

Amendment 51 to Council Bill No. 28 -2023

BY: The Chairperson at the Request
of the County Executive

Legislative Day 11
Date: 10/02/2023

Amendment No. 51

*(This Amendment corrects typographical errors in Table 10-3, Tentative Allocations
Granted Since 2010 Allocation Year.)*

- 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 10, Managing Growth – page 19
4
5 Correct all page numbers, numbering, and formatting within this Act to accommodate this
6 amendment.

I certify this is a true copy of

Am 51 CB 28-2023
passed on 10/11/2023
Nicholas DeRosier
Council Administrator

Leading Indicators of Future Development Activity

New residential construction is expected to continue to slow in Howard County in the immediate years ahead. The following leading indicators show current residential construction trends holding steady over the next three to five years.

APFO Allocations

APFO allocations provide an indication of near-term residential building activity since they are issued three years in advance. Table 10-3 shows the allocations granted since the 2010 allocation year for Downtown Columbia (a major redevelopment location in Howard County with separate APFO requirements) and the rest of Howard County. In general, the number of allocations granted has slowed in more recent years, and this slower pace is expected to occur in the years ahead given limited land supply for new residential construction.

Presubmission Community Meetings

Another important leading indicator of future development activity is the number of presubmission community meetings held. Presubmission community meetings are required for all new development in Howard County. These meetings are held by the project applicant to inform the community that they intend to submit a development plan to the Department of Planning and Zoning (DPZ) for review. Once the meetings are held, the applicant has up to a year to submit their plans to DPZ.

Since July 2019, when the reduced capacity utilizations for elementary and middle schools, and the new high school test became effective, the number of presubmission community meetings and total units for new residential development have dropped significantly. Graphs 10-3 and 10-4 summarize this reduction. Similar to the trend of less allocations being granted, the slowing number and amount of units proposed in presubmission community meetings is also an indication that new residential construction will continue to slow in the immediate years ahead. While this slowdown will impact the amount of

Table 10-3: Tentative Allocations Granted Since 2010 Allocation Year

Year	Total	Downtown Columbia	Rest of Howard County
2010	1,051	0	1,051
2011	1,275	0	1,275
2012	989	0	989
2013	1,980	390	1,590
2014	1,685	0	1,685
2015	1,885	267	1,618
2016	1,510	160	1,350
2017	1,616	0	1,616
2018	2,124	300	1,824
2019	2,167	509	1,658
2020	1,183	205	978
2021	922	13	909
2022	165	0	165
2023	558	36	522
2024	1375	675	700
2025	826	470	356
2026	359	327	32
2027	327	327	0
2028	677	677	0
2029	0	0	0
2030	254	254	0

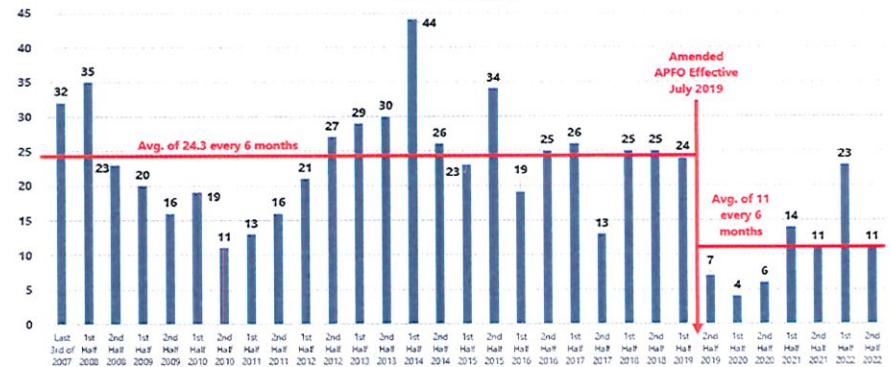
Current Allocation Year

Future Allocation Years

revenue generated for school infrastructure, it will give HCPSS some time to build new capacity in the areas of the County where needed.

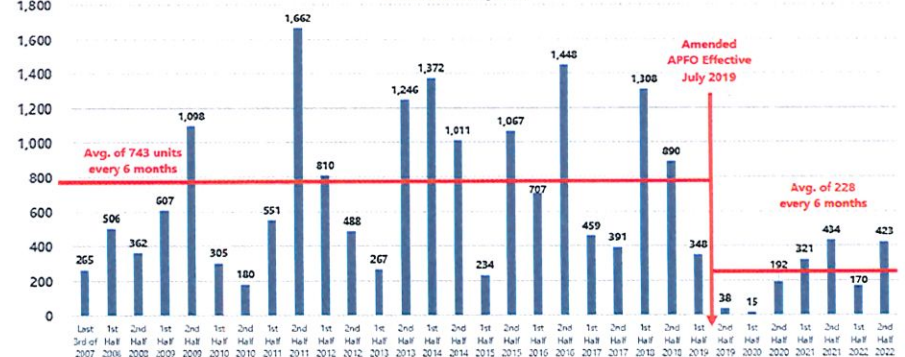
The HoCo By Design housing allocation chart reflects these slowing residential development trends resulting from the lack of available land and the change in unit types. Accordingly, the allocation chart establishes a moderately slower pace of growth to 2040, with most units to be built in Downtown Columbia and other Activity Centers. This pace of growth allows for continued fiscal stability and sustainability of service levels, and considers the need to ensure housing supply meets demand.

Graph 10-3: Number of Presubmission Community Meetings for New Residential Development Howard County, MD



Source: DPZ-OPW Database, Presubmission Community Meetings (residential only) with R Codes, Jan. 26, 2021 (Note: Dorsey Overlook Presub Meeting occurred in Feb. 2020, however this is a repeat meeting from 2018 as plan had been voided and is now coming in again.) Presubmissions first entered in DPZ database beginning Sept. 2007.

Graph 10-4: New Units Proposed in Presubmission Community Meetings Howard County, MD



Source: DPZ-OPW Database, Presubmission Community Meetings (residential only) with R Codes, Jan. 26, 2021 (Note: Dorsey Overlook Presub Meeting occurred in Feb. 2020, however this is a repeat meeting from 2018 as plan had been voided and is now coming in again.) Presubmissions first entered in DPZ database beginning Sept. 2007.

Amendment 52 to Council Bill No. 28 -2023

BY: The Chairperson at the Request
of the County Executive

Legislative Day 11
Date: 10/02/2023

Amendment No. 52

(This Amendment adds a workgroup to evaluate and set goals surrounding targeted incentive programs for affordable and accessible housing. The workgroup will also establish criteria for the affordable housing set aside in the APFO Allocations Chart.)

- 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 10, Managing Growth – page 22
- 4 • Chapter 11, Implementation – page 59
- 5
- 6 Correct all page numbers, numbering, and formatting within this Act to accommodate this
- 7 amendment.

I certify this is a true copy of
Am 52 CB28-2023
 passed on 10/11/2023
[Signature]
 Council Administrator

Managing Growth into the Future

HoCo By Design recommends a comprehensive review and assessment of APFO. Future land use patterns in Howard County will largely be realized through infill development and redevelopment in activity centers, and to a much lesser extent by suburban development in greenfields. APFO was designed to manage growth in the latter, and now needs to be updated to reflect the land use patterns of the County's future.

Section 16.1100(b)(iv) of the Howard County Subdivision and Land Development Regulations requires that a task force be convened within one year of the adoption of the General Plan to review and recommend changes to APFO. The APFO task force will be responsible for reviewing and updating APFO to support the vision, policies, and implementing actions presented in this Plan. The task force may research alternate APFO models used in other counties in Maryland, particularly those counties where redevelopment and infill are the primary forms of new development.

The task force should also explore regulations that consider various development types, locations, and intensities, and incentive-based provisions to expedite capacity improvements. For example, the APFO review should determine whether higher-density, mixed-use projects in activity centers, which may have low student yields, should meet different standards or thresholds, and whether pay-based incentives should be established where suburban-style developments could proceed if a higher school surcharge were paid. The task force should evaluate how APFO may apply to detached accessory dwelling units.

Not only are development and zoning incentives a vital part of a comprehensive affordable housing strategy, process incentives like APFO should be considered as well. The Dynamic Neighborhoods chapter suggests that the APFO task force assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable. The Housing Opportunities Master Plan also recommends the APFO task force look for opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments. Accordingly, the County should evaluate targeted changes to APFO to support the growth required to improve housing affordability and opportunities when the APFO task force convenes following the adoption of the General Plan.

The allocation chart presented here is intended to serve as a temporary bridge between the current requirements of APFO and any subsequent revisions to the law that may result from the work of the APFO task force. The task force should consider whether the allocation chart achieves its intended goal and, if so, whether changes to the chart should be made. The task force should also advise whether the allocation chart, if still deemed necessary, should remain in the General Plan or be incorporated into the APFO ordinance.

The task force should also evaluate existing conditions and emerging trends for new student generation, whether it is due primarily to new housing units or family turnover in existing neighborhoods. Developing an understanding of neighborhood lifecycles will allow for a better assessment of student growth and housing. This understanding should further inform how the APFO school capacity test and associated chart could be changed to optimize growth targets while also maintaining adequate school capacity.

Ultimately, the challenge will be to better balance housing market demand, economic development, and fiscal goals with the continued need to provide adequate school capacity and transportation facilities, as changing housing types and patterns emerge in the future. As noted in the Growth and Conservation Framework chapter, HoCo By Design provides a more predictable outlook for infrastructure with its focused approach on redevelopment—as only 2% of the County's already developed land is targeted as activity centers. This approach allows the County and allied agencies to more deliberately plan and budget for infrastructure.

MG-1 Policy Statement

Evaluate and amend the Adequate Public Facilities Ordinance (APFO) to support the vision and policies presented in HoCo By Design, including current and anticipated development patterns and challenges.

Implementing Actions

1. As part of the evaluation of APFO, achieve the following:
 - a. Research APFO models used in other Maryland and US jurisdictions that account for infill development and redevelopment to support future growth and transportation patterns as anticipated in this General Plan.
 - b. Assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable.
 - c. **Establish a working group that evaluates and sets goals for the targeted incentive program for affordable and accessible housing and establish criteria for the Affordable Housing set aside in the APFO Allocations Chart.**
 - ~~d.~~ Evaluate opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments.
 - ~~e.~~ Evaluate the necessity of a housing allocation chart, including its goals, design, and appropriate place in the law.
 - ~~f.~~ Schools:
 - i. Collect data for school demands in the County sufficient to evaluate existing conditions, emerging trends, and future year needs. This analysis should include an evaluation of the life cycle of new and existing neighborhoods to better understand the origins of student growth.
 - ii. Evaluate the extent to which new growth generates revenues to pay for school infrastructure and review alternative financing methods.
 - iii. Evaluate the school capacity test in APFO to determine if intended outcomes are being achieved, and recommend changes to the framework and process to better pace development with available student capacity.
 - iv. Examine alternatives to APFO waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment.
 - v. Evaluate the timing and process of the school allocation chart.
 - ~~g.~~ Transportation:
 - i. Evaluate and amend APFO standards for transportation adequacy and develop context-driven transportation adequacy measures that align with the County's land use and transportation safety vision.
 - ii. Study and develop APFO standards for specific geographic subareas.
 - iii. Study and develop methods to use a fee-based approach to advance the most significant projects in a subarea.
 - iv. Evaluate and amend APFO standards to mitigate trips with investments in bicycle, pedestrian, and transit infrastructure, road connectivity, and safety projects.
2. Appoint an APFO task force within one year of General Plan adoption to review and provide recommendations for APFO updates that reflect the vision and policies in HoCo By Design.

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agenc	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
MG-1 - Evaluate and amend the Adequate Public Facilities Ordinance (APFO) to support the vision and policies presented in HoCo By Design, including current and anticipated development patterns and challenges.		
1. As part of the evaluation of APFO, achieve the following: a. Research APFO models used in other Maryland and US jurisdictions that account for infill development and redevelopment to support future growth and transportation patterns as anticipated in this General Plan. b. Assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable. c. <u>Establish a working group that evaluates and sets goals for the targeted incentive program for affordable and accessible housing and establish criteria for the Affordable Housing set aside in the APFO Allocations Chart.</u> d. Evaluate opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments. e. Evaluate the necessity of a housing allocation chart, including its goals, design, and appropriate place in the law. f. Schools: i. Collect data for school demands in the County sufficient to evaluate existing conditions, emerging trends, and future year needs. This analysis should include an evaluation of the life cycle of new and existing neighborhoods to better understand the origins of student growth. ii. Evaluate the extent to which new growth generates revenues to pay for school infrastructure and review alternative financing methods. iii. Evaluate the school capacity test in APFO to determine if intended outcomes are being achieved, and recommend changes to the framework and process to better pace development with available student capacity. iv. Examine alternatives to APFO waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment. v. Evaluate the timing and process of the school allocation chart. g. Transportation: i. Evaluate and amend APFO standards for transportation adequacy and develop context-driven transportation adequacy measures that align with the County's land use and transportation safety vision. ii. Study and develop APFO standards for specific geographic subareas. iii. Study and develop methods to use a fee-based approach to advance the most significant projects in a subarea. iv. Evaluate and amend APFO standards to mitigate trips with investments in bicycle, pedestrian, and transit infrastructure, road connectivity, and safety projects.	DPZ DHCD HCPSS OOT DPW	Mid-Term

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Policy and Implementing Actions	Lead Agenc	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
2. Appoint an Adequate Public Facilities Ordinance (APFO) task force within one year of General Plan adoption to review and provide recommendations for APFO updates that reflect the vision and policies in HoCo By Design.	DPZ OOT DHCD DPW HCPSS	Mid-Term

Amendment 53 to Council Bill No. 28 -2023

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

**Legislative Day 11
Date: October 2, 2023**

Amendment No. 53

(This Amendment adds a sentence to indicate that the Plans listed are not an exhaustive list of all functional plans that may be used to implement HoCo By Design.)

- 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 11, Implementation – page 7
- 4
- 5 Correct all page numbers, numbering, and formatting within this Act to accommodate this
6 amendment.

Failed

I certify this is a true copy of
Am 53 CB28-2023
passed on 10/11/2023
Michelle Hazzard
Council Administrator

County's Library of plans

The General Plan is part of a library of documents prepared by the County to guide future growth, development, and conservation efforts. The General Plan offers the broadest policy guidance, while other plans, programs, and regulations delve into specifics. HoCo By Design policies and actions include guidelines for the functional implementation plans, which should be incorporated as each plan is updated. Please note this list of plans is not exhaustive of all functional plans which that may implement HoCo By Design; the 2018 Land Development Regulations Assessment is not classified as a functional plan.

Capital Improvement Program

The County's Capital Improvement Program (CIP) establishes a guide for future financial decision-making, annual budgeting, and the coordination of major public investments in the County's infrastructure. The CIP is intended to reflect the requirements of the General Plan and supporting master plans for Howard County's schools, public facilities, water and sewer needs, solid waste removal, human services, education, libraries, police and fire services, and parks and recreation.

Adequate Public Facilities Ordinance

Howard County's Adequate Public Facilities Ordinance (APFO) provides a growth management process to enable the County to provide adequate public roads, schools, and other facilities in a timely manner and achieve General Plan growth objectives. The process is designed to direct growth to areas where adequate infrastructure exists and/or pace growth to allow for requisite infrastructure.

Zoning Regulations

The County's Zoning Regulations implement recommendations in the General Plan using detailed definitions, rules, and standards. The regulations divide the County into various zoning districts, each of which has certain requirements that govern the development and use of land within the district.

