

Amendment 61 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 61

(This Amendment makes the following change to HoCo by Design Technical appendix C: Focus Areas: Amends the Village Center Redevelopment Illustrative Concept to maintain a grocery store presence in Village Center redevelopments.)

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 C: Focus Areas: 19.
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 61 CB28-2023

10/11/2023

Failed

Michelle Harrison
Council Administrator

Village Center Redevelopment Illustrative Concept

The concept illustrates how a village center could be redeveloped with a mix of uses while strengthening connections to open space networks and nearby neighborhoods.

Design and Planning Principles Illustrated in the Concept

1. Open Space Brought to the Forefront

- A community gathering place is created with a visible public edge.
- Connections between usable open spaces and the natural open space/pathway network are improved.
- Stormwater management practices are integrated into the open space design and provide opportunities for interpretation and outdoor education.
- Tree canopy is increased, and lawn is converted to native landscaping, including pollinator gardens.

2. Leveraged Amenities

- Destination uses (restaurant, café, civic) are located where they can leverage the value of views to open space amenities.
- Active uses front open spaces to promote "eyes on the park" and natural surveillance by the users and occupants of those uses.

3. Destinations Created

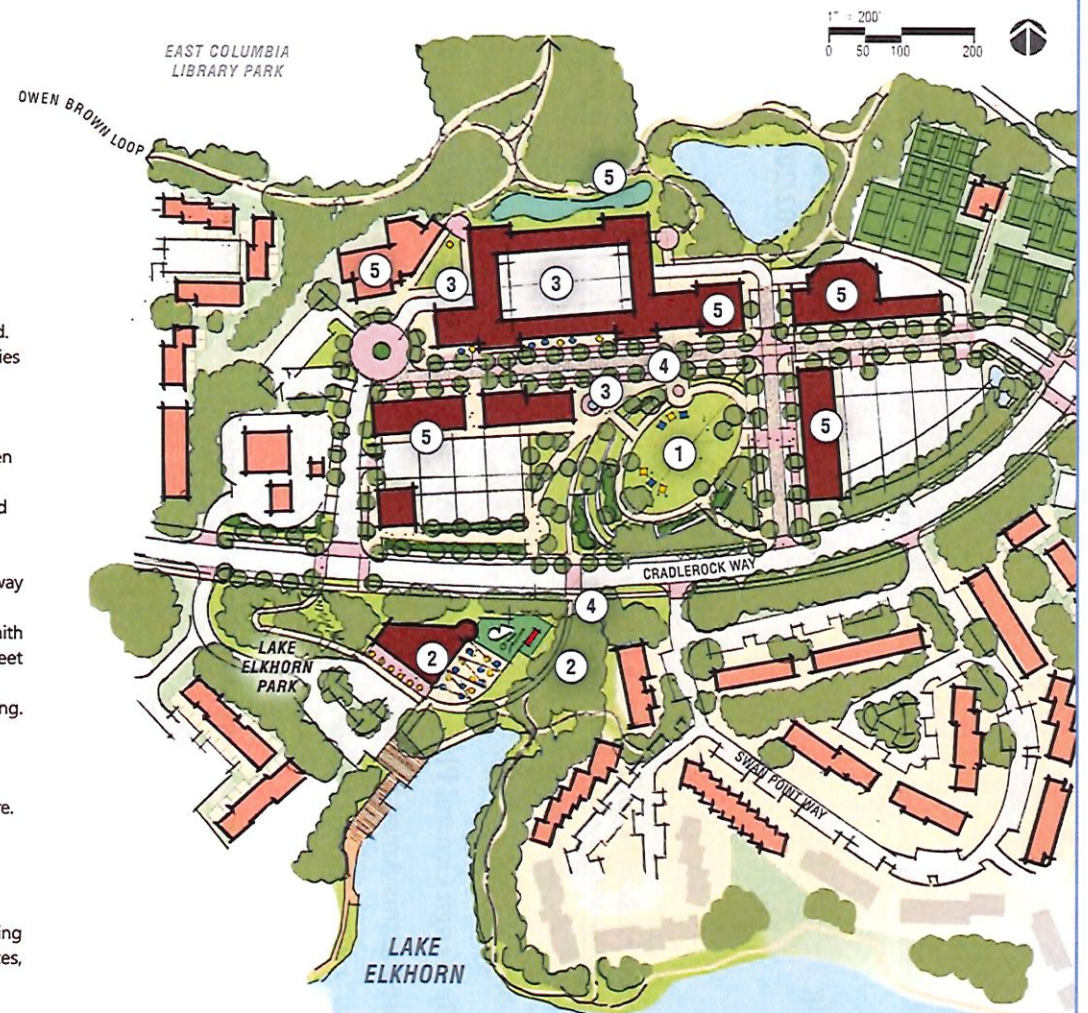
- The village center is established as a visible and meaningful destination along the open space and pathway network and from nearby neighborhoods.
- Multiple destinations are located within the village center, including gathering places adjacent to interfaith centers, places for cultural expression and public art, and an activated public realm along internal street networks.
- Infill development is designed with sensitivity to context in terms of building heights, form, and massing. Building height and mass gradually transition to adjacent lower-scale neighborhoods.

