple Line with high-quality BRT service.
9	Downtown Columbia: Construct Downtown Columbia Transit Center to improve transit operations, customer services, and service expansion.
10	Downtown Columbia: Establish Downtown Columbia Circulator.
11	MD 99/US 29: Construct Park and Ride lot to create northern terminus for US 29 BRT service and provide capacity for rideshare vanpools.
12	East/West Corridor between Downtown Columbia and Odenton MARC Station: Create new enhanced bus service connecting MARC station via Gateway Regional Activity Center and Fort Meade with eventual regional extension to Annapolis.
13	US: 1 East County Transit Center - construct new transit center to improve transit operations and customer service.
14	MARC Camden Line: Infrastructure, frequency, and service improvements and support MTA efforts to construct third track, sidings, and other infrastructure improvements to allow for mid-day and weekend service.
15	Laurel Park MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
16	Dorsey MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
17	Park and Ride Lots: Leverage park and ride lots for co-location of residential and commercial development.
18	Bus Stop Improvements: Continue investments to upgrade rider amenities and access to bus stops.
19	US 1: Montevideo Road and Port Capital Drive - realign intersection for safety and access management

**Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment**

Project Number	Project Description
20	US 29: Middle Patuxent River to MD 175 - widen southbound US 29 from Middle Patuxent River from four to six lanes to accommodate bus rapid transit and improve travel time reliability.
21	MD 108: Woodland Road to Centennial Lane - expand to continuous five lane section to accommodate left turns, improve safety, and add continuous pathway and landscaping.
22	MD 175: Anne Arundel County line to US 1 - establish a coordinated roadway design in conjunction with Anne Arundel County efforts to improve access management, safety, and operations along MD 175 between the county line and US 1.
23	Kit Kat Road/Brookdale Road: Develop unified link to Dorsey Run Road.
24	Patapsco Regional Greenway: Construct new regional trail from Elkrigde to Ellicott City in coordination with Carroll and Baltimore Counties.
25	US 1: US 1 access and safety projects - retrofit roadways and construct new pathways to neighborhoods, community centers, and schools in the US 1 corridor to support safety and access.
26	Hickory Ridge Road: Hickory Ridge Bicycle Corridor project will retrofit roadways and construct new pathways from the Hickory Ridge, Owen Brown, and Atholton communities to Howard Community College and Downtown Columbia.
27	Dobbin, Snowden River, and Oakland Mill road corridors: Retrofit roadways and construct new shared use paths to connect corridors to Gateway Regional Activity Center.
28	Columbia to North Laurel Corridor: construct South Entrance, Patuxent Branch, and North Laurel Connections pathway projects to provide high quality four season connections.
29	BikeHoward: Construct structured projects recommended in the Bicycle Master Plan.
30	WalkHoward: Construct structured projects recommended in the Pedestrian Master Plan.
31	MD 175: Oakland Mills Road and MD 175 - create limited access interchange to enable access to Blandair Park North.
32	US 29: Extend Symphony Woods Road to Broken Land Parkway and modify the US 29 interchange to create additional southern access to Downtown Columbia.
33	MD 216: MD 216 at Leisher Road, Sky Lark Boulevard Extended, and Gorman Road - realign Gorman Road and Leisher Road to improve mobility and safety in consideration of development patterns and future extension of Skylark Boulevard from Emerson.
34	Broken Land Parkway: At Snowden River Parkway - improve intersection safety and capacity, including alignments with ramps to MD 32.
35	US 29 / I 70: Improve safety and operations at congested interchange.
36	US 1: US 1 at MD 175 - create urban interchange to improve traffic safety and operations.
37	Gateway Regional Activity Center: At MD 175/MD 108/Columbia Gateway Drive - construct new northern access point to Gateway Regional Activity Center and improve traffic safety and operations with partially grade separated interchange.
38	MD 100: At MD 100, MD 108, and Snowden River Parkway - construct operational and safety improvements for traffic exiting MD 100 to MD 108 and Snowden River Parkway.
39	I 70 and Marriottsville Road: Construct capacity, ramp, and bridge improvements over I 70, expansion of Marriottsville Road from MD 99 to US 40.