Subdivision and Land Development Regulations

The County's Subdivision and Land Development Regulations establish rules and requirements for the subdivision and development of land. They include standards for the design and layout of streets, blocks, lots, open space, utilities, and easements. Final subdivision plans and site development plans prepared under the subdivision regulations establish the exact location and boundaries for streets, lots, and open space in a new development. The subdivision regulations also include design guidelines and requirements for the protection of environmental features and forest resources.

Historic District Guidelines

The County's historic district guidelines establish standards for construction, alteration, reconstruction, moving, and demolition of structures within the County's designated historic districts. The guidelines aim to preserve the heritage of the County by safeguarding structures and districts that contain important cultural, economic, environmental, archaeological, social, political, or architectural significance to increase property values in these areas and promote the use of historic resources by County residents.

Master Plan for Water and Sewerage

The County's Master Plan for Water and Sewerage provides standards and regulations to assist in the planning, design, and construction of the facilities needed to meet water and sewer demand and capacity for a 25-year timeframe. The document's goal is to further the health and welfare of those living in Howard County through the supply of water and sewer facilities to accommodate future growth. A framework for scheduling and prioritizing projects is provided in the master plan.

Green Infrastructure Network Plan

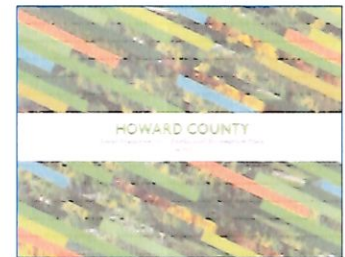
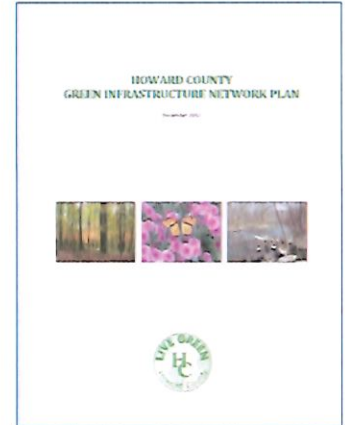
The County's Green Infrastructure Network Plan defines a network of the most ecologically significant natural areas in Howard County. The plan sets implementation priorities to protect and enhance the network by integrating consideration of the network in County planning processes and providing incentives for private stewardship.

Land Preservation, Parks, and Recreation Plan

The County's Land Preservation, Parks, and Recreation Plan provides a comprehensive framework for the creation of a parks and recreation system: amenities, programs; health and wellness events, resiliency measures for both natural and human systems, environmental and ecological health initiatives, and cultural and historic heritage actions. The plan recommends open space requirements for private property, prioritizes acquisition of lands targeted for parks and trails, improves bike and trail connections, and creates stronger connections to open shared spaces and schools in Howard County.

Transit Development Plan

The Howard County Transit Development Plan (TDP) is a five-year plan to guide the management of existing transit service, organizational improvements, customer service, and service expansion. The 2018 TDP focused on service and frequency expansions, supported by a transit budget of \$16 million in FY 2022, of which Howard County funds 75%.



Amendment 1 to Amendment 53
to Council Bill No. 28-2023

BY: Deb Jung

Legislative Day 12
Date: October 11, 2023

Amendment 1 to Amendment 53

(This amendment specifies that the 2018 Land Development Regulations Assessment is not classified as a functional plan in Amendment 53.)

- 1
- 2 Substitute the attached page IMP-7 of Amendment 53 with the attached IMP-7 attached to this
- 3 Amendment to Amendment.
- 4

I certify this is a true copy of

Am 1 Am 53 CB 28-2023

passed on

10/11/2023

Michelle Howard
Council Administrator

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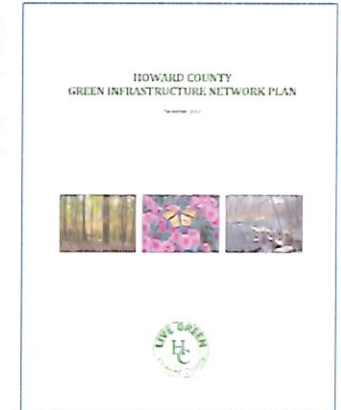
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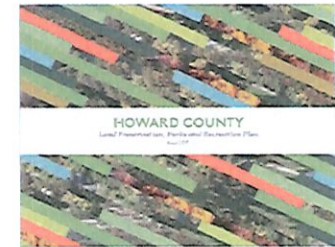
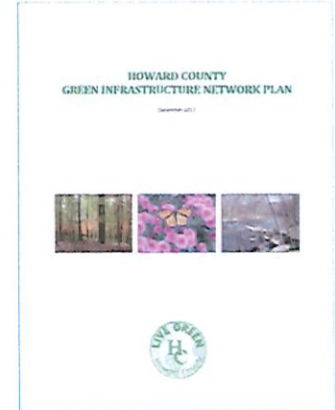
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Legislative Day 11
Date: 10/02/2023

Amendment No. 54

(In the Route 1 Corridor, a Plan for Washington Boulevard, this Amendment substitutes a new Chart RTE 1-1, Zoning Makeup Route 1 Corridor, in order to make the percentages more legible.)

1 In the Route 1 Corridor, A Plan for Washington Boulevard, attached to and incorporated by
2 reference into *HoCo By Design* General Plan, amend the following pages as indicated in this
3 Amendment:

- 4 • Route 1 Corridor: A Plan for Washington Boulevard – On page 17, remove the graphic
5 titled “Chart RTE 1-1: Zoning Makeup Route 1 Corridor” and substitute the graphic as
6 shown on revised page 17

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

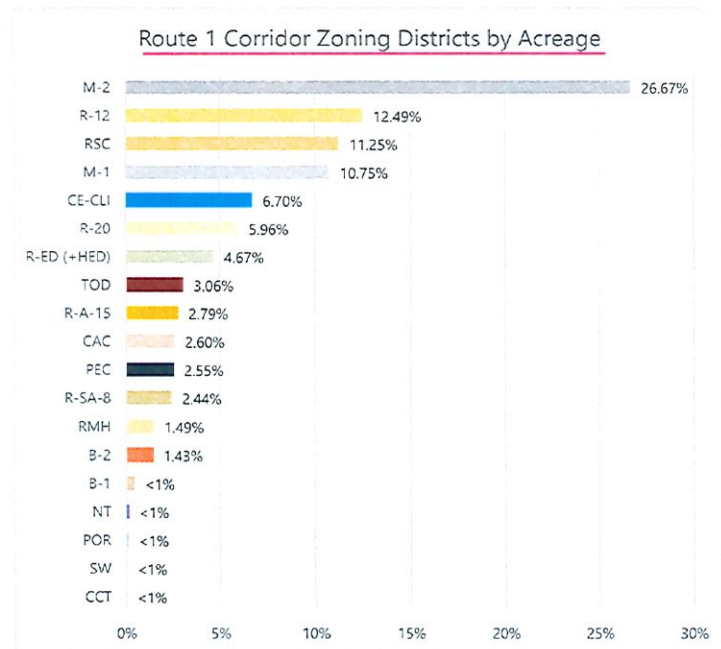
I certify this is a true copy of
Am 54 CB 28-2023
passed on 10/11/2023
Mitchell DeZord
Council Administrator

Commercial

Less than 2% of the Corridor is zoned B-1 or B-2. These parcels host uses that meet the general and commercial service needs of corridor residents. Throughout the Route 1 Corridor, retail and service uses have largely been located on Washington Boulevard frontages and surrounding intersections. Sites are typically small-scale, with few moderate-scale sites located along the Corridor. A large part of retail and service uses in the Corridor are currently made up of a variety of automobile-related businesses, industrial uses, truck terminals, motels, junk yards, and underutilized properties. Redevelopment and infill potential for new neighborhood-serving retail and service uses has been limited by the scattered and small-scale nature of potential commercial parcels.

Commercial office uses are permitted in all Route 1 zones except for residential districts and the Solid Waste (SW) Zoning Overlay District. Office uses are principally found in the Corridor Employment (CE) Zoning District (7% of the total Corridor acreage), which is located primarily on the east side of Route 1, and the Planned Employment Center (PEC) Zoning District (3% of the total acreage), which is found on the west side of Route 1 and located in the more than 100-acre mixed-use Emerson community. Although the CE district is intended to encourage office, flex, and light industrial uses in the Route 1 Corridor, industrial is the main type of use found in this zoning district.

Chart RTE 1-1: Zoning Makeup Route 1 Corridor



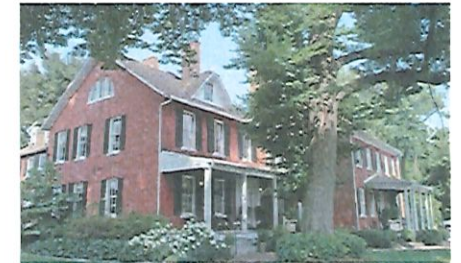
Industrial

Approximately one-third of the land in the Corridor is zoned M-1 or M-2, the County's industrial zoning districts. As mentioned above, the CE Zoning District adds another 7% of corridor acreage for industrial uses, however these site could be redeveloped to non-industrial uses under current zoning. Warehouse/distribution, industrial, and auto services have been the major types of new nonresidential developments, as the Corridor struggled to attract other nonresidential development types. Industrial and warehouse/distribution uses are concentrated in the areas east of Route 1 and in between Route 32 and Route 100.



Residential

The area's existing residential zoning includes R-12 (12.5%), R-20 (6%), R-SA-8 (2.4%), R-A-15 (2.8%), R-ED (4.7%), RMH (1.5%), and RSC (11.3%). Neighborhoods in the Corridor are grounded in the history of its gateway river's edge communities, such as the core and main street area of Elkridge, whose settlement dates to colonial times, and the mill town of Savage. The historic characters differentiate these communities from the rest of the land use patterns along Route 1.



Other older, stable, suburban communities and neighborhoods exist off Route 1, such as Harwood Park. Harwood Park, located off Loudon Avenue in Elkridge, is Howard County's first planned community, created in 1893. It features different housing styles and mature vegetation throughout the neighborhood. The streets are gridded and tree-lined, with a mix of attached and detached homes built over many decades. While some of the homes are quite old, many of the homes were built between 1970 and the present.



Amendment 55 to Council Bill No. 28 -2023

BY: The Chairperson at the Request
of the County Executive

Legislative Day 11
Date: 10/02/2023

Amendment No. 55

(This Amendment:

- 1. Corrects numbers included in the overview of the Howard County Public School System*
- 2. Clarifies statements about the number of schools under 110% capacity*
- 3. Inserts 2022 enrollment data*
- 4. Inserts Fiscal Year 2024 budget information.)*

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 8, Public Schools Facilities page 7, 9, 15 and 21

4

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

I certify this is a true copy of

Am 55 CB 28-2023

passed on

10/11/2023


Council Administrator

OVERVIEW OF HOWARD COUNTY PUBLIC SCHOOL SYSTEM PLANNING

Introduction

School-age children in Howard County attend public schools in the Howard County Public School System (HCPSS). HCPSS is governed by an independently-elected Board of Education (BOE), which consists of eight members and works collaboratively with the County Executive and County Council to develop and adopt HCPSS' operating and capital budgets. Decisions concerning school capacity and utilization, class size, attendance areas, new school construction, and facility maintenance and design are the purview of HCPSS and the BOE.

As of September 2023, there were 78 schools in Howard County, including 42 elementary schools, 20 middle schools, 13 high schools, and three education centers. There were 57,676 students (including pre-k students) enrolled in HCPSS schools for the 2022-2023 school year. The Covid-19 pandemic has resulted in a decrease in student enrollment in recent years, but student population growth is expected to rise annually and is stressing many Howard County schools.

Capital Budget and Long-Range Planning

Tied to the County's capital budget cycle, school planning in Howard County is an annual process that begins with the HCPSS Feasibility Study. This document provides a comprehensive review of school boundary options focused on capacity utilization targets, presents student enrollment projections and trends, and state and local capacities for each school, and develops capital improvement program strategies. This study is prepared by HCPSS' Office of School Planning and presented to the BOE each June. The Feasibility Study informs the HCPSS capital budget for the following fiscal year by providing detailed information on how many students are projected to attend each school in the system and recent attendance area changes. The student enrollment projection horizon is over a 10-to-12-year period. The Feasibility Study is also used as the basis for the following year's Adequate Public Facilities Ordinance (APFO) school capacity chart that is presented to the BOE and adopted by the County Council each July.



ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO)

Howard County has had an Adequate Public Facilities Ordinance (APFO) in place for decades. APFO was most recently amended in 2018 to impose stricter controls for pacing growth from new development in response to school utilization concerns. The adjusted APFO standards postpone new development in a particular school region if the local elementary schools surpass 105% utilization, the middle schools surpass 110% utilization, or the high schools surpass 115% utilization. New residential development is generally "on hold" in many areas of the County due to the APFO schools test, a point discussed further in the Managing Growth chapter. Development projects are retested each year after the County Council adopts a new school capacity chart, as provided by the BOE, and may be "on hold" or delayed for a maximum of four years. This delay provides HCPSS time to plan for and increase capacity through new additions, new schools facilities, and/or redistricting.

School Capacity Utilization

HCPSS measures school capacity utilization by weighing student populations against a specific school’s available space. The goal is to maintain a utilization rate between 90% and 100%. As per BOE policy, redistricting is considered if capacity utilizations are less than 90% or more than 110%. Capacity determinations for each school are revised periodically to reflect the realities of HCPSS’ changing use of buildings, priorities, and educational norms. The annual APFO school capacity chart adopted by the County Council is based on the capacity utilization calculations.

In 2019, the BOE took proactive steps to address HCPSS’ capacity issues by initiating a systemwide school boundary review, which revised the County’s school attendance areas. The goals of the attendance area revisions were to balance school capacity utilization, provide relief to schools most impacted by overcrowding, and address inequities in distribution of students participating in the Free and Reduced Meal Program. ~~More recently, in~~ In November 2022 the BOE adopted new school boundaries to accommodate the County’s newly built Guilford Park High School. ~~As a result of the added capacity of the new high school and the recent boundary line adjustments, According to the 2023 Feasibility Study, 12 of the 13~~ all high schools are projected to be under 110% capacity ~~through 2030, with most of the 13 high schools projected to be around or below 100% capacity for the next 10 years.~~

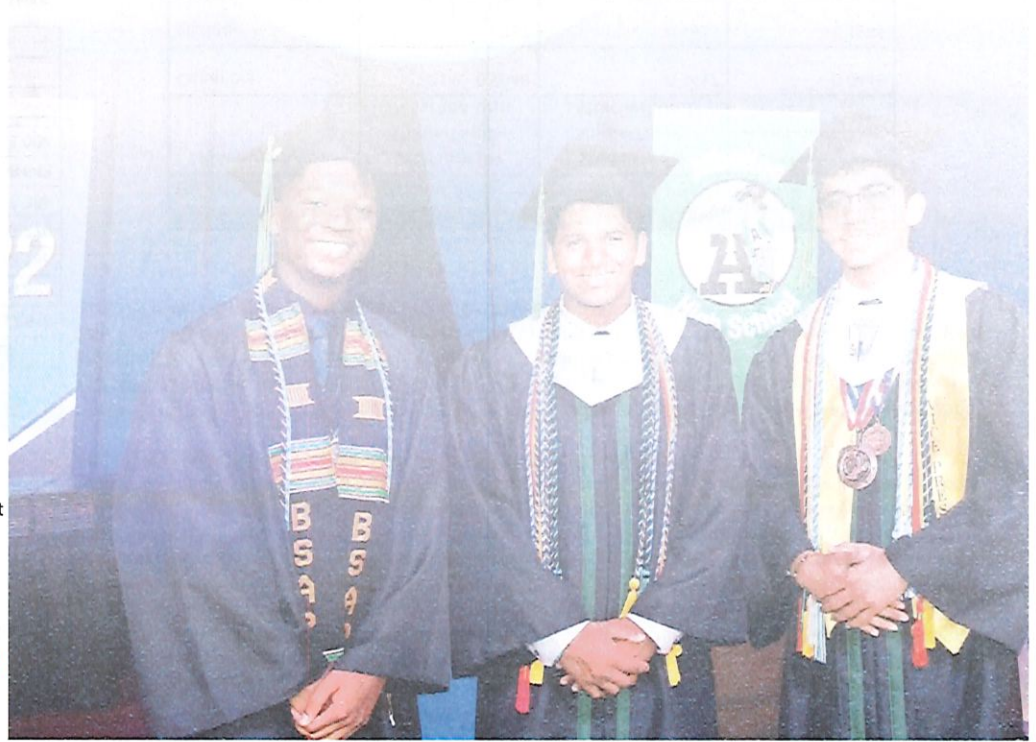
For school year 2022-23, HCPSS elementary schools were utilized at close to 97% of capacity, with underutilized schools in the West balancing some of the high utilization rates at schools in the Central and Eastern areas. Middle schools were utilized at 98% and high school capacity utilization rates were over 105% countywide. This rate will be reduced with the opening of Guilford Park High School in 2023. The highest utilization for both middle and high school levels were in the Eastern and Northern schools. Table 8-1 shows these capacity utilization rates at each grade level. The capacities are from the June 2022 Feasibility Study. ~~As discussed on page 17 of the Feasibility Study, the target capacity utilization range for schools is between 90 and 110%.~~ Rates for each school are included in the study.