4. Transportation Choices

- Multi-modal pathway connections tie the village center into the broader transportation network.
- Complete streets accommodate multiple modes of transportation and green stormwater infrastructure.
- Clear and intuitive connections to adjacent neighborhoods and open spaces are provided.

5. Expanded Land Uses

- ~~To the extent possible,~~ a grocery store presence is maintained or a new anchor is provided.
- Retail and service uses contribute to a vibrant public realm.
- Residential uses support other uses, activate the open spaces, and provide housing options, including multi-family, townhouse, affordable/workforce, and missing middle housing (such as duplexes, triplexes, quadplexes, and live-work units).



Existing Building On Site
New Building On Site

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

Amendment 62 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. 62

(This Amendment makes the following changes:

1. Removes Industrial Mixed Use and MXD character areas from the FLUM and replaces them with multi-family, suburban commercial, single-family neighborhood and industrial character areas both in Chapter 2 and on Map RTE 1-2, Route 1 Corridor Future Land Use.
2. Removes Elkridge as an activity center on Map 2-4
3. Creates a South Elkridge Civic District and provides that the South Elkridge Civic District is anchored by civic uses and intended to be a unique, walkable, campus-like destination.
4. Industrial Mixed-Use character maps in Chapter 5, Economic Prosperity, are removed.
5. Maps in Chapter 10, Managing Growth, are amended to remove the activity center character area and replace it with other character areas.
6. Removes text related to mixed-use activity centers in the Route 1 Corridor Plan.
7. Amends Policy Statements and Implementing actions accordingly.)

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

- 3 • Chapter 2, Growth and Conservation Framework – page 40;
- 4 • Chapter 5, Economic Prosperity - page 22, 31, 32;
- 5 • Chapter 10, Managing Growth – page 9, 10;
- 6 • Route 1 Corridor Plan – page 13, 14, 61, 62, 65, 66, 72, 89, 90, 91, 92, 93

7
8 In Chapter 2, Growth and Conservation Framework, on page 40, Map 2-3, the Future Land Use
9 Map shall be amended to remove the Industrial Mixed Use and MXD character areas and replace
10 those character areas with multi-family suburban commercial, single-family neighborhood and
11 industrial character areas.

12
13 In Chapter 2, Growth and Conservation Framework, Map 2-4, as added by Amendment No.____,
14 shall be amended to remove S. Elkridge as an activity center.

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Am 62 CB28-2023

signed on

10/11/2023

Nichelle Harris
Council Administrator

Not moved

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2 In Chapter 5, Economic Prosperity, on pages 31 and 32, Map 5-4 shall be amended to remove the
3 “Industrial Mixed-Use Activity Center” designation from the South Elkrige area.

4

5 In Chapter 10, Managing Growth, on pages 9 and 10, Map 10-1 shall be amended to remove the
6 activity center character area and replace it with other character areas.

7

8 On page 14 of the Route 1 Corridor Plan, Map RTE 1-2: Route 1 Corridor Future Land Use shall
9 be amended to:

- 10 • Remove the Industrial Mixed Use and MXD character areas from the FLUM and replace
11 them with Multi-family, suburban commercial, single-family neighborhood and industrial
12 character areas.