**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>CIM-1 - Maintain transportation system assets to ensure the viability of the system and safety of users.</b>		
1. Develop and regularly update a risk-based asset inventory and management program for all transportation assets and ensure adequate maintenance funding.	OOT DPW	Mid-Term
2. Closely coordinate system maintenance activities with utilities and private development to minimize future roadway damage.	OOT Private Partners	Ongoing
3. Develop fiscally unconstrained plans for each asset class to communicate the deferred maintenance needs and a pipeline of unfunded projects for consideration.	DPW	Ongoing
4. Consider equity emphasis areas in the prioritization of maintenance needs.	OOT DPW	Ongoing
<b>CIM-2 - Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.</b>		
1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.	OOT DPW Elected Officials OOB	Mid-Term
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.	OOT DPZ DPW	Ongoing
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.	OOT Elected Officials OOB	Ongoing
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.	OOT DPW	Ongoing
<u>5. Pursue State enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.</u>	<u>OOT</u> <u>DPW</u>	<u>Ongoing</u>

**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>CIM-3 - Make the transportation system equitable, close mobility gaps, and improve access to jobs, health care, education, and social services.</b>		
1. Continue to monitor system performance, gather input from current riders, and allocate existing resources to maximize ridership and enhance service for current public transit riders.	OOT	Ongoing
2. Ensure investments in the Regional Transportation Agency system balance improving service frequencies and adding new routes to unserved areas with transit-supportive land use.	OOT	Ongoing
3. Continue to support community-based mobility programs and non-governmental organizations that serve seniors and people with disabilities.	DCRS OOT	Ongoing
4. Explore flexible transit routing, mobility as a service, and other micro-mobility concepts to provide efficient and economic transit service in lower-density areas of the County.	OOT	Mid-Term
<b>CIM-4 - Leverage Howard County's position in the Baltimore and Washington regions to advance transportation projects and policies with regional and local impacts, including focusing efforts on governance, accountability, funding policies, and strategies to address unmet transportation service needs.</b>		
1. Continue to engage in regional discussions regarding state and federal investment in regional transit systems to ensure funding and support for Howard County projects, meet the County's goals to enhance and improve access to regional job centers, and maintain the County's position as an attractive location to live and work.	OOT DPW Elected Officials OOB	Ongoing
2. Continue to support the collaborative efforts to improve the Regional Transportation Agency of Central Maryland.	OOT	Ongoing
3. Continue to partner with Montgomery County and the Maryland Department of Transportation to extend the Flash Bus Rapid Transit Service to Howard County.	OOT	Mid-Term
4. Support and partner with Maryland Department of Transportation and other regional organizations to expand service and improve reliability on the Camden Commuter Rail Line.	OOT	Mid-Term
5. Continue to engage and participate in regional and state planning and coordination activities to ensure the needs of freight and goods movements are considered and supported.	OOT	Ongoing



**Amendment 1 to Amendment No. 9 to Council Bill No. 28 -2023**

**BY: Christiana Rigby**

**Legislative Day 12**

**Date: 10/11/2023**

**Amendment No. 1**

*(This Amendment to Amendment 9 strikes language to widen Snowden River Parkway and adds language to construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.)*

- 1 Substitute page 1 of Amendment 9 with the attachment to this Amendment to Amendment.
- 2
- 3 Substitute the page CIM-37 attached to Amendment 9 with the page CIM-37 attached to this
- 4 Amendment to Amendment.

**I certify this is a true copy of**

Am 1 Am 9 CB28-2023

**passed on**

10/11/2023

Michelle Harris  
**Council Administrator**



Amendment 9 to Council Bill No. 28 -2023

BY: Christiana Rigby

Legislative Day 12

Date: 10/11/2023

Amendment No. 9

*(This Amendment makes the following changes to HoCo by Design Chapter 4 and Chapter 11:*

- Chapter 4: County in Motion*
- *Amends the CIM-2 Policy Statement by adding Implementation Action 5 to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones;*
  - *On page CIM-37 (Table 4-1) rephrase project #2: “Snowden River Parkway: Oakland Mills Road to Broken Land Parkway – - construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes”;*
- Chapter 11: Implementation*
- *Amends Table 10-1: Implementation Matrix by adding a CIM-2 Policy and Implementing Action to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.)*

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 4: County in Motion: 13 and 37; and
- 4 • Chapter 11: Implementation: 23.