Level	Capacity	9/30/2022 Enrollments	Capacity Utilization
Elementary	25,457	24,575	96.5%
Middle	13,496	13,167	97.6%
High	17,206	18,362	106.7%
Total	56,159	56,104	99.9%

Source: Howard County Public School System, Office of School Planning

A number of projects have been approved for funding or ~~are were~~ planned in the BOE’s latest proposed FY24 capital budget that will add seats to increase capacity in the areas of high capacity utilization. ~~When it opens in the fall of 2023,~~ Guilford Park High School ~~will add~~ added 1,658 high school seats in an area of the County with three high schools utilized at over 110%. ~~An addition of approximately 200 seats to Hammond High School added additional capacity in this area of the County.~~ The Oakland Mills Middle and Dunloggin Middle School renovation and addition projects ~~will add~~ are expected to add 428 approximately 400 middle school seats. A renovation and addition is planned for Oakland Mills High School to add approximately 400 seats, with an expected completion date of 2029. ~~Further, a 289 seat addition at Hammond High School will be opening in the fall of 2023.~~ Additional renovation and addition projects are planned with 2030 through 2032 completion dates. All of these projects will help to alleviate school crowding in certain areas of the County, based on projected enrollment growth.

— BB —
Howard County is exceptional, first and foremost, due to the educational system.
 — BB —
 - HoCo By Design process participant



FUTURE TRENDS

Decreases Changes in Enrollment and Birth Rates

Other noteworthy trends impacting future school capacity include changing decreasing enrollment post the Covid-19 pandemic and decreases in the national birth rates.

According to the United States Census Bureau, the number of births nationwide has been declining since 2008, which is now impacting kindergarten enrollment and will impact future enrollment growth in Howard County. Annual live birth counts from the Maryland Department of Health and Mental Hygiene have been declining since 2016, with an 11% overall decrease since 2016. The Maryland Department of Planning (MDP) recalculates birth projections for each county in five-year increments. The 2022 MDP birth projection included this recent historical data, leading to a declining birth projection for the County.

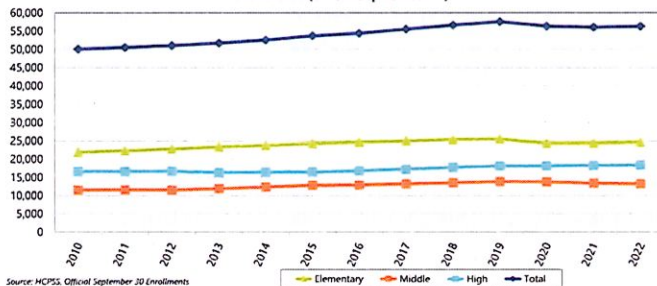
Enrollment ~~has initially~~ declined during since the beginning of the Covid-19 pandemic, as some parents shifted their children to private school or homeschool, while some delayed kindergarten enrollment. However, in 2022, enrollment saw an uptick of 215 students. Table 8-4 from the HCPSS 2022 Feasibility Study illustrates these changes in enrollment counts those decreases between 2019 and 2021.

The 2022-2023 school year official K - 1 2 enrollment count (September 30, 2022 official enrollment) showed an increase to 57,676 56,219 students, the first increase over 2019 enrollment levels. While annual enrollment is projected to increase in the future, the percent of increase may continue to be below recent historical trends given declining birth rates and until pandemic-related behaviors normalize. Graph 8-1 shows historical enrollment trends and the recent decline in enrollment.

Table 8-4: HCPSS Enrollment Count, 2019 - 2022 2021	
Student Groups	Counts
2019 Total Enrollment	57,518
2020 New Students	6,891
2020 Existing Students	-8,130
2020 Total Enrollment	56,279
2021 New Students	8,368
2021 Existing Students	-8,643
2021 Total Enrollment	56,004
<u>2022 New Students</u>	<u>8,207</u>
<u>2022 Existing Students</u>	<u>-7,992</u>
<u>2022 Total Enrollment</u>	<u>56,219</u>

Source: Howard County Public School System, Office of School Planning. K-12 enrollment, not including Pre-K and special programs.

Graph 8-1: Howard County Public School System Enrollments 2010 to 2022 (official Sept. 30 count)



Smaller Housing Typologies

To meet the growing demand for housing within our limited remaining land area, housing types will need to shift. HoCo By Design emphasizes accommodating future growth within mixed-use activity centers, missing middle housing, and accessory dwelling units—all of which consist of smaller housing typologies than traditional single-family detached homes. For example, new apartment units in Downtown Columbia, many of which are studio and 1-bedroom units, are expected to account for close to 20% of all new housing units built in the County between 2023 and 2040. Based on the official September 30, 2022 enrollment data, there are only 41 students living in the 1,199 new housing units from the Downtown Plan that are built and fully occupied. This is a standing yield rate of 0.034 students per unit, which is less than 5% of the yield rate for a typical new single-family detached home built in the County and less than 9% of a new townhome yield rate. Countywide, new apartment yields are about 14% of new single-family detached yields and 26% of new townhome yields.

The HoCo By Design Future Land Use Map (FLUM) is based on a housing projection model that estimates about 57% will be rental and condominium apartments, 24% townhomes, and 19% single-family detached units. This projection compares to 38% rental and condominium apartments, 29% townhomes, and 33% single-family detached units built in the last 20 years. It is expected that this change in unit type mix into the future will yield relatively fewer new students compared to the last 20 years.

Table 8-5: Student Yields from New Units Built 2015-2019: All Grade Levels Combined			
Planning Areas	Students per Single-Family Detached Unit	Students per Single-Family Attached Unit	Students per Apartment Unit
Columbia	0.7048	0.3417	0.0448
Elkridge	0.6331	0.3633	0.1549
Ellicott City	0.8380	0.6440	0.1867
Rural West	0.7888	NA	NA
Southeast	0.5822	0.2533	0.1062
Countywide Average	0.7135	0.3928	0.1020

Source: Howard County Public School System, Office of School Planning, October 2022

Other Revenue Sources

Although General Obligation bonds make up most of the debt for HCPSS, the School Surcharge has been used to supplement these bonds. The School Surcharge is collected at the time of building permit application for all residential construction. The School Surcharge rate was significantly increased in November 2019 (effective January 6, 2020), raising the rate from \$1.32 per square foot of new residential construction to \$7.50 per square foot, with the increase phased in over three years. This increase is expected to bring in needed additional revenues for school construction. As indicated in the fiscal analysis conducted for HoCo By Design, it is estimated that School Surcharge revenues will be \$30 million on an annual average basis through 2040. The School Surcharge is paid by anyone who builds a new home (or addition), whether an individual homeowner or developer. Additionally, 25% of the transfer tax, which was increased from 1.0% to 1.25% under Council Resolution 84-2020, effective May 27, 2020, is also dedicated to school land acquisition and construction costs. This currently amounts to about \$2.5 million per year, which has been used to pay for existing and new school surcharge-supported bonds, as well as cash payments. The fiscal analysis conducted for HoCo By Design indicates that the proposed growth could help sustain transfer tax revenues for school construction.

The County also receives state funds for new school construction. The approved FY23 Capital Budget indicated indicates that the County will would receive state funding for approximately 40% of the total cost of construction for two new schools, the new Guilford Park High School and the Talbott Springs Elementary School replacement, totaling more than \$69 million. The FY24 Capital Budget indicated that the County would receive state aid of approximately \$21 million for capital projects. To be eligible for state funding, capacity needs due to enrollment growth must generally be demonstrated for each project at the systemwide level, inclusive of seats at adjacent schools. The County also receives state revenues for school operations. In FY23 the County received more than \$320 million from the State, about 31% of the total HCPSS operating budget. And in FY24, the County anticipates receiving more than \$347 million from the State, about 31% of the total HCPSS operating budget.

Further funding solutions will be necessary in the years ahead, including working with our state and federal partners.



PS-2 Policy Statement

The County and Howard County Public School System should partner to leverage additional public and private resources to meet school facility needs and timing.

Implementing Actions

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.
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.



Amendment 56 to Council Bill No. 28 -2023

BY: Christiana Rigby

Legislative Day 11

Date: 10/02/2023

Amendment No. 56

(This Amendment makes the following changes to HoCo by Design Chapter 6, Chapter 10, and Chapter 11:

Chapter 6: Dynamic Neighborhoods - Amends the DN-5 Policy Statement Implementing Actions to have the working group study incentives for homeownership opportunities where 50% of the units are affordable homeownership and 50% of the units are affordable rental; - Amends the DN-11 Policy Statement Implementing Actions to ensure Universal Design Guidelines are utilized for at least 10% of all affordable units built;

Chapter 10: Managing Growth - Increases the Affordable Housing allocations in Table 10-1: Howard County APFO Allocations Chart from 150 per year to 500 per year. - Removes the Green Neighborhood program in its entirety in Table 10-1: Howard County APFO Allocations Chart and the accompanying narrative section;

Chapter 11: Implementation - Amends the DN-5 Policy Statement Implementing Actions to have the working group study incentives for homeownership opportunities where 50% of the units are affordable homeownership and 50% of the units are affordable rental; and - Amends the DN-11 Policy Statement Implementing Actions to ensure Universal Design Guidelines are utilized for at least 10% of all affordable units built.)

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 6: Quality by Design: 51 and 62
4 • Chapter 10: Managing Growth: 7 and 8
5 • Chapter 11: Implementation: 39 and 43
6

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

I certify this is a true copy of

Am 56 CB 28-2023

10/11/2023

Michelle Howard

Council Administrator

LEG1856

Not moved

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.
 - e. Incentives related to homeownership opportunities with 50% of the units allocated to affordable homeownership and 50% to affordable rental.

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.

Universal Design

As defined in the Age-Friendly Action Plan, "Universal design, also called barrier-free design, focuses on making the house safe and accessible for everyone, regardless of age, physical ability, or stature. Universal design elements in homes and apartments contribute to age-friendly communities and multi-generational households, and they increase the independence of persons with disabilities."

As noted previously, only 4% of the County's residential land is used for 55 years or more age-restricted development. According to the County's land use database, there are a total of 5,160 age-restricted units consisting of the following housing types: 419 single-family detached, 367 apartments, 1,244 single-family attached condominiums, 1,364 apartments and 1,766 apartment condominiums. However, many of those homes are not financially attainable. The County has limited affordable housing options for older adults, many of whom will have mobility and accessibility needs as they age, and persons with disabilities. Without an adequate supply of these types of homes, some older adults may be unable to find appropriate housing, forcing them to look outside the County if/when they decide to move. While many older adults prefer to age in their homes, that option is not always feasible due to health reasons, mobility issues, changes in finances, or a home not being suitable for modifications. Therefore, housing options for early retirees, empty nesters, or older adults who want to downsize—perhaps because they can no longer maintain a single-family detached dwelling on a large lot (or choose not to)—should be readily available as part of a larger suite of housing typologies catering to changing demands and interests.

Multi-Generational Neighborhoods

Multi-generational neighborhoods offer a variety of housing types and include units that are designed with older adults in mind but appeal to people of all ages and abilities. While the features of the units for older adults are important—size, number of floors, and universal design—the elements of the neighborhood are also important. The housing mix should contribute to the creation of a community that is conducive to social interaction among neighbors and a level of activity that can minimize feelings of isolation that older adults could experience with changing health and social conditions. When surrounded by a network of support, older adults living in a multi-generational neighborhood have a lower likelihood of depression, as such arrangements can foster an environment of neighbors helping neighbors. In addition, older adults provide a resource to younger neighbors in the form of teaching, mentoring, and sharing personal histories, thus improving interactions among generations and enhancing respect across age, race, ethnicity, and other differences. Neighborhoods that offer a safe system of sidewalk connections to nearby convenience retail and services can help older adults with mobility issues maintain their independence longer while allowing all families to maintain healthy lifestyles. The County in Motion chapter provides more details about plans for multi-modal transportation options.

DN-11 Policy Statement



Provide a range of affordable, accessible, and adaptable housing options for older adults and persons with disabilities.

Implementing Actions

1. Use zoning tools and incentives that increase the supply of missing middle housing and accessory dwelling units, as identified in Policy Statements DN-1 and DN-2.
2. Provide flexibility in the Zoning Regulations and the Subdivision and Land Development Regulations for adult group homes/communal living and for accessibility modifications for persons with disabilities who wish to live independently or older adults who wish to age in place or downsize and age in their community at affordable price points.
3. Encourage Age-Restricted Adult Housing (ARAH) developments to build small- to medium-scale housing units to include apartments, condominiums, townhomes, and missing middle housing types that allow seniors to downsize and are affordable to low- and moderate-income households. Evaluate if current ARAH Zoning Regulations allow sufficient density increases to incentivize missing middle housing types, such as cottage clusters, duplexes, and multiplexes.
4. Explore options for additional Continuing Care Retirement Communities in the County.
5. Update the County's Universal Design Guidelines to enhance the capacity for individuals to remain safe and independent in the community through universal design in construction.
6. Require builders and homeowners to follow, when practical, the updated Universal Design Guidelines for new and rehabilitated, remodeled, or redesigned age-restricted housing.
7. Ensure Universal Design Guidelines are utilized for at least 10% of all affordable units built.

DN-12 Policy Statement



Create greater opportunities for multi-generational neighborhoods, especially in character areas identified as activity centers.

Implementing Actions

1. Design new activity centers to accommodate the needs of various ages, abilities, and life stages. Ensure design of neighborhoods and their amenities provide accessibility using universal design guidelines with sidewalks, wayfinding, and safe connections.
2. Bring multi-modal transportation options to locations planned for new multi-generational neighborhoods.

Adequate Public Facilities Ordinance (APFO)

Housing Unit Allocations

APFO sets the pace of new residential development through an annual housing allocation chart, which caps the number of new units that can be built each year by geographic region. Once the annual cap is reached, subdivision plans are placed "on hold" until the next year when more allocations are made available.

The allocation chart for HoCo By Design is shown in Table 10-1 and includes the years 2026-2040. This allocation chart is based on the approximately ~~4,580~~ **1,780** housing units targeted per year over the 15-year timeframe of this chart. Allocations are granted, if available, once the initial subdivision or site development plan is approved. Given that it typically takes several years for the development review process to be completed (to final plat recordation and site development plan approval), allocations are granted three years ahead of when the new units are expected to be built. Since HoCo By Design has been presented for adoption in 2023, the first year on the allocation chart is 2026.