13

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

KEY BUSINESS DISTRICTS AND CORRIDORS

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

Main Streets

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



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

MARYLAND MAIN STREET PROGRAM

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



Route 1 Corridor

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

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

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

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

VISION FOR THE CORRIDOR

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

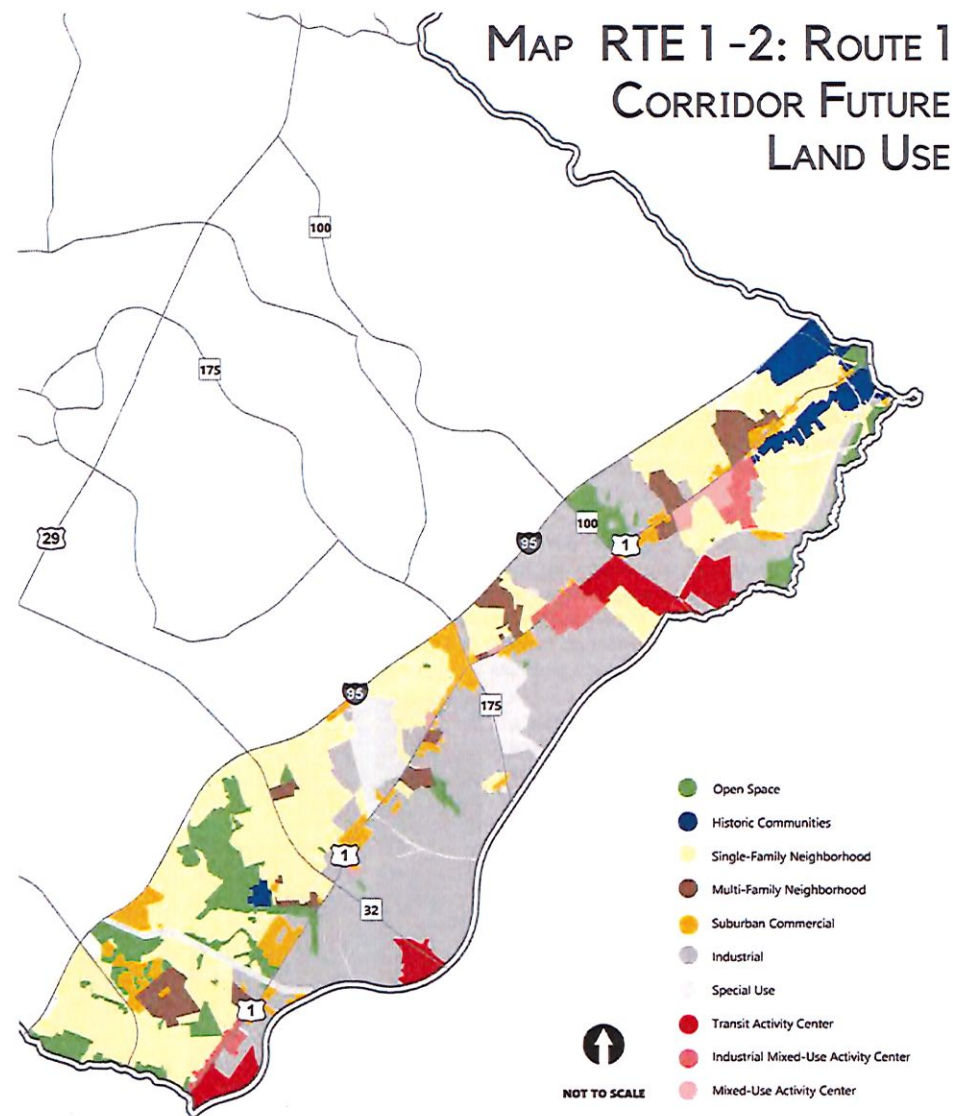
Future Land Use Map and Zoning

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

Current Land Use and Zoning Overview

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

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



ACTIVITY CENTERS and Special Districts IN THE ROUTE 1 CORRIDOR

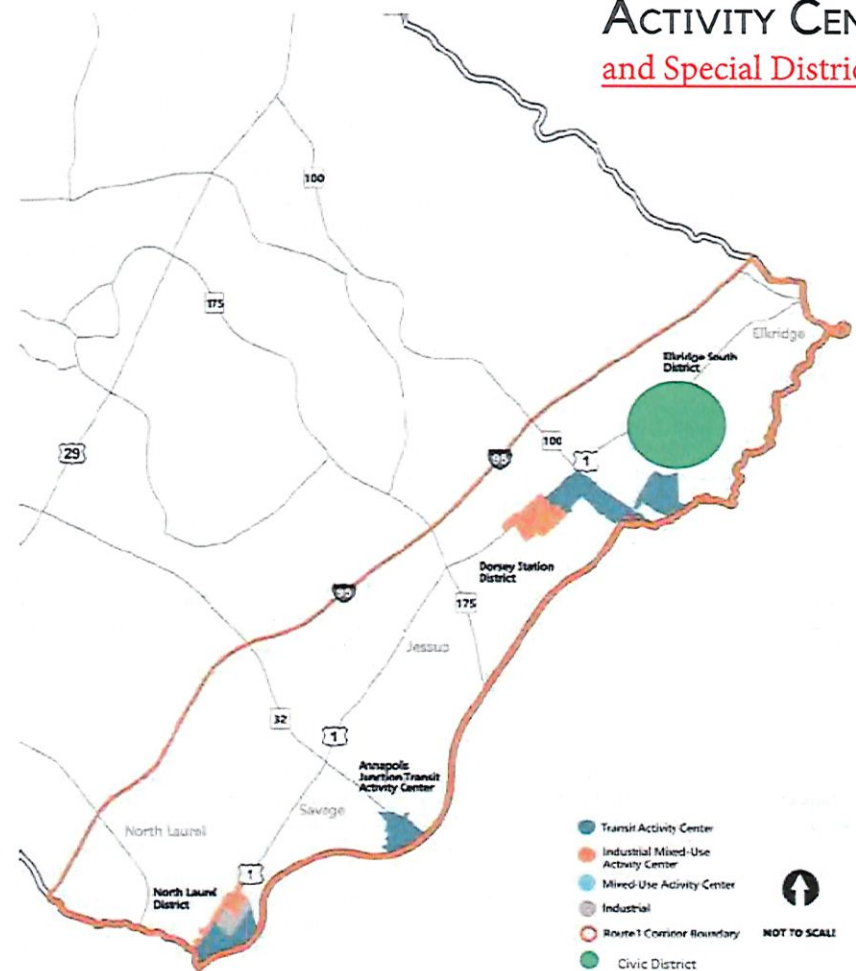
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important "destinations" in the Corridor with a sense of character that is compatible with the industrial uses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

Activity Center Character Areas

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



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



Mixed-Use Activity Centers

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

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

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

Mixed-Use Activity Center Character Area Description

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



Current Zoning in Activity Centers

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

Environmental Health

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

Multi-Modal Transportation

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

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

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



ACTIVITY CENTER DISTRICTS

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

Underutilized Properties:

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

Blighted Uses:

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

Other factors:

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

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

ELKRIDGE SOUTH Civic DISTRICT

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

Existing Conditions

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

The Elkridge South District is anchored by industrial and automotive uses to the north, including a large UPS Worldwide Express Freight Center, a used car dealership, auto repair businesses, construction companies, and large equipment rental businesses. Limited commercial uses are found in the area, including roadside food trucks, convenience stores, and liquor stores. Residential uses can be found in the District, including a small portion of Harwood Park (a 1970s-era planned residential community off Route 1) and a future 408-unit new residential project, known as the Elms at Elkridge, situated on almost 35 acres fronting Route 1 and the site of a former junkyard.