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

7



**Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment**

Project Number	Project Description
1	Sanner Road: Johns Hopkins Road to Guilford Road - improve safety and operations for all modes, along with stormwater management improvements.
2	Snowden River Parkway: Oakland Mills Road to Broken Land Parkway - <del>widen Snowden River Parkway from four to six lanes from Oakland Mills Road to Broken Land Parkway to match segment north of Oakland Mills Road</del> <u>construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.</u>
3	Gateway Regional Activity Center: Create new eastern access point to Gateway and Berger Road via CSX right of way.
4	US 1: MD 100 to Prince George's County Line - continue operational, safety, and streetscape improvements between MD 100 and Prince George's County line, along with advancing regional transit efforts.
5	MD 108: Trotter Road to MD 32 - expand section to accommodate left turns, improve safety, and complete the Clarksville-River Hill Streetscape Project.
6	MD 103/104/108 Corridor: Construct operational and safety improvements along MD 103, 104, and 108, including continuous sidewalk and pedestrian connections between neighborhoods and schools in the corridors.
7	US 40: Chatham Road to Baltimore County Line - construct operational, safety, and access management improvements along US 40, including improved pedestrian connections and regional transit connections.
8	US 29: US 29 from Ellicott City to Burtonsville via Downtown Columbia and Maple Lawn - extend Montgomery County Flash service to provide direct connection to WMATA Red Line and MTA Purple Line with high-quality BRT service.
9	Downtown Columbia: Construct Downtown Columbia Transit Center to improve transit operations, customer services, and service expansion.
10	Downtown Columbia: Establish Downtown Columbia Circulator.
11	MD 99/US 29: Construct Park and Ride lot to create northern terminus for US 29 BRT service and provide capacity for rideshare vanpools.
12	East/West Corridor between Downtown Columbia and Odenton MARC Station: Create new enhanced bus service connecting MARC station via Gateway Regional Activity Center and Fort Meade with eventual regional extension to Annapolis.
13	US: 1 East County Transit Center - construct new transit center to improve transit operations and customer service.
14	MARC Camden Line: Infrastructure, frequency, and service improvements and support MTA efforts to construct third track, sidings, and other infrastructure improvements to allow for mid-day and weekend service.
15	Laurel Park MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
16	Dorsey MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
17	Park and Ride Lots: Leverage park and ride lots for co-location of residential and commercial development.
18	Bus Stop Improvements: Continue investments to upgrade rider amenities and access to bus stops.
19	US 1: Montevideo Road and Port Capital Drive - realign intersection for safety and access management and widen Montevideo Road to accommodate truck traffic from Dorsey Run Road.

**Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment**

Project Number	Project Description
20	US 29: Middle Patuxent River to MD 175 - widen southbound US 29 from Middle Patuxent River from four to six lanes to accommodate bus rapid transit and improve travel time reliability.
21	MD 108: Woodland Road to Centennial Lane - expand to continuous five lane section to accommodate left turns, improve safety, and add continuous pathway and landscaping.
22	MD 175: Anne Arundel County line to US 1 - establish a coordinated roadway design in conjunction with Anne Arundel County efforts to improve access management, safety, and operations along MD 175 between the county line and US 1.
23	Kit Kat Road/Brookdale Road: Develop unified link to Dorsey Run Road.
24	Patapsco Regional Greenway: Construct new regional trail from Elkrigde to Ellicott City in coordination with Carroll and Baltimore Counties.
25	US 1: US 1 access and safety projects - retrofit roadways and construct new pathways to neighborhoods, community centers, and schools in the US 1 corridor to support safety and access.
26	Hickory Ridge Road: Hickory Ridge Bicycle Corridor project will retrofit roadways and construct new pathways from the Hickory Ridge, Owen Brown, and Atholton communities to Howard Community College and Downtown Columbia.
27	Dobbin, Snowden River, and Oakland Mill road corridors: Retrofit roadways and construct new shared use paths to connect corridors to Gateway Regional Activity Center.
28	Columbia to North Laurel Corridor: construct South Entrance, Patuxent Branch, and North Laurel Connections pathway projects to provide high quality four season connections.
29	BikeHoward: Construct structured projects recommended in the Bicycle Master Plan.
30	WalkHoward: Construct structured projects recommended in the Pedestrian Master Plan.
31	MD 175: Oakland Mills Road and MD 175 - create limited access interchange to enable access to Blandair Park North.
32	US 29: Extend Symphony Woods Road to Broken Land Parkway and modify the US 29 interchange to create additional southern access to Downtown Columbia.
33	MD 216: MD 216 at Leisher Road, Sky Lark Boulevard Extended, and Gorman Road - realign Gorman Road and Leisher Road to improve mobility and safety in consideration of development patterns and future extension of Skylark Boulevard from Emerson.
34	Broken Land Parkway: At Snowden River Parkway - improve intersection safety and capacity, including alignments with ramps to MD 32.
35	US 29 / I 70: Improve safety and operations at congested interchange.
36	US 1: US 1 at MD 175 - create urban interchange to improve traffic safety and operations.
37	Gateway Regional Activity Center: At MD 175/MD 108/Columbia Gateway Drive - construct new northern access point to Gateway Regional Activity Center and improve traffic safety and operations with partially grade separated interchange.
38	MD 100: At MD 100, MD 108, and Snowden River Parkway - construct operational and safety improvements for traffic exiting MD 100 to MD 108 and Snowden River Parkway.
39	I 70 and Marriottsville Road: Construct capacity, ramp, and bridge improvements over I 70, expansion of Marriottsville Road from MD 99 to US 40.



Amendment 9 to Council Bill No. 28 -2023

BY: Christiana Rigby

Legislative Day 11  
Date: 10/02/2023

Amendment No. 9

*(This Amendment makes the following changes to HoCo by Design Chapter 4 and Chapter 11:*

- Chapter 4: County in Motion*
- *Amends the CIM-2 Policy Statement by adding Implementation Action 5 to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones;*
  - *On page CIM-37 (Table 4-1) rephrase project #2: "Snowden River Parkway: Oakland Mills Road to Broken Land Parkway – - construct all segments of the multi-use pathway";*
- Chapter 11: Implementation*
- *Amends Table 10-1: Implementation Matrix by adding a CIM-2 Policy and Implementing Action to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.)*

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 4: County in Motion: 13 and 37; and
- 4 • Chapter 11: Implementation: 23.

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

7



Building on the Complete Streets Policy, the Howard County Design Manual Volumes III and IV (Design Manual) were updated in 2022 to incorporate best practices in street design to accommodate all modes of transportation. The next step in complete streets implementation is to update the Subdivision and Land Development Regulations to ensure that the development process supports the County's vision for complete streets. In early 2020, Howard County also adopted a new pedestrian master plan, WalkHoward, which identifies and prioritizes pedestrian infrastructure needs. A fundamental organizing principle of WalkHoward includes last-mile access, and the plan recommends a series of projects and connections to ensure walking is a safe, effective, and viable recreational and transportation choice. BikeHoward, further described under the "Mobility and Access" section of this chapter, envisions safe bicycling on roads and paths as a means of daily transportation and healthy recreation. BikeHoward calls for the creation of a safe and seamless network of bikeways that connect people to schools, shops, parks, and work, with facilities that serve all skill and comfort levels.