There are four geographic regions in the HoCo By Design allocation chart: Downtown Columbia, Activity Centers, Other Character Areas, and Rural West. Allocations amount to an average total of approximately ~~4,580~~ **1,780** new residential units per year over the 15 years in the chart, including ~~Green-Neighborhood~~ and Affordable Housing units. The number of units in each region is tied to the future land use capacity as modeled and estimated in the Future Land Use Map (FLUM). ~~In addition to the four geographic regions, the allocation chart for HoCo By Design maintains the set-aside incentive of 150 units per year for Green-Neighborhood developments. Projects using Green-Neighborhood allocations must meet the Green-Neighborhood requirements, as specified in the Howard County Subdivision and Land Development Regulations.~~ The total annual average of approximately ~~4,580~~ **1,780** units is significantly less than the 2,084 units targeted in the allocation chart of the previous General Plan, PlanHoward 2030. However, since the County has only realized an annual average of about 1,500–1,600 units per year over the past decade, the revised target of ~~4,580~~ **1,780** units is a realistic measure given the remaining land available and multiple factors influencing growth.

~~Just as the housing allocation chart offers a set-aside incentive for the Green-Neighborhoods program,~~ HoCo By Design proposes an Affordable Housing set aside incentive as well. These additional allocations could help increase the supply of affordable housing units above and beyond what is required under the County's Moderate Income Housing Unit (MIHU) program, and could assist the County with reaching the affordability and accessibility targets recommended in the Housing Opportunities Master Plan. As noted in the Dynamic Neighborhoods chapter, ideal locations for these set asides could be in mixed-use activity centers, redeveloped multi-family communities, and within the Affordable Housing Overlay Zoning District.

Table 10-1: Howard County APFO Allocations Chart - HoCo By Design

Year	Downtown Columbia (1)	Activity Centers	Other Character Areas	Rural West	Total	Green Neighborhood	Affordable Housing
2026	335	600	365	100	1,400	150	500 150
2027	335	600	365	100	1,400	150	500 150
2028	335	600	365	100	1,400	150	500 150
2029	335	600	365	100	1,400	150	500 150
2030	335	600	365	100	1,400	150	500 150
2031	155	600	365	100	1,220	150	500 150
2032	155	600	365	100	1,220	150	500 150
2033	155	600	365	100	1,220	150	500 150
2034	155	600	365	100	1,220	150	500 150
2035	154	600	365	100	1,219	150	500 150
2036	154	600	365	100	1,219	150	500 150
2037	154	600	365	100	1,219	150	500 150
2038	154	600	365	100	1,219	150	500 150
2039	154	600	365	100	1,219	150	500 150
2040	154	600	365	100	1,219	150	500 150
Total	3,219	9,000	5,475	1,500	19,194	2,250	7,500 2,250
Annual Average	215	600	365	100	1,280	150	500 150

(1) The allocations for Downtown Columbia align with the phasing chart in the approved and adopted 2010 Downtown Columbia Plan.

As indicated earlier, HoCo By Design envisions future development in the Gateway Regional Activity Center. Once a master plan for Gateway is completed, and the number and pacing of residential units for Gateway determined, the allocation chart can be amended to include annual allocations for Gateway or a separate chart for Gateway can be adopted. However, these units are not likely to be built in the near-term, as zoning changes will follow the master plan and units will take several years after zoning to be constructed.

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
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.		
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"> 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. e. Incentives related to homeownership opportunities with 50% of the units allocated to affordable homeownership and 50% to affordable rental. 	DPZ DHCD Non-profit Partners	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
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.		
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

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-11 - Provide a range of affordable, accessible, and adaptable housing options for older adults and persons with special needs.		
1. Use zoning tools and incentives that increase the supply of missing middle housing and accessory dwelling units, as identified in Policy Statements DN-1 and DN-2.	DPZ DHCD	Mid-Term
2. Provide flexibility in the Zoning Regulations and the Subdivision and Land Development Regulations for adult group homes/ communal living and for accessibility modifications for persons with disabilities who wish to live independently or older adults who wish to age in place or downsize and age in their community at affordable price points.	DPZ DILP	Mid-Term
3. Encourage Age-Restricted Adult Housing (ARAH) developments to build small- to medium-scale housing units to include apartments, condominiums, townhomes, and missing middle housing types that allow seniors to downsize and are affordable to low- and moderate-income households. Evaluate if current ARAH Zoning Regulations allow sufficient density increases to incentivize missing middle housing types, such as cottage clusters, duplexes, and multiplexes.	DPZ DHCD	Ongoing
4. Explore options for additional Continuing Care Retirement Communities in the County.	DPZ	Mid-Term
5. Update the County's Universal Design Guidelines to enhance the capacity for individuals to remain safe and independent in the community through universal design in construction.	DPZ	Mid-Term
6. Require builders and homeowners to follow, when practicable, the updated Universal Design Guidelines for new and rehabilitated, remodeled, or redesigned age-restricted housing.	DPZ	Mid-Term
7. <u>Ensure Universal Design Guidelines are utilized for at least 10% of all affordable units built.</u>	DPZ	Mid-Term
DN-12 - Create greater opportunities for multi-generational neighborhoods, especially in character areas identified as activity centers.		
1. Design new activity centers to accommodate the needs of various ages, abilities, and life stages. Ensure design of neighborhoods and their amenities provide accessibility using universal design guidelines with sidewalks, wayfinding, and safe connections.	DPZ	Ongoing
2. Bring multi-modal transportation options to locations planned for new multi-generational neighborhoods.	OOT DPZ	Ongoing

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-13 - Preserve affordability of existing housing stock and create opportunities for context-sensitive infill development, especially in Preservation-Revitalization Neighborhoods.		
1. Identify neighborhoods and properties for preservation.	DPZ DHCD	Mid-Term
2. Continue to support the County's housing preservation programs, which are designed to preserve existing affordable housing and assist low- and moderate-income homeowners and renters to remain in their homes.	DHCD DPZ	Ongoing
3. Explore options and partnerships for an acquisition/rehabilitation program for older single-family homes that would support homeownership opportunities for moderate-income households.	DHCD	Ongoing
4. Encourage the development of missing middle housing types that conform to existing neighborhood character and contribute to the creation of mixed-income communities.	DPZ	Ongoing
5. Develop strategies for employing the right of first refusal policy to ensure no loss of affordable units when there are opportunities for redevelopment of multi-family properties.	DHCD	Mid-Term
DN-14 - Support existing neighborhoods and improve community infrastructure and amenities as needed, especially in older or under-served neighborhoods and multi-family communities.		
1. Assess existing community facilities and the neighborhoods that they serve, and upgrade or retrofit as needed to support changing neighborhood needs. Engage communities in the identification of neighborhood needs.	DPW	Ongoing
2. Identify older communities in need of a comprehensive revitalization strategy and work with those communities to develop revitalization plans to assist those communities.	DPZ	Long-term
3. Work with the multi-family rental community to understand the barriers to reporting and resolving issues related to multi-family property maintenance.	DHCD DILP HCHC	Mid-Term

Amendment 57 to Council Bill No. 28 -2023

BY: Christiana Rigby

Legislative Day 11

Date: 10/02/2023

Amendment No. 57

(This Amendment makes the following changes to HoCo by Design Chapter 10 and Chapter 11:

Chapter 10: Managing Growth - Amends MG-1 Policy Statement to include consideration of shifting away from APFO in favor of an Exceptional Community Ordinance; and

Chapter 11: Implementation - Amends MG-1 Policy Statement to include consideration of shifting away from APFO in favor of an Exceptional Community Ordinance.)

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 10: Managing Growth: 22;
4 • Chapter 11: Implementation: 59.

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 57 CB28-2023

passed on 10/11/2023

Michelle Howard
Council Administrator

Not moved

Managing Growth into the Future

HoCo By Design recommends a comprehensive review and assessment of APFO. Future land use patterns in Howard County will largely be realized through infill development and redevelopment in activity centers, and to a much lesser extent by suburban development in greenfields. APFO was designed to manage growth in the latter, and now needs to be updated to reflect the land use patterns of the County's future.

Section 16.1100(b)(iv) of the Howard County Subdivision and Land Development Regulations requires that a task force be convened within one year of the adoption of the General Plan to review and recommend changes to APFO. The APFO task force will be responsible for reviewing and updating APFO to support the vision, policies, and implementing actions presented in this Plan. The task force may research alternate APFO models used in other counties in Maryland, particularly those counties where redevelopment and infill are the primary forms of new development.

The task force should also explore regulations that consider various development types, locations, and intensities, and incentive-based provisions to expedite capacity improvements. For example, the APFO review should determine whether higher-density, mixed-use projects in activity centers, which may have low student yields, should meet different standards or thresholds, and whether pay-based incentives should be established where suburban-style developments could proceed if a higher school surcharge were paid. The task force should evaluate how APFO may apply to detached accessory dwelling units.

Not only are development and zoning incentives a vital part of a comprehensive affordable housing strategy, process incentives like APFO should be considered as well. The Dynamic Neighborhoods chapter suggests that the APFO task force assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable. The Housing Opportunities Master Plan also recommends the APFO task force look for opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments. Accordingly, the County should evaluate targeted changes to APFO to support the growth required to improve housing affordability and opportunities when the APFO task force convenes following the adoption of the General Plan.

The allocation chart presented here is intended to serve as a temporary bridge between the current requirements of APFO and any subsequent revisions to the law that may result from the work of the APFO task force. The task force should consider whether the allocation chart achieves its intended goal and, if so, whether changes to the chart should be made. The task force should also advise whether the allocation chart, if still deemed necessary, should remain in the General Plan or be incorporated into the APFO ordinance.

The task force should also evaluate existing conditions and emerging trends for new student generation, whether it is due primarily to new housing units or family turnover in existing neighborhoods. Developing an understanding of neighborhood lifecycles will allow for a better assessment of student growth and housing. This understanding should further inform how the APFO school capacity test and associated chart could be changed to optimize growth targets while also maintaining adequate school capacity.

Ultimately, the challenge will be to better balance housing market demand, economic development, and fiscal goals with the continued need to provide adequate school capacity and transportation facilities, as changing housing types and patterns emerge in the future. As noted in the Growth and Conservation Framework chapter, HoCo By Design provides a more predictable outlook for infrastructure with its focused approach on redevelopment—as only 2% of the County's already developed land is targeted as activity centers. This approach allows the County and allied agencies to more deliberately plan and budget for infrastructure.

MG-1 Policy Statement

Evaluate and amend the Adequate Public Facilities Ordinance (APFO) to support the vision and policies presented in HoCo By Design, including current and anticipated development patterns and challenges including considering shifting away from an APFO model and exploring the creation of an Exceptional Community Ordinance (ECO), which seeks to address the County's challenges without preventing the implementation of their solutions.

Implementing Actions

1. As part of the evaluation of APFO, achieve the following:
 - a. Research APFO models used in other Maryland and US jurisdictions that account for infill development and redevelopment to support future growth and transportation patterns as anticipated in this General Plan.
 - b. Assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable.
 - c. Evaluate opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments.
 - d. Evaluate the necessity of a housing allocation chart, including its goals, design, and appropriate place in the law.
 - e. Schools:
 - i. Collect data for school demands in the County sufficient to evaluate existing conditions, emerging trends, and future year needs. This analysis should include an evaluation of the life cycle of new and existing neighborhoods to better understand the origins of student growth.
 - ii. Evaluate the extent to which new growth generates revenues to pay for school infrastructure and review alternative financing methods.
 - iii. Evaluate the school capacity test in APFO to determine if intended outcomes are being achieved, and recommend changes to the framework and process to better pace development with available student capacity.
 - iv. Examine alternatives to APFO waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment.
 - v. Evaluate the timing and process of the school capacity chart.
 - f. Transportation:
 - i. Evaluate and amend APFO standards for transportation adequacy and develop context-driven transportation adequacy measures that align with the County's land use and transportation safety vision.
 - ii. Study and develop APFO standards for specific geographic subareas.
 - iii. Study and develop methods to use a fee-based approach to advance the most significant projects in a subarea.
 - iv. Evaluate and amend APFO standards to mitigate trips with investments in bicycle, pedestrian, and transit infrastructure, road connectivity, and safety projects.
2. Appoint an APFO task force within one year of General Plan adoption to review and provide recommendations for APFO updates that reflect the vision and policies in HoCo By Design.

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<p>MG-1 - Evaluate and amend the Adequate Public Facilities Ordinance (APFO) to support the vision and policies presented in HoCo By Design, including current and anticipated development patterns and challenges, including considering shifting away from an APFO model and exploring the creation of an Exceptional Community Ordinance (ECO), which seeks to address the County's challenges without preventing the implementation of their solutions.</p>		
<p>1. As part of the evaluation of APFO, achieve the following:</p> <ul style="list-style-type: none"> a. Research APFO models used in other Maryland and US jurisdictions that account for infill development and redevelopment to support future growth and transportation patterns as anticipated in this General Plan. b. Assess the applicability of APFO to accessory dwelling units and develop recommendations as applicable. c. Evaluate opportunities to grant automatic or limited exemptions to incentivize affordable, age-restricted, and missing middle housing developments. d. Evaluate the necessity of a housing allocation chart, including its goals, design, and appropriate place in the law. e. Schools: <ul style="list-style-type: none"> i. Collect data for school demands in the County sufficient to evaluate existing conditions, emerging trends, and future year needs. This analysis should include an evaluation of the life cycle of new and existing neighborhoods to better understand the origins of student growth. ii. Evaluate the extent to which new growth generates revenues to pay for school infrastructure and review alternative financing methods. iii. Evaluate the school capacity test in APFO to determine if intended outcomes are being achieved, and recommend changes to the framework and process to better pace development with available student capacity. iv. Examine alternatives to APFO waiting periods whereby a development proposal offsets the potential impact to zoned schools through an additional voluntary mitigation payment. v. Evaluate the timing and process of the school allocation chart. f. Transportation: <ul style="list-style-type: none"> i. Evaluate and amend APFO standards for transportation adequacy and develop context-driven transportation adequacy measures that align with the County's land use and transportation safety vision. ii. Study and develop APFO standards for specific geographic subareas. iii. Study and develop methods to use a fee-based approach to advance the most significant projects in a subarea. iv. Evaluate and amend APFO standards to mitigate trips with investments in bicycle, pedestrian, and transit infrastructure, road connectivity, and safety projects. 	<p>DPZ DHCD HCPSS OOT DPW</p>	<p>Mid-Term</p>

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
<p>2. Appoint an Adequate Public Facilities Ordinance (APFO) task force within one year of General Plan adoption to review and provide recommendations for APFO updates that reflect the vision and policies in HoCo By Design.</p>	<p>DPZ OOT DHCD DPW HCPSS</p>	<p>Mid-Term</p>

Amendment 58 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 58

(This Amendment makes the following changes to HoCo by Design Technical appendix B:
Character Areas:

- ~~Moves Village Activity Centers from Areas to Transform to Areas to Strengthen;~~
- Expands Village Activity Centers to areas to enhance, strengthen and transform
- Amends the narrative of how Village Activity Centers should transition between uses and how public spaces should be included between buildings;
- Adds the following to the character area center descriptions:
 - Incorporates the code definition of village centers and
 - Clarifies that Columbia's village centers are diverse, have different competitive positions within market conditions.
- Removes the section titled "Lot Size and Building Placement" in its entirety; and
- Removes a reference to buildings being up to five stories tall.)