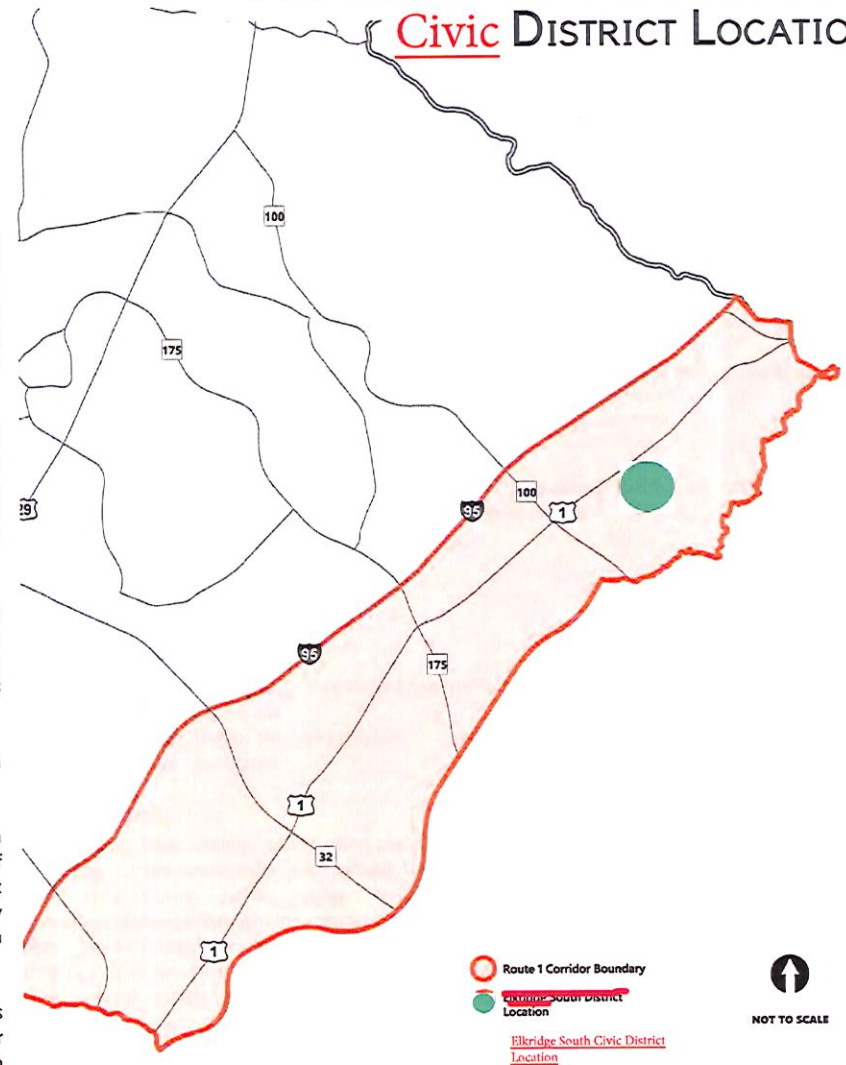
The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the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

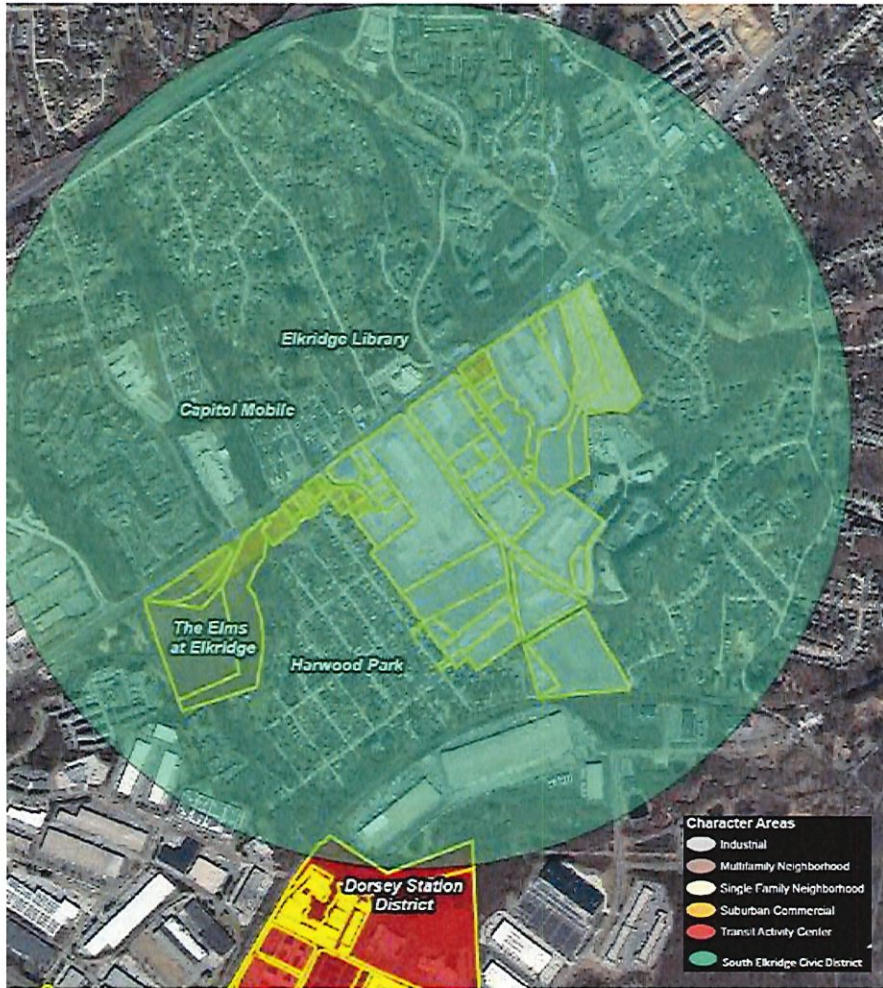
The character of development within the District's boundary today is primarily industrial in nature, with wide setbacks, and an established single-family neighborhood wedged between the industrial areas and the stream corridor to the west.