The Strategic Road Safety Plan recommended a safe system approach for the County that identifies the link between priority crash types and the roadway contexts in which they most frequently occur. The system then prioritizes countermeasures that provide a solution to those crash types at the identified location types. This approach is innovative because it can prioritize locations that have a high propensity for crashes to occur even if crashes have not occurred there in recent years. Overall, the system proactively targets road safety improvements in high-risk locations where the most frequent and severe crashes could occur. This effort should also coordinate with and support the Complete Streets Policy and the WalkHoward and BikeHoward capital programs.

Finally, HoCo By Design's Economic Prosperity chapter describes the transportation needs of the agricultural community and conditions that impact safety. Refer to the section "Sustaining our Agricultural Economy" within the Economic Prosperity chapter for details.

### CIM-2 Policy Statement

Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.

### Implementing Actions

1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.

5. Pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.





Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment	
Project Number	Project Description
1	Sanner Road: Jettus Hopkins Road to Guilford Road - improve safety and operations for all modes, along with stormwater management improvements.
2	Snowden River Parkway: Oakland Mills Road to Broken Land Parkway - <del>widen Snowden River Parkway from four to six lanes from Oakland Mills Road to Broken Land Parkway to match segment north of Oakland Mills Road</del> <del>construct all segments of the multi-use pathway.</del>
3	Gateway Regional Activity Center: Create new eastern access point to Gateway and Berger Road via CSX right of way.
4	US 1: MD 100 to Prince George's County line - continue operational, safety, and streetscape improvements between MD 100 and Prince George's County line, along with advancing regional transit efforts.
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7	US 40: Chatham Road to Baltimore County Line - construct operational, safety, and access management improvements along US 40, including improved pedestrian connections and regional transit connections.
8	US 29: US 29 from Ellicott City to Burtonsville via Downtown Columbia and Maple Lawn - extend Montgomery County Flash service to provide direct connection to WMATA Red Line and MTA Purple Line with high-quality BRT service.
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13	US: 1 East County Transit Center - construct new transit center to improve transit operations and customer service.
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15	Laurel Park MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
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Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment	
Project Number	Project Description
20	US 29: Middle Patuxent River to MD 175 - widen southbound US 29 from Middle Patuxent River from four to six lanes to accommodate bus rapid transit and improve travel time reliability.
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35	US 29 / I 70: Improve safety and operations at congested interchange.
36	US 1: US 1 at MD 175 - create urban interchange to improve traffic safety and operations.
37	Gateway Regional Activity Center: At MD 175/MD 108/Columbia Gateway Drive - construct new northern access point to Gateway Regional Activity Center and improve traffic safety and operations with partially grade separated interchange.
38	MD 100: At MD 100, MD 108, and Snowden River Parkway - construct operational and safety improvements for traffic exiting MD 100 to MD 108 and Snowden River Parkway.
39	I 70 and Marriottsville Road: Construct capacity, ramp, and bridge improvements over I 70, expansion of Marriottsville Road from MD 99 to US 40.



**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>CIM-1 - Maintain transportation system assets to ensure the viability of the system and safety of users.</b>		
1. Develop and regularly update a risk-based asset inventory and management program for all transportation assets and ensure adequate maintenance funding.	OOT DPW	Mid-Term
2. Closely coordinate system maintenance activities with utilities and private development to minimize future roadway damage.	OOT Private Partners	Ongoing
3. Develop fiscally unconstrained plans for each asset class to communicate the deferred maintenance needs and a pipeline of unfunded projects for consideration.	DPW	Ongoing
4. Consider equity emphasis areas in the prioritization of maintenance needs.	OOT DPW	Ongoing
<b>CIM-2 - Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.</b>		
1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.	OOT DPW Elected Officials OOB	Mid-Term
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.	OOT DPZ DPW	Ongoing
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.	OOT Elected Officials OOB	Ongoing
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.	OOT DPW	Ongoing
5. Pursue State enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.	OOT DPW	Ongoing