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

- 3 • Technical Appendix B: Character Areas: 1, 2, 42, 43, and 44.
- 4 • Chapter 2, Growth and Conservation Framework: 31 and 32

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 58 CB28-2023

passed on 10/11/2023

Michael H. Hester
Council Administrator

Introduction

HoCo By Design uses the term “character areas” to describe unique and discernible areas of the community depicted on the Future Land Use Map (FLUM) in the Growth and Conservation Framework chapter. The categories describe important elements that work together to instill a sense of place (or visitor experience) for residents, customers, or employees in the character area. A character-based planning approach prioritizes site design, public realm, building form and massing, and architecture over general land use and density.

Included in this appendix are detailed descriptions of the character areas and their typical street and block patterns, open space and natural resources, lot size and building placement, building types and massing, and transportation considerations. While the densities and building heights described for each character area represent intentions for contiguous properties in an area, there may be individual buildings that are larger or smaller than these ranges for a specific parcel. The County’s Zoning Regulations and Subdivision and Land Development

Regulations will provide more specific rules and standards. These will include provisions for permitted land uses, densities, block sizes, setbacks, parking, and landscaping using HoCo By Design’s general character area guidance and recommendations.

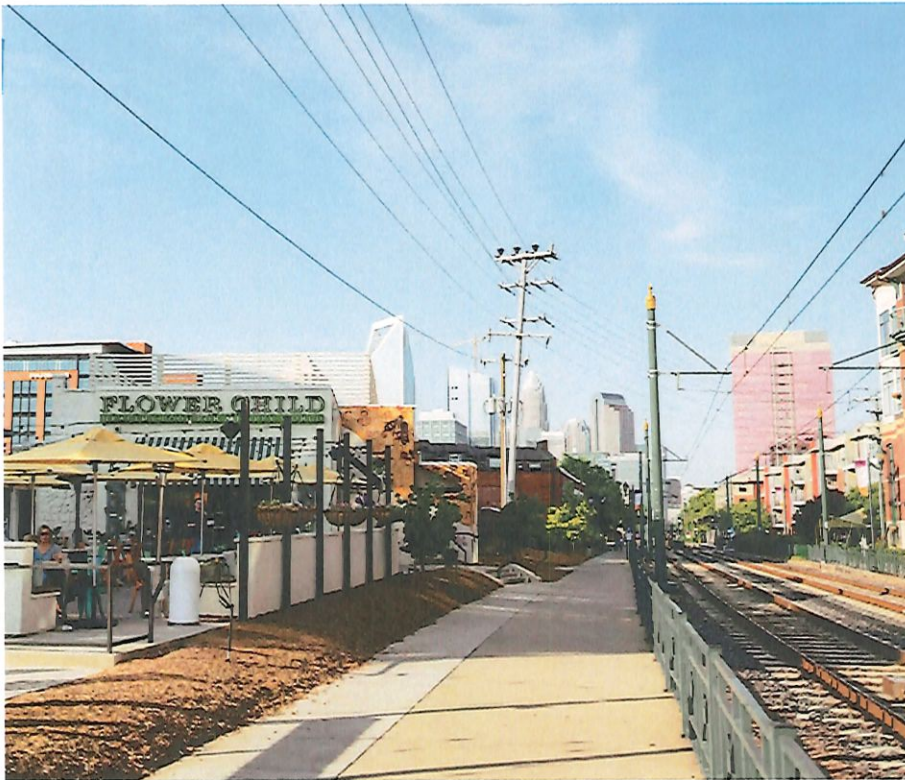
Some character areas share commonalities and have cross-cutting land uses. Environmental and agricultural land preservation easements can be found across multiple character areas to preserve farmland and natural resources throughout the County. Areas under a preservation easement are depicted on the FLUM in the Growth and Conservation Framework chapter of HoCo By Design.

Areas to Preserve	Areas to Strengthen	Areas to Enhance	Areas to Transform
SPECIAL USE	SINGLE-FAMILY NEIGHBORHOOD	INDUSTRIAL	
OPEN SPACE	MULTI-FAMILY NEIGHBORHOOD	CAMPUS	DOWNTOWN COLUMBIA
RURAL CONSERVATION	MIXED-USE NEIGHBORHOOD	SUBURBAN COMMERCIAL	REGIONAL ACTIVITY CENTER
RURAL LIVING	RURAL CROSSROADS		TRANSIT ACTIVITY CENTER
HISTORIC COMMUNITY			VILLAGE ACTIVITY CENTER
	VILLAGE ACTIVITY CENTER		INDUSTRIAL MIXED-USE CENTER
			MIXED-USE ACTIVITY CENTER
			MULTI-FAMILY NEIGHBORHOOD
		Village Activity Center	

businesses and start-ups to share facilities and amenities with more established businesses. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Transit Activity Centers are designed to promote automobile alternatives, including transit, walking, and bicycling. All streets should be multi-modal in design, allowing safe and efficient pedestrian or bicycle movements throughout the center using a park-once, bus-once, or train-once approach. Key destinations should be directly linked to the Transit Activity Center via easily navigated pedestrian and bicycle facilities. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



CHARACTER AREA: VILLAGE ACTIVITY CENTER

As defined in Howard County's code, Village Centers are mixed-use developments designed to be community focal points and gathering places for their surrounding village neighborhoods. ~~land in Columbia that provides goods and services to surrounding neighborhoods.~~ Enhanced or redeveloped Village Activity Centers offer the opportunity to serve broader economic, civic, community, entertainment, and housing needs in the community and to reposition themselves in response to changing market conditions and consumer trends. The competitive position and conditions specific to each village center will be considered when determining whether they are prime for redevelopment or could be enhanced with programming or other amenities that serve their surrounding communities.

The design of Village Activity Centers should transition ~~transitions~~ effectively between residential and nonresidential uses. Active public spaces should be included ~~are encouraged~~ 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 Village Activity Center. ~~including, but not limited to, missing middle home choices~~ These housing types should include, but are not limited to, missing middle homes. Parking ~~is~~ could be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. Sites should effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access and circulation away from adjacent neighborhoods.

Village Activity Centers should maximize their connections to the Columbia open space network, including safe and convenient pedestrian and bicycle access to the centers from nearby neighborhoods.

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. Redevelopment of Village Activity Centers should instill the principles from the original vision for Columbia, and the focus on Village Activity Centers to serve the needs of residents within, and surrounding, the centers.

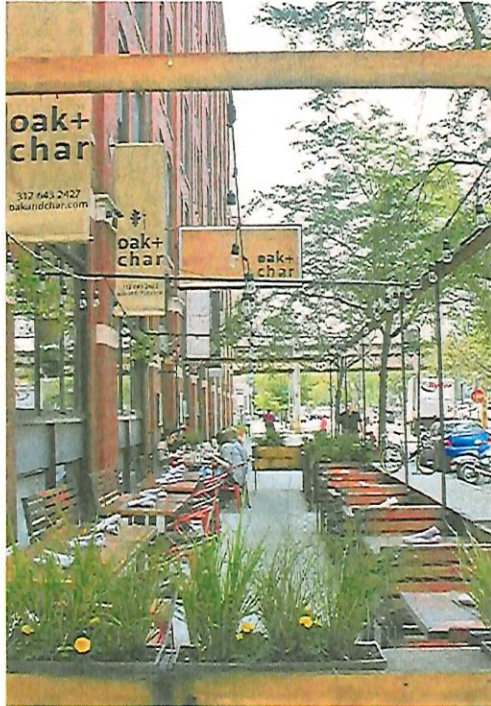


Street and Block Pattern

Redeveloped Village Activity Centers should incorporate a pattern of small blocks and a hierarchy of walkable streets. Vehicle access and circulation should be oriented away from adjacent neighborhoods. Parking should be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies located toward the interior of blocks. Formal and informal on-street parking should be provided throughout the activity center.

Open Spaces and Natural Resources

Grading of topography and clearing of vegetation may be necessary to achieve the mix of uses desired. However, redeveloped Village Activity Centers must protect steep slopes, floodplains, streams, and wetlands, and meet forest conservation requirements. Redeveloped centers should promote opportunities to increase native tree canopy and replace lawns with native landscaping, including pollinator gardens and other wildlife habitats. Redevelopment also provides an opportunity to improve stormwater management.



Open space elements in a redeveloped Village Activity Center may include small parks, multiple gathering spaces, and community gardens, along with trails or greenways that connect them. Large, mature trees should be preserved to reinforce the overall vision and character of Columbia. Excess surface parking lots and other impervious surfaces are encouraged to be redeveloped as open space to the maximum extent possible.

Lot Size and Building Placement

Redevelopment should be in more compact lot and building patterns, with parking relocated to the rear of buildings that are oriented to the street. Front setbacks are variable, with smaller setbacks in the core and larger ones at the edges. Side and rear setbacks are variable. Setbacks may be exaggerated to preserve large, mature tree stands next to the public right-of-way.

Building Types and Massing

Building types should mix uses horizontally and vertically, and should include residential, office, and commercial uses to support the needs of those who live and work in and around the Village Activity Center. Buildings ~~may stand up to five stories tall, but those nearest to existing residential neighborhoods~~ should be of a scale and design compatible with nearby development. Residential units or office space may be found above storefronts in the core of the development. Apartments or condominiums should be stacked over ground floor commercial. Village Activity Centers should provide a wide variety of housing choices including missing middle housing types. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

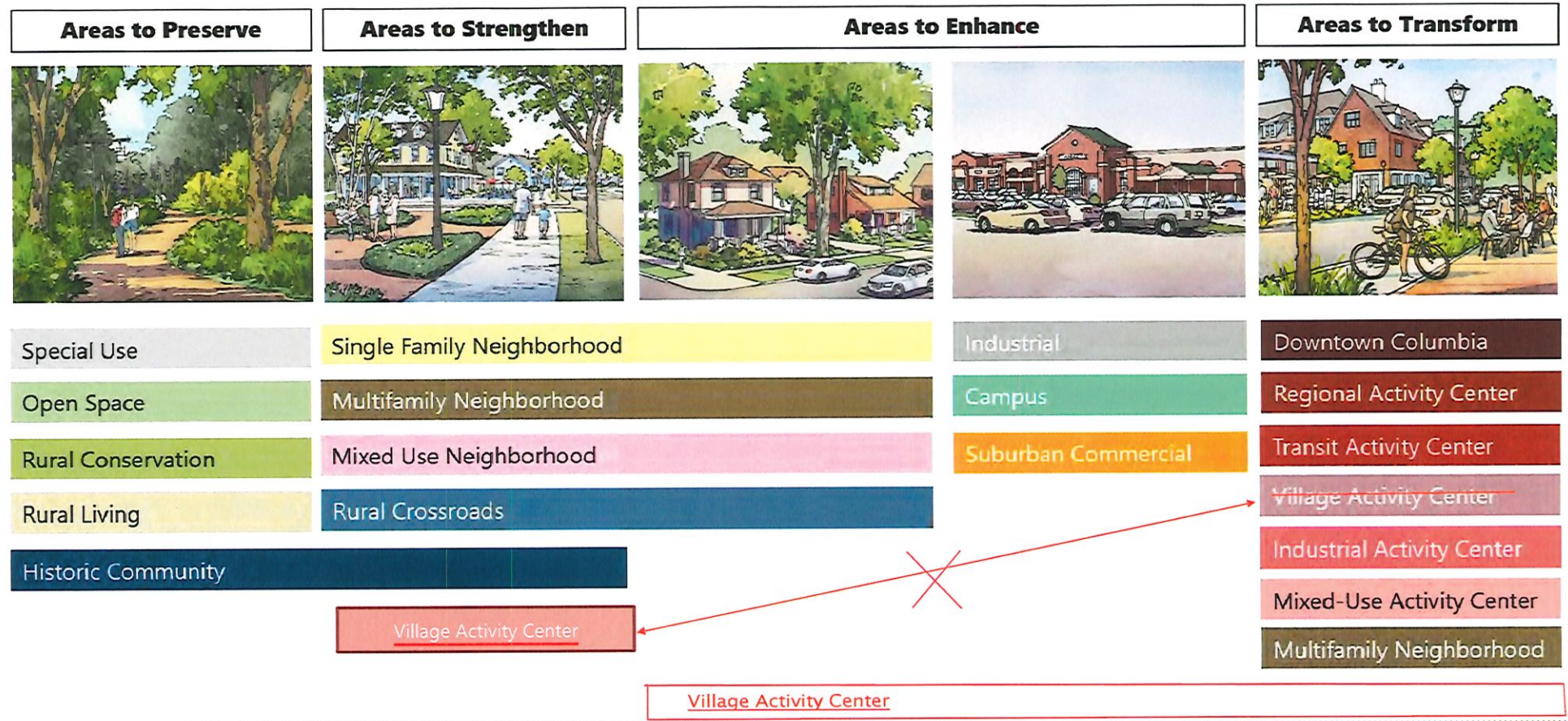
Transportation Considerations

Development should support all modes of transportation. The Village Activity Center should accommodate safe and efficient pedestrian or bicycle movements internally and connect to adjacent neighborhoods. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



ChArActer ArEA typoloGies

Each of the 18 character areas are described briefly on the pages below. Additional descriptions of the character areas and their typical lot size and building placement; open space and natural resources; building types and massing; transportation network; and street and block patterns are provided in Technical Appendix B: Character Areas.



Amendment 1 to Amendment No. 58 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. 58

(This Amendment to Amendment No. 58 makes the following changes:

1. *Strikes moving village activity centers to areas to strengthen.*
2. *Expands village activity centers to span both areas to enhance, strengthen and transform*
3. *Adds additional descriptive text to the Character Area descriptions to:*
 - a) *Incorporate the code definition of village centers*
 - b) *Clarify that Columbia’s village centers are diverse, have different competitive positions within market conditions.*
 - c) *Provides that housing types within Village Activity Centers could include, but are not limited to, missing middle homes and provides that parking could be satisfied in a variety of ways.*

This Amendment to Amendment No. 58 also provides that Chapter 2, Growth and Conservation Framework, shall be amended to reflect that village activity centers shall span areas to enhance and areas to transform.)

- 1 Substitute page 1 of Amendment 58 with the attachment to this Amendment to Amendment.
- 2
- 3 In Technical Appendix B, substitute pages TAB 1, 2, and 42 attached to Amendment No. 58 with
- 4 the pages TAB 1, 2, and 42 attached to this Amendment to Amendment.
- 5
- 6 In Chapter 2, Growth and Conservation Framework, insert revised pages GCF 31 and 32 to
- 7 Amendment No. 58 as attached to this Amendment to Amendment.

I certify this is a true copy of
Am 1 Am 58 CB28-2023
 passed on 10/11/2023
Michelle Carter
Council Administrator

Amendment 58 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 58

*(This Amendment makes the following changes to HoCo by Design Technical appendix B:
Character Areas:*

- ~~*Moves Village Activity Centers from Areas to Transform to Areas to Strengthen;*~~
- ~~*Expands Village Activity Centers to areas to enhance, strengthen and transform*~~
- *Amends the narrative of how Village Activity Centers should transition between uses and how public spaces should be included between buildings;*
- ~~*Adds the following to the character area center descriptions:*~~
 - ~~*Incorporates the code definition of village centers and*~~
 - ~~*Clarifies that Columbia's village centers are diverse, have different competitive positions within market conditions.*~~
- *Removes the section titled "Lot Size and Building Placement" in its entirety; and*
- *Removes a reference to buildings being up to five stories tall.)*

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

- 3 • Technical Appendix B: Character Areas: 1, 2, 42, 43, and 44.
- 4 • Chapter 2, Growth and Conservation Framework: 31 and 32

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

7

Introduction

HoCo By Design uses the term “character areas” to describe unique and discernible areas of the community depicted on the Future Land Use Map (FLUM) in the Growth and Conservation Framework chapter. The categories describe important elements that work together to instill a sense of place (or visitor experience) for residents, customers, or employees in the character area. A character-based planning approach prioritizes site design, public realm, building form and massing, and architecture over general land use and density.