While there are roadway linkages to existing residential neighborhoods on the west side of Route 1, a limited network exists on the east side. Harwood Park is the exception, as it has a true street grid. Similarly, continuous sidewalks exist on the west side of Washington Boulevard while there is a distinct lack of pedestrian connectivity inside the District. There is currently no crosswalk from the library to the east side of Washington Boulevard. There is a crosswalk at the signalized intersection at Rowanberry Drive. A crosswalk also exists at the signalized intersection at Loudon Avenue (Harwood Park entrance) and Washington Boulevard.

This District lies within the Lower North Branch Patapsco River watershed and the Deep Run Tributaries subwatershed. The District contains portions of two major and three smaller tributary streams to Deep Run. The major tributary streams have forested 100-year floodplains that vary in width. The District is approximately 25% forested, with several forest patches that provide buffers for the tributary streams. Current development regulations require protection of streams, wetlands, and floodplains, as well as mitigation for any forest clearing.

MAP RTE 1 -13: ELKRIDGE SOUTH Civic DISTRICT LOCATION





The Elkrige South Civic District area is located just north of the Route 100 and Route 1 intersection and includes a mix of different character areas the Industrial Mixed-Use and Mixed-Use Activity Center character areas.

Redevelopment Vision

The redevelopment of the Elkrige South District will energize this portion of the Route 1 Corridor, creating a "Civic District" that provides new opportunities for community gathering and public space, recreational facilities, and other civic uses. The Elkrige Branch Library, 50+ Center and DIY Education Center will serve as existing "civic anchors" in this District. Redevelopment should result in a unique campus-like, walkable district with enhanced streetscape to safely connect across and along Route 1 to link new and existing development in and around the district. The District will serve as a gathering point and provide connections between Historic Elkrige Main Street to the North and the Dorsey Station Activity Center to the South providing a "town-center" feel with opportunities for residential and commercial infill development and a complimentary "bookend" to the North Laurel District. New civic and recreational areas as well as it is intended to deliver new commercial amenities is intended to address the needs of the residents of Elkrige, Harwood Park, and other nearby underserved neighborhoods. Redevelopment and new development will also create opportunities to improve environmental health with "green" development that enhances energy efficiency, open space, and stormwater management.

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

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

Character Areas and the Future Land Use Map

In the Elkrige South core area District, the Future Land Use Map (FLUM) proposes to retain the current industrial land use designations along the eastern and northern portions of the district. A new suburban commercial character area runs along the southern and central portions of the district to achieve neighborhood-serving retail. Existing and planned residential development at the southern portion of the district has a Multi-family Neighborhood character area. Civic uses are encouraged within these and surrounding character areas and property acquisition may be necessary to realize the "civic district" vision. ~~a blend of the Mixed-Use and Industrial Mixed-Use Activity Center character areas.~~

~~The Mixed-Use Activity Center character area makes up just under half of the District, along the southern and central portions. About a third of the Mixed-Use portion of the District currently includes industrial uses, and about one fifth is made up of residential uses. The remaining land uses in the Mixed-Use portion of the District include commercial, residential, and government and institutional. The Industrial Mixed-Use Activity Center character area makes up just over half of the District, along the eastern and northern portions. Land use in the Industrial Mixed-Use area is predominantly industrial, with about two fifths of the area in industrial land use. Commercial, residential, and government~~

~~and institutional uses each make up around an eighth of land uses in the area.~~ 2023 Council Draft Route 1 Corridor Plan 92

RTE 1-29 Policy Statement

Protect and promote industry and a compatible mix of uses within the Industrial and Suburban Commercial Mixed-Use Activity-Center character areas in the ElkrIDGE South District.

Implementing Actions

1. Protect and support the viability of existing industrial, commercial and flex space uses in the area.
2. Redevelop underutilized properties with new civic, indoor and outdoor recreational, residential, commercial, light industrial, and flex uses. New building materials and site design should be compatible with existing industrial uses.
3. Develop a new industrial, mid-density, mixed-use zone, or a combination of zones for this District that includes guidance for specific design principles and compatible land uses.
4. Consider development of low-rise, single-story commercial, warehouses, and flexible office buildings. Buildings in this area may also be vertically integrated, offering multiple uses on different floors of a single building.