**Table 10-1: Implementation Matrix**

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<b>CIM-3 - Make the transportation system equitable, close mobility gaps, and improve access to jobs, health care, education, and social services.</b>		
1. Continue to monitor system performance, gather input from current riders, and allocate existing resources to maximize ridership and enhance service for current public transit riders.	OOT	Ongoing
2. Ensure investments in the Regional Transportation Agency system balance improving service frequencies and adding new routes to unserved areas with transit-supportive land use.	OOT	Ongoing
3. Continue to support community-based mobility programs and non-governmental organizations that serve seniors and people with disabilities.	DCRS OOT	Ongoing
4. Explore flexible transit routing, mobility as a service, and other micro-mobility concepts to provide efficient and economic transit service in lower-density areas of the County.	OOT	Mid-Term
<b>CIM-4 - Leverage Howard County's position in the Baltimore and Washington regions to advance transportation projects and policies with regional and local impacts, including focusing efforts on governance, accountability, funding policies, and strategies to address unmet transportation service needs.</b>		
1. Continue to engage in regional discussions regarding state and federal investment in regional transit systems to ensure funding and support for Howard County projects, meet the County's goals to enhance and improve access to regional job centers, and maintain the County's position as an attractive location to live and work.	OOT DPW Elected Officials OOB	Ongoing
2. Continue to support the collaborative efforts to improve the Regional Transportation Agency of Central Maryland.	OOT	Ongoing
3. Continue to partner with Montgomery County and the Maryland Department of Transportation to extend the Flash Bus Rapid Transit Service to Howard County.	OOT	Mid-Term
4. Support and partner with Maryland Department of Transportation and other regional organizations to expand service and improve reliability on the Camden Commuter Rail Line.	OOT	Mid-Term
5. Continue to engage and participate in regional and state planning and coordination activities to ensure the needs of freight and goods movements are considered and supported.	OOT	Ongoing



**Amendment 10 to Council Bill No. 28-2023**

**BY: The Chair on behalf of the Council**

**Legislative Day: 12**

**Date: 10/11/23**

**Amendment No. 10**

*(This Amendment adds Section 3 to the bill providing that after passage of the Act, the Director of the Department of Planning and Zoning shall amend text, maps, charts, graphs, photos, and tables in accordance with amendments to this Act.)*

1 On page 2, in line 8, insert:

2 “Section 3. And Be It Further Enacted by the County Council of Howard County, Maryland  
3 that after passage of this Act, the Director of the Department of Planning and Zoning shall  
4 amend text, maps, charts, graphs, photos, and tables, in accordance with amendments to this  
5 Act.”.

6

7 On page 2, in lines 9 and 14, strike “3.” and “4.”, respectively, and substitute “4.” and “5.”,  
8 respectively.

**I certify this is a true copy of**

Am 10 CB28-2023

**passed on**

10/11/2023

Michelle Carroll

**Council Administrator**



Amendment 1 Amendment No. 10 to Council Bill No. 28 -2023

BY: The Chairperson at the Request  
of the County Executive

Legislative Day 12  
Date: October 11, 2023

Amendment No. 1 to Amendment No. 10

*(This Amendment makes a technical correction to allow the Director of the Department of  
Planning and Zoning to also amend photos.)*

- 1 In the amendment description, after “*graphs*,” insert “*photos*”.
- 2
- 3 On page 1, in line 4, after “*graphs*,” insert “*photos*”.

I certify this is a true copy of  
Am 1 to Am 10 CB28-2023  
passed on October 11, 2023  
Michelle Hartzel  
Council Administrator



Amendment 10 to Council Bill No. 28-2023

BY: The Chair on behalf of the Council

Legislative Day: 11

Date: 10/02/2023

Amendment No. 10

*(This Amendment adds Section 3 to the bill providing that after passage of the Act, the Director of the Department of Planning and Zoning shall amend text, maps, charts, graphs, and tables in accordance with amendments to this Act.)*

1 On page 2, in line 8, insert:

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4 *amend text, maps, charts, graphs, and tables, in accordance with amendments to this Act.”.*

5  
6 On page 2, in lines 9 and 14, strike “3.” and “4.”, respectively, and substitute “4.” and “5.”,  
7 respectively.

**I certify this is a true copy of**

\_\_\_\_\_ passed on \_\_\_\_\_

\_\_\_\_\_  
**Council Administrator**