Included in this appendix are detailed descriptions of the character areas and their typical street and block patterns, open space and natural resources, lot size and building placement, building types and massing, and transportation considerations. While the densities and building heights described for each character area represent intentions for contiguous properties in an area, there may be individual buildings that are larger or smaller than these ranges for a specific parcel. The County’s Zoning Regulations and Subdivision and Land Development

Regulations will provide more specific rules and standards. These will include provisions for permitted land uses, densities, block sizes, setbacks, parking, and landscaping using HoCo By Design’s general character area guidance and recommendations.

Some character areas share commonalities and have cross-cutting land uses. Environmental and agricultural land preservation easements can be found across multiple character areas to preserve farmland and natural resources throughout the County. Areas under a preservation easement are depicted on the FLUM in the Growth and Conservation Framework chapter of HoCo By Design.

Areas to Preserve	Areas to Strengthen	Areas to Enhance	Areas to Transform
			
SPECIAL USE	SINGLE-FAMILY NEIGHBORHOOD	INDUSTRIAL	DOWNTOWN COLUMBIA
OPEN SPACE	MULTI-FAMILY NEIGHBORHOOD	CAMPUS	REGIONAL ACTIVITY CENTER
RURAL CONSERVATION	MIXED-USE NEIGHBORHOOD	SUBURBAN COMMERCIAL	TRANSIT ACTIVITY CENTER
RURAL LIVING	RURAL CROSSROADS		VILLAGE ACTIVITY CENTER
HISTORIC COMMUNITY	VILLAGE ACTIVITY CENTER		INDUSTRIAL MIXED-USE CENTER
			MIXED-USE ACTIVITY CENTER
			MULTI-FAMILY NEIGHBORHOOD

Village Activity Center

businesses and start-ups to share facilities and amenities with more established businesses. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Transit Activity Centers are designed to promote automobile alternatives, including transit, walking, and bicycling. All streets should be multi-modal in design, allowing safe and efficient pedestrian or bicycle movements throughout the center using a park-once, bus-once, or train-once approach. Key destinations should be directly linked to the Transit Activity Center via easily navigated pedestrian and bicycle facilities. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



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The design of Village Activity Centers should transition transitions effectively between residential and nonresidential uses. Active public spaces should be included are-encouraged 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 Village Activity Center. including, but not limited to, missing middle home choices These housing types should include, but are not limited to, missing middle homes. Parking ~~is~~ could be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. Sites should effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access and circulation away from adjacent neighborhoods.

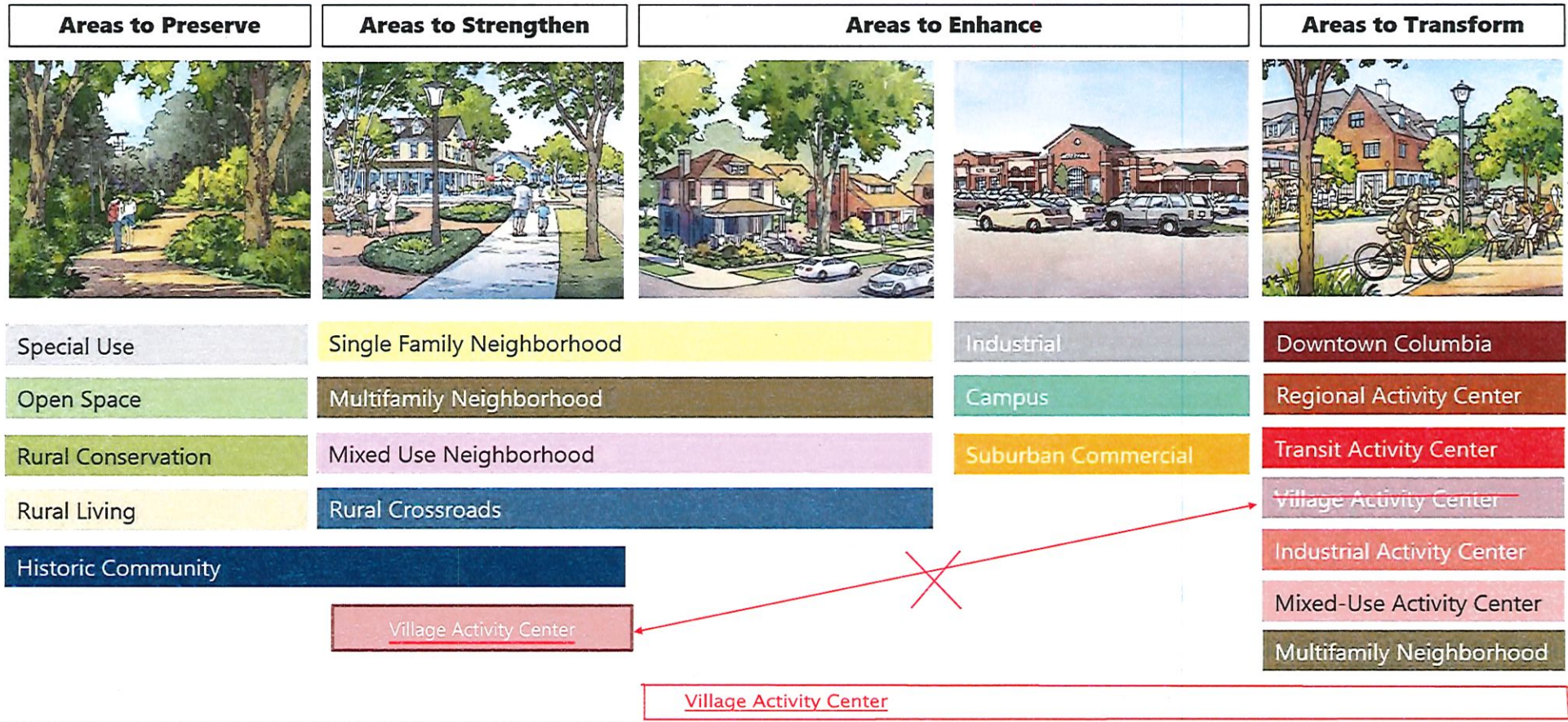
Village Activity Centers should maximize their connections to the Columbia open space network, including safe and convenient pedestrian and bicycle access to the centers from nearby neighborhoods.

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. Redevelopment of Village Activity Centers should instill the principles from the original vision for Columbia, and the focus on Village Activity Centers to serve the needs of residents within, and surrounding, the centers.



ChArActer Area typoloGies

Each of the 18 character areas are described briefly on the pages below. Additional descriptions of the character areas and their typical lot size and building placement; open space and natural resources; building types and massing; transportation network; and street and block patterns are provided in Technical Appendix B: Character Areas.



Amendment 58 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 58

*(This Amendment makes the following changes to HoCo by Design Technical appendix B:
Character Areas:*

- *Moves Village Activity Centers from Areas to Transform to Areas to Strengthen;*
- *Amends the narrative of how Village Activity Centers should transition between uses and how public spaces should be included between buildings;*
- *Removes the section titled "Lot Size and Building Placement" in its entirety; and*
- *Removes a reference to buildings being up to five stories tall.*

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

- 3 • Technical Appendix B: Character Areas, 1, 2, 42, 43, and 44.

4

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

7

Introduction

HoCo By Design uses the term “character areas” to describe unique and discernible areas of the community depicted on the Future Land Use Map (FLUM) in the Growth and Conservation Framework chapter. The categories describe important elements that work together to instill a sense of place (or visitor experience) for residents, customers, or employees in the character area. A character-based planning approach prioritizes site design, public realm, building form and massing, and architecture over general land use and density.

Included in this appendix are detailed descriptions of the character areas and their typical street and block patterns, open space and natural resources, lot size and building placement, building types and massing, and transportation considerations. While the densities and building heights described for each character area represent intentions for contiguous properties in an area, there may be individual buildings that are larger or smaller than these ranges for a specific parcel. The County’s Zoning Regulations and Subdivision and Land Development

Regulations will provide more specific rules and standards. These will include provisions for permitted land uses, densities, block sizes, setbacks, parking, and landscaping using HoCo By Design’s general character area guidance and recommendations.

Some character areas share commonalities and have cross-cutting land uses. Environmental and agricultural land preservation easements can be found across multiple character areas to preserve farmland and natural resources throughout the County. Areas under a preservation easement are depicted on the FLUM in the Growth and Conservation Framework chapter of HoCo By Design.

Areas to Preserve	Areas to Strengthen	Areas to Enhance	Areas to Transform
			
SPECIAL USE	SINGLE-FAMILY NEIGHBORHOOD	INDUSTRIAL	DOWNTOWN COLUMBIA
OPEN SPACE	MULTI-FAMILY NEIGHBORHOOD	CAMPUS	REGIONAL ACTIVITY CENTER
RURAL CONSERVATION	MIXED-USE NEIGHBORHOOD	SUBURBAN COMMERCIAL	TRANSIT ACTIVITY CENTER
RURAL LIVING	RURAL CROSSROADS		VILLAGE ACTIVITY CENTER
HISTORIC COMMUNITY	VILLAGE ACTIVITY CENTER		INDUSTRIAL MIXED-USE CENTER
			MIXED-USE ACTIVITY CENTER
			MULTI-FAMILY NEIGHBORHOOD

businesses and start-ups to share facilities and amenities with more established businesses. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Transit Activity Centers are designed to promote automobile alternatives, including transit, walking, and bicycling. All streets should be multi-modal in design, allowing safe and efficient pedestrian or bicycle movements throughout the center using a park-once, bus-once, or train-once approach. Key destinations should be directly linked to the Transit Activity Center via easily navigated pedestrian and bicycle facilities. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



Character Area: Village Activity Center

Land in Columbia that provides goods and services to surrounding neighborhoods. Redeveloped Village Activity Centers offer the opportunity to serve broader economic, civic, community, entertainment, and housing needs in the community.

The design of Village Activity Centers ~~should transition transitions~~ effectively between residential and nonresidential uses. Active public spaces ~~should be included are encouraged~~ 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 Village Activity Center—including, but not limited to, missing middle home choices. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. Sites should effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access and circulation away from adjacent neighborhoods.

Village Activity Centers should maximize their connections to the Columbia open space network, including safe and convenient pedestrian and bicycle access to the centers from nearby neighborhoods.

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. Redevelopment of Village Activity Centers should instill the principles from the original vision for Columbia, and the focus on Village Activity Centers to serve the needs of residents within, and surrounding, the centers.



Street and Block Pattern

Redeveloped Village Activity Centers should incorporate a pattern of small blocks and a hierarchy of walkable streets. Vehicle access and circulation should be oriented away from adjacent neighborhoods. Parking should be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies located toward the interior of blocks. Formal and informal on-street parking should be provided throughout the activity center.

Open Spaces and Natural Resources

Grading of topography and clearing of vegetation may be necessary to achieve the mix of uses desired. However, redeveloped Village Activity Centers must protect steep slopes, floodplains, streams, and wetlands, and meet forest conservation requirements. Redeveloped centers should promote opportunities to increase native tree canopy and replace lawns with native landscaping, including pollinator gardens and other wildlife habitats. Redevelopment also provides an opportunity to improve stormwater management.

Open space elements in a redeveloped Village

Activity Center may include small parks, multiple gathering spaces, and community gardens, along with trails or greenways that connect them. Large, mature trees should be preserved to reinforce the overall vision and character of Columbia. Excess surface parking lots and other impervious surfaces are encouraged to be redeveloped as open space to the maximum extent possible.

Lot-Size and Building Placement

Redevelopment should be in more compact lot and building patterns, with parking relocated to the rear of buildings that are oriented to the street. Front setbacks are variable, with smaller setbacks in the core and larger ones at the edges. Side and rear setbacks are variable. Setbacks may be exaggerated to preserve large, mature tree stands next to the public right-of-way.



Building Types and Massing

Building types should mix uses horizontally and vertically, and should include residential, office, and commercial uses to support the needs of those who live and work in and around the Village Activity Center. Buildings ~~may stand up to five stories tall, but those nearest to existing residential neighborhoods~~ should be of a scale and design compatible with nearby development. Residential units or office space may be found above storefronts in the core of the development. Apartments or condominiums should be stacked over ground floor commercial. Village Activity Centers should provide a wide variety of housing choices including missing middle housing types. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Development should support all modes of transportation. The Village Activity Center should accommodate safe and efficient pedestrian or bicycle movements internally and connect to adjacent neighborhoods. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



Amendment 59 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 59

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

~~Removes the quote;~~

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

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

- 3 • Technical Appendix C: Focus Areas: 5, 6, 7, 8, 9, 11, 15, ~~and 23, and 36.~~

4
5 Delete Map C-1: New Town Columbia on page TAC-8.

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

9

I certify this is a true copy of
Am 59 CB28-2023
 passed on 10/11/2023
Michelle Hartz
 Council Administrator

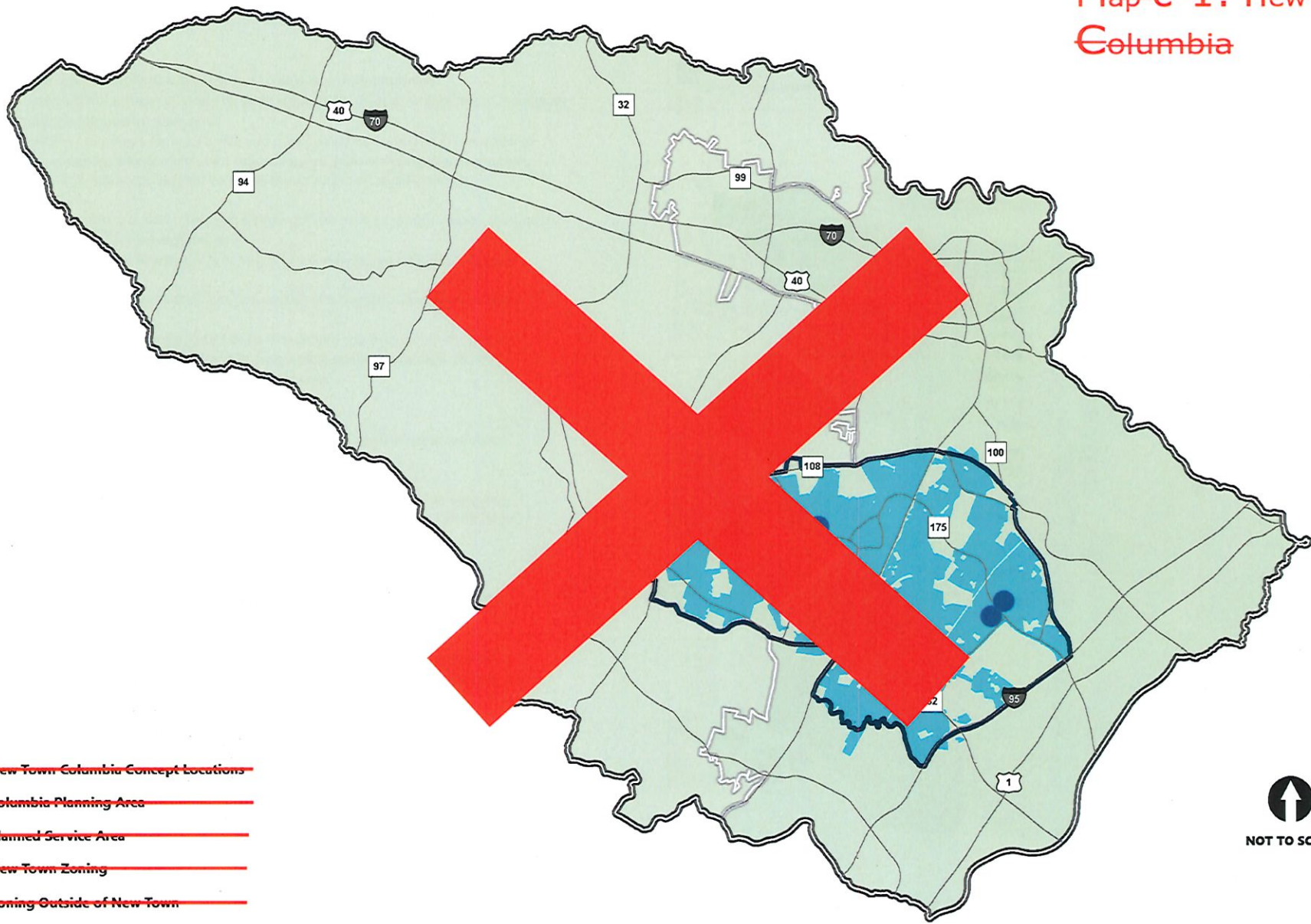
New Town Columbia

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

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



~~Map C-1: New Town~~ Columbia



Apartment Complex Redevelopment Illustrative Concept

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

Design and Planning Principles Illustrated in the Concept

1. Greater Housing Options

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

2. Designed with the Grade

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

3. More Meaningful Open Space

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

4. Enhanced Natural Systems and Energy Efficiency

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

5. Multi-modal Connections

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

6. Sensitivity to Context and Development Transitions

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



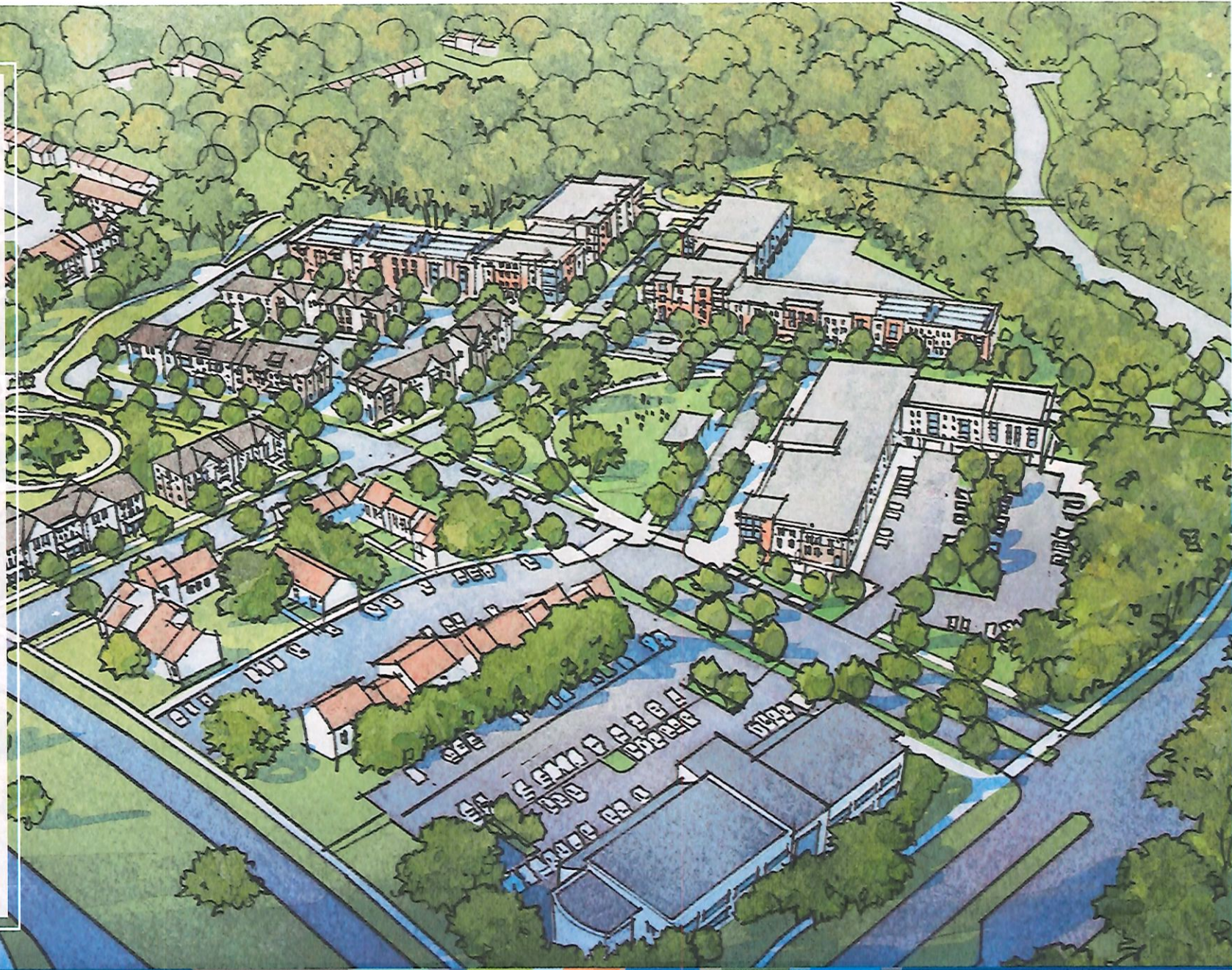
The concept plans and drawings in this appendix illustrate hypothetical approaches to redevelopment and infill, and do not represent proposals for development.

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

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

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

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



Parking Lot Infill Development Illustrative Concept

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

Design and Planning Principles Illustrated in the Concept

1. New Land Uses

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

2. Infill Development

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

3. Parkway Frontage Design

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

4. Enhanced Public Realm

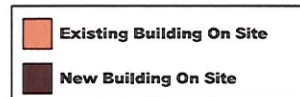
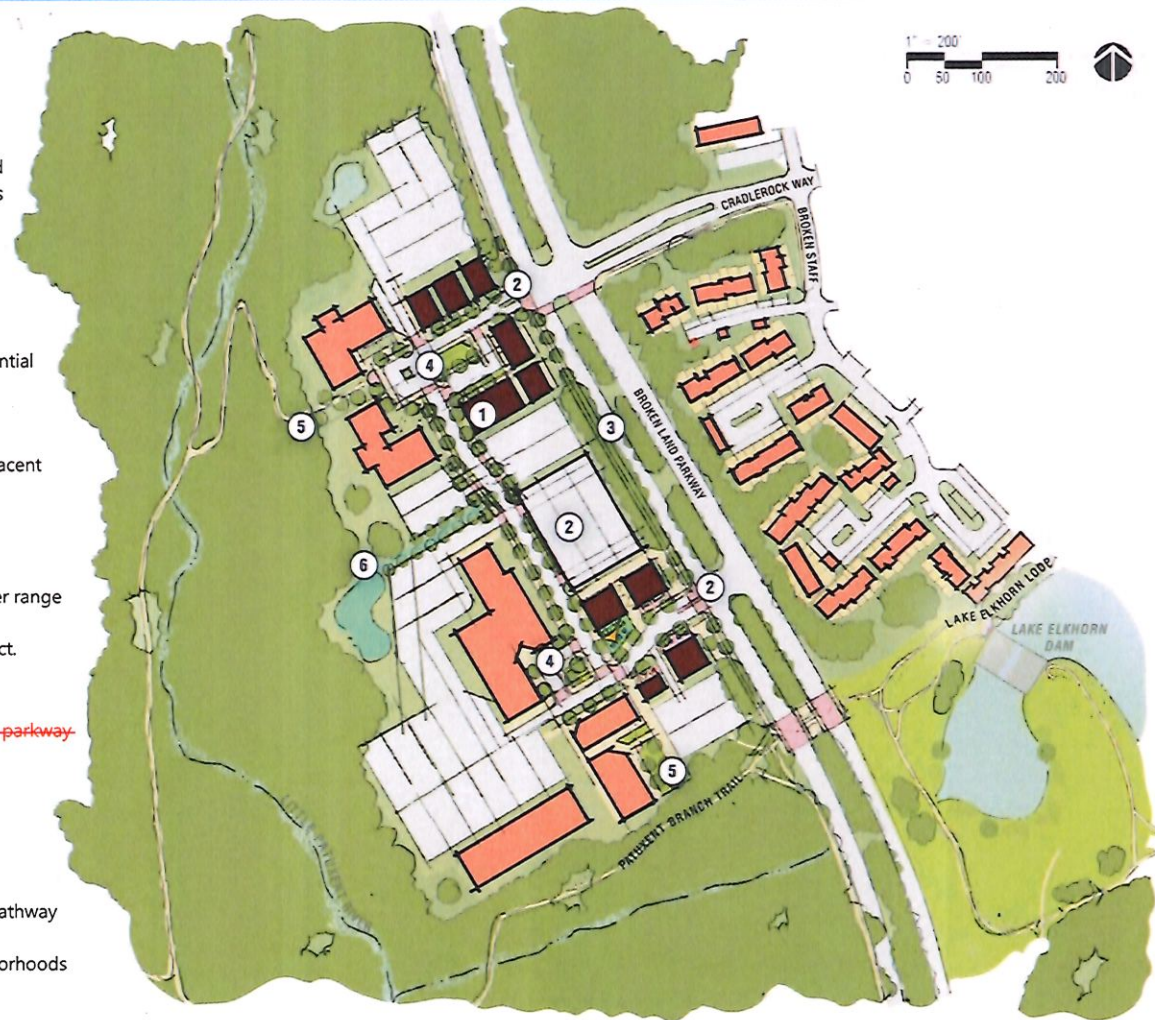
- Meaningful open spaces unite infill development with existing uses.
- Complete streets internal to the redevelopment areas promote walkability among uses.

5. Reinforced Connections

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

6. Enhanced Natural Systems and Energy Efficiency

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



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

Concept

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

Design and Planning Principles Illustrated in the Concept

1. Focal Point Established for the Activity Center

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

2. Expanded Land Uses

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

3. Walkable Public Realm

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

4. Local Transit and Mobility Options

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

5. Parkway Character Enhanced

- a. Parkway character is maintained with street trees and vegetative landscape to screen parking areas, rear building facades, and service areas.
- ~~b. Buildings anchor parkway intersections.~~
- ~~c. b.~~ Where new buildings and land uses about a parkway setback, the center of the development is designed to engage the overall landscape and contribute positively to the parkway character.

6. Future Flexibility

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

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

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



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

Gateway

Gateway Strategy

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



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

Broad Vision for the Activity Center

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

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

— 66 —

Redevelopment of properties in the (Gateway) Regional Activity Center must adhere to a master plan established through a public process, which specifies the uses, urban form, densities or intensities, building scale, building heights and types, and design features or controls intended for the area.

— Excerpt from the Regional Activity Center character area description provided in the Character Areas technical appendix

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

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

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

General Considerations

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

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

BY: Deb Jung

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

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

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

2

3

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

6

7

8

I certify this is a true copy of

Am 1 Am 59 CB28-2023

passed on 10/11/2023

Michelle D'Amico

Council Administrator

Amendment 59 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 59

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

~~*Removes the quote:*~~

- *Removes the entire section on New Town Columbia, including removing associated images and Map C-1: New Town Columbia;*
- *Amends the Apartment Complex Redevelopment Illustrative Concept to preserve garden-style green space with frontage to the road;*
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- 3 • Technical Appendix C: Focus Areas: 5, 6, 7, 8, 9, 11, 15, ~~and 23, and 36.~~

4

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

6

7 Correct all page numbers, numbering, and formatting within this Act to accommodate this
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9

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BY: Deb Jung

Legislative Day 11
Date: 10/02/2023

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- 3 • Technical Appendix C: Focus Areas: 5, 6, 7, 8, 9, 11, 15, 23, and 36.

4
5 Delete Map C-1: New Town Columbia on pages TAC -7 and TAC-8.

6
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9

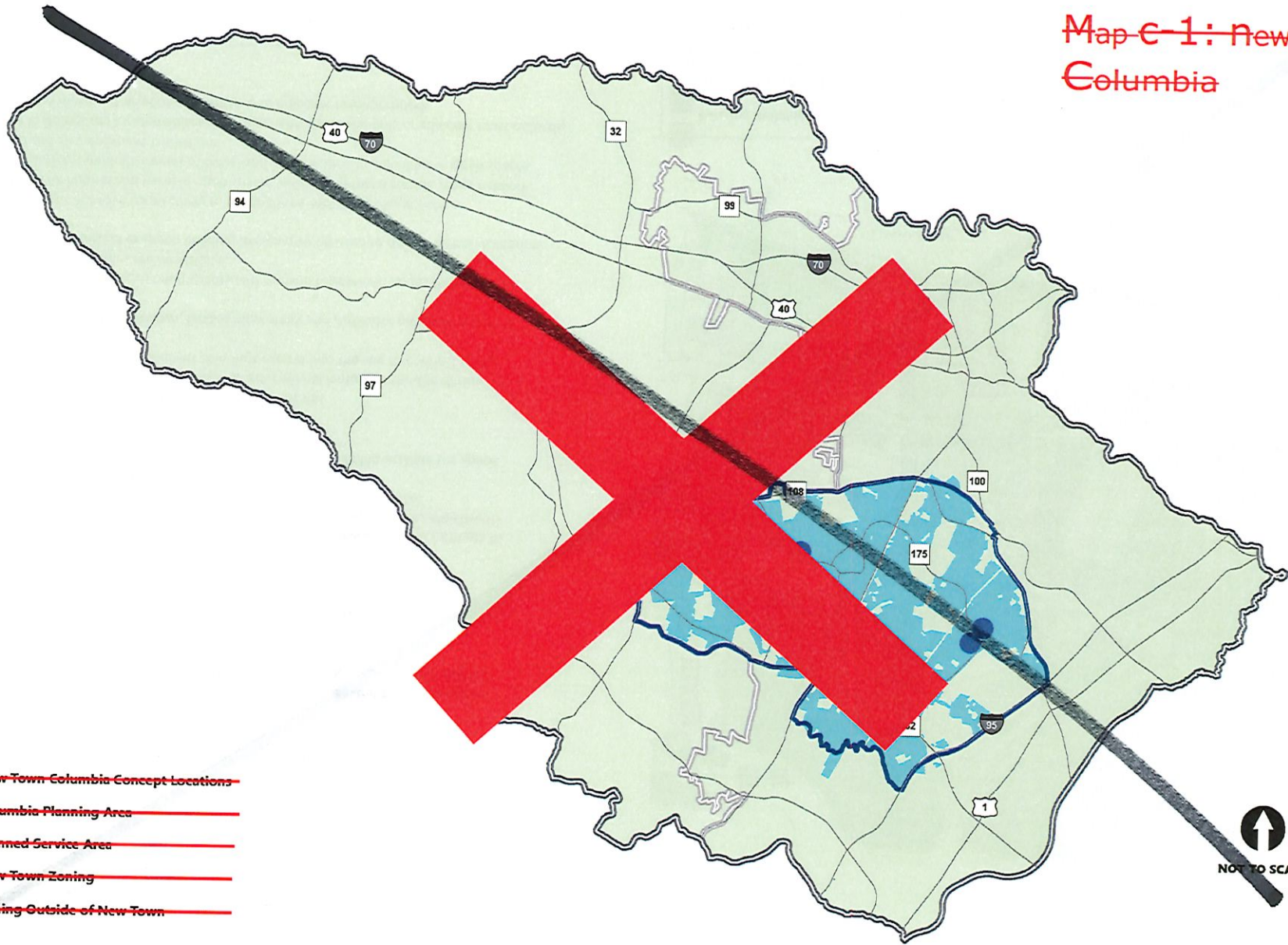
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~~Map C-1: New Town~~
Columbia



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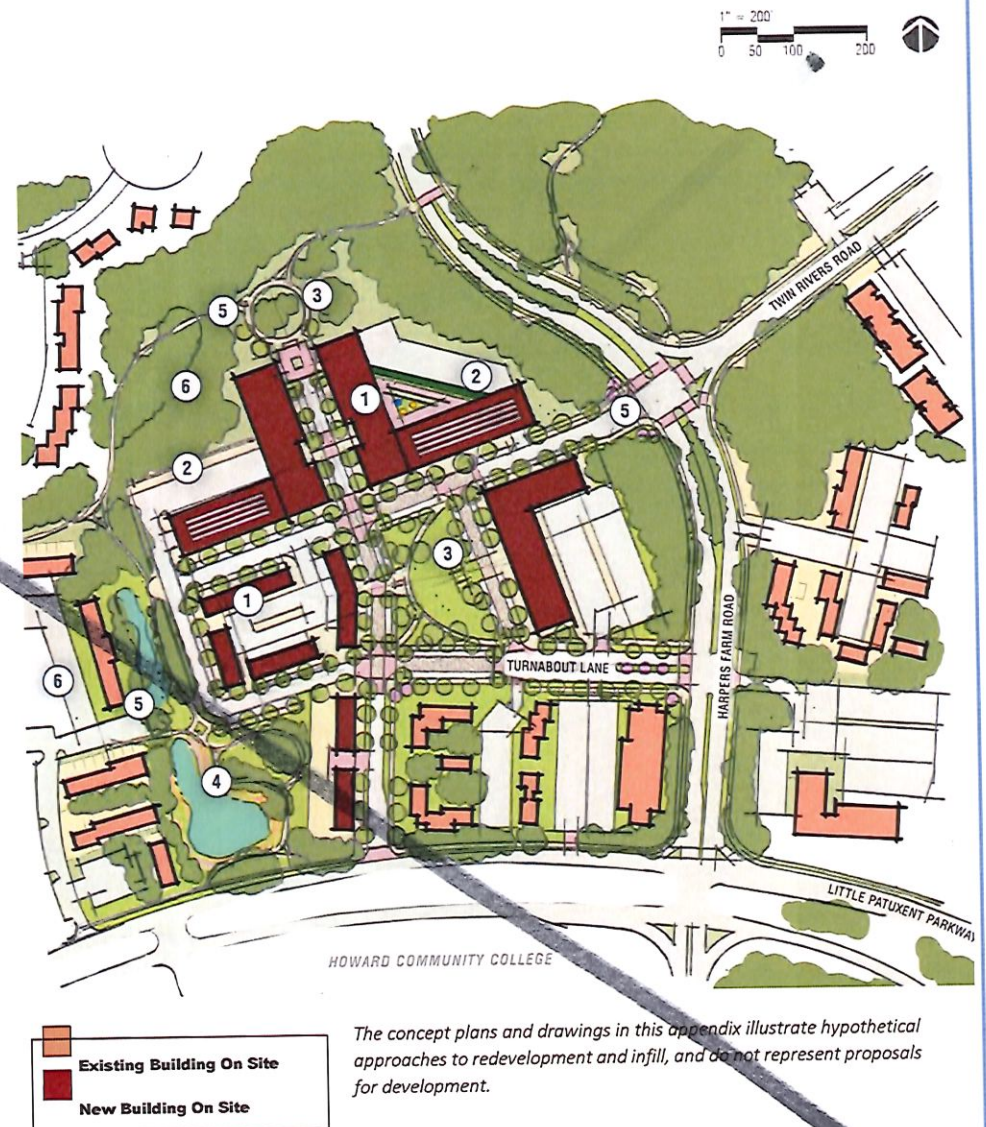
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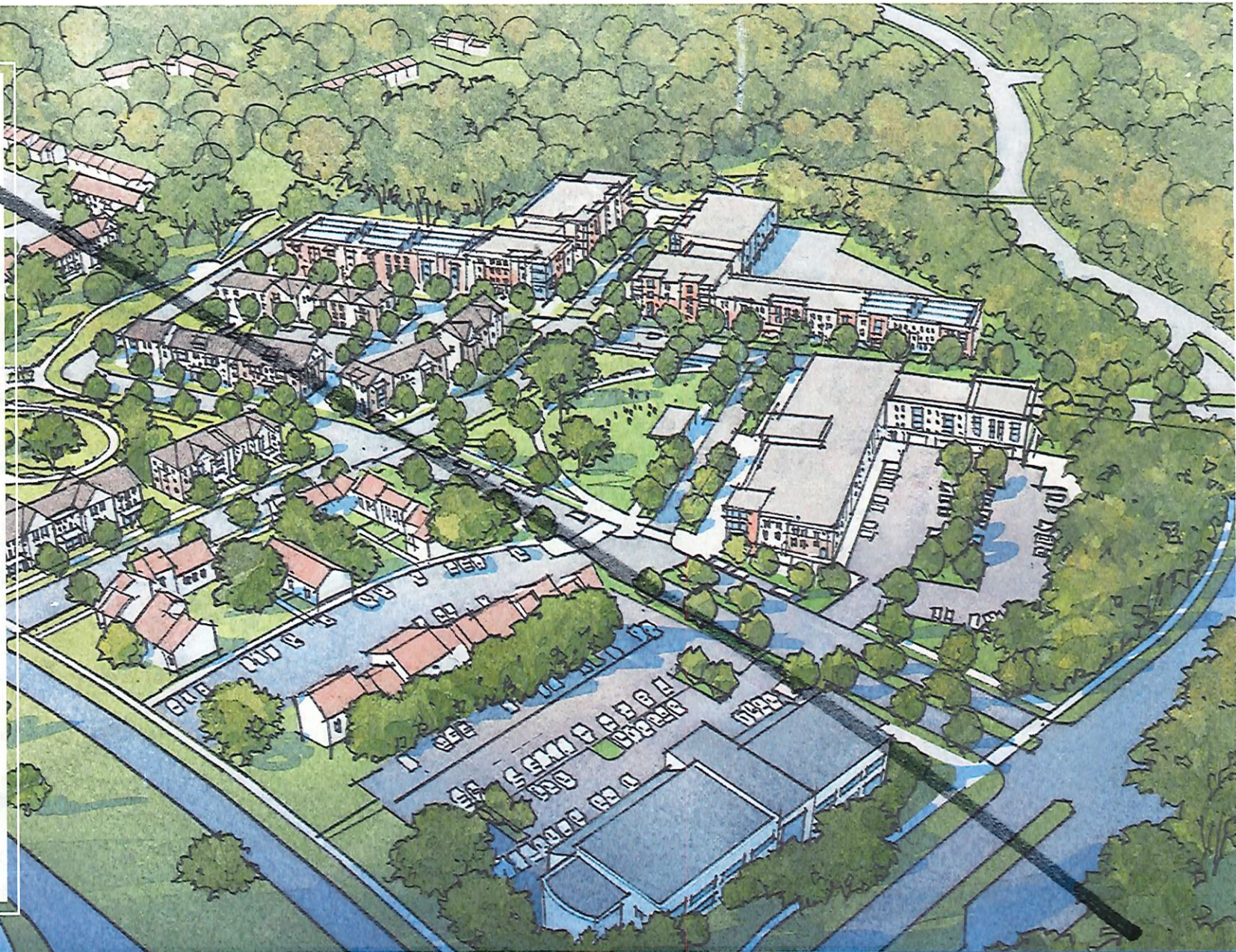
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- Grade changes are used to provide access to multi-level parking while minimizing its visual impact.
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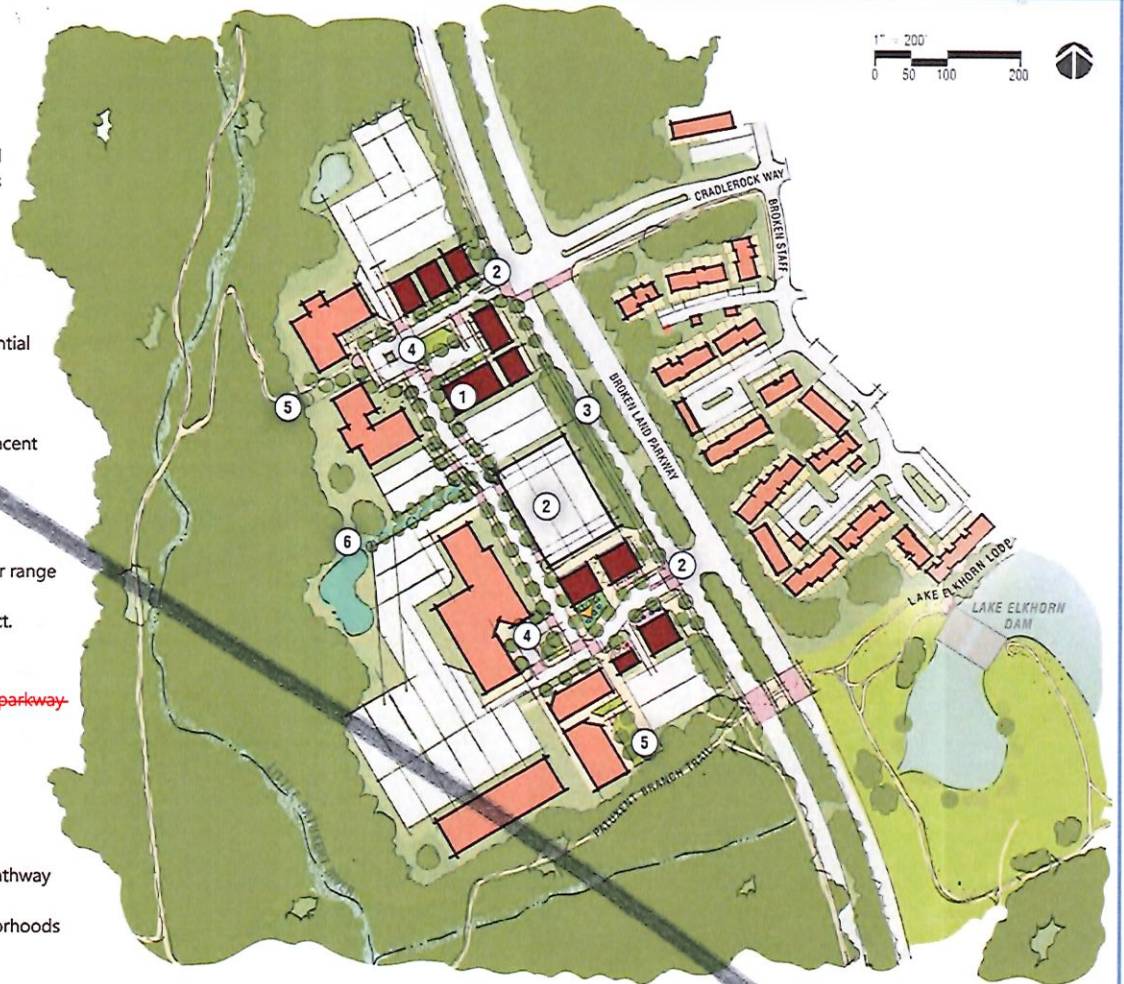
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5. Reinforced Connections

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

6. Enhanced Natural Systems and Energy Efficiency

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



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

Concept

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

Design and Planning Principles Illustrated in the Concept

1. **Focal Point Established for the Activity Center**
 - a. A central gathering space serves as the focal point for the redevelopment area.
 - b. As existing community facilities and retail uses age, they are replaced with new facilities that activate the gathering space and public realm associated with the street network.
2. **Expanded Land Uses**
 - a. Residential or office uses are located above new first floor retail and may include missing middle housing types.
3. **Walkable Public Realm**
 - a. New land uses front onto the street and activate an existing street network.
 - b. New internal roads are complete streets that accommodate multiple modes and reinforce connections between land uses.
4. **Local Transit and Mobility Options**
 - a. Site is designed to anticipate long-term transportation choices (such as local bus, bus rapid transit, autonomous vehicles, bicycle, walking, or other options).
 - b. Land uses include densities that support transit ridership.
 - c. Decommissioned rail lines are converted into new cross-county greenway connectors that provide off-road connections to neighborhoods and nearby employment centers.
5. **Parkway Character Enhanced**
 - a. Parkway character is maintained with street trees and vegetative landscape to screen parking areas, rear building facades, and service areas.
 - ~~b. Buildings anchor parkway intersections.~~
 - ~~c. b.~~ Where new buildings and land uses abut a parkway setback, the center of the development is designed to engage the overall landscape and contribute positively to the parkway character.
6. **Future Flexibility**
 - a. Surface parking retained through redevelopment allows for future infill development or replacement of surface parking with amenity space.
7. **Enhanced Natural Systems and Energy Efficiency (not labeled on concept)**
 - a. Environmental site conditions are improved through activities such as tree plantings and enhancements to stream and wetland buffers.
 - b. Environmental site design practices are used along internal street networks and throughout the site to improve stormwater management.
 - c. Some areas of underutilized parking are replaced with expanded green space and stormwater management.
 - d. Solar panels and energy efficient or green buildings may be used to reduce carbon footprints.



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

Gateway

Gateway Strategy

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



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

Broad Vision for the Activity Center

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

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

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

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

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

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

General Considerations

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

Amendment 60 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 60

(This Amendment amends HoCo by Design Technical appendix B: Character Areas by removing a reference to grading and vegetation removal for redeveloped Village Activity Centers

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 • Technical Appendix B: Character Areas: 43.

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 60 CB28-2023

~~signed on~~

10/11/2023

Failed

Nicholas Dares
Council Administrator

Street and Block Pattern

Redeveloped Village Activity Centers should incorporate a pattern of small blocks and a hierarchy of walkable streets. Vehicle access and circulation should be oriented away from adjacent neighborhoods. Parking should be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies located toward the interior of blocks. Formal and informal on-street parking should be provided throughout the activity center.

Open Spaces and Natural Resources

~~Grading of topography and clearing of vegetation may be necessary to achieve the mix of uses desired. However, redeveloped~~ Redeveloped Village Activity Centers must protect steep slopes, floodplains, streams, and wetlands, and meet forest conservation requirements. Redeveloped centers should promote opportunities to increase native tree canopy and replace lawns with native landscaping, including pollinator gardens and other wildlife habitats. Redevelopment also provides an opportunity to improve stormwater management.



Open space elements in a redeveloped Village Activity Center may include small parks, multiple gathering spaces, and community gardens, along with trails or greenways that connect them. Large, mature trees should be preserved to reinforce the overall vision and character of Columbia. Excess surface parking lots and other impervious surfaces are encouraged to be redeveloped as open space to the maximum extent possible.

Lot Size and Building Placement

Redevelopment should be in more compact lot and building patterns, with parking relocated to the rear of buildings that are oriented to the street. Front setbacks are variable, with smaller setbacks in the core and larger ones at the edges. Side and rear setbacks are variable. Setbacks may be exaggerated to preserve large, mature tree stands next to the public right-of-way.

Building Types and Massing

Building types should mix uses horizontally and vertically, and should include residential, office, and commercial uses to support the needs of those who live and work in and around the Village Activity Center. Buildings may stand up to five stories tall, but those nearest to existing residential neighborhoods should be of a scale and design compatible with nearby development. Residential units or office space may be found above storefronts in the core of the development. Apartments or condominiums should be stacked over ground floor commercial. Village Activity Centers should provide a wide variety of housing choices including missing middle housing types. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Development should support all modes of transportation. The Village Activity Center should accommodate safe and efficient pedestrian or bicycle movements internally and connect to adjacent neighborhoods. Streets should have seating areas, bike racks, and other facilities for pedestrians and cyclists. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.