RTE 1-30 Policy Statement

Facilitate the development of a Mixed-Use Activity-Center that includes civic and recreational, commercial, retail, and residential uses, and opportunities for placemaking in the ElkrIDGE South Civic District.

Implementing Actions

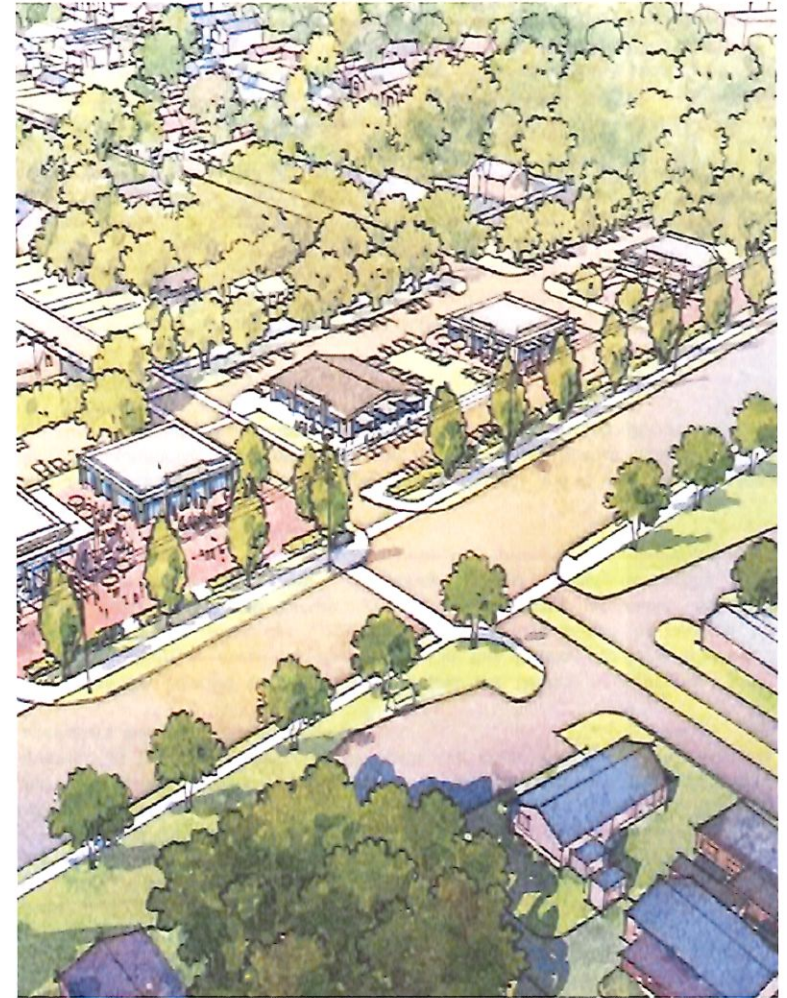
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the ElkrIDGE South Civic District that allow for mixed-use, neighborhood-serving commercial development to support existing and planned residential communities.
3. Consider attracting convenience commercial (including commercial pad sites) and eliminating auto-related uses on properties that front Washington Boulevard.
4. Redevelop Route 1 frontage parcels with new neighborhood-serving retail and restaurant uses.
5. Create small community greens and/or hardscape plazas to provide opportunities for activities like outdoor dining, music, and movies-on-the-green that bring community members together. Ensure that community gathering spaces can be accessed by walking and bicycling from nearby homes.
6. Consider public acquisition and aggregation of land within the Civic District area to provide public community facilities or other government uses, such as a high school, community center, parks, fields, event space, indoor athletic facilities, and other community-serving amenities. Engage district stakeholders in identifying opportunities for locating new civic uses.

RTE 1-31 Policy Statement

Increase connections between adjacent sites while safely facilitating the maneuvering of semi-truck traffic in the ElkrIDGE South District.

Implementing Actions

1. Develop a transportation study for the ElkrIDGE South District.
2. Provide pathway connections to adjacent open space corridors and neighborhoods.
3. Create an internal network of streets to improve connections to the ElkrIDGE Library from residential and commercial uses.
4. Support the addition of a signalized intersection and crosswalk that connects the ElkrIDGE Library to the east side of Route 1, where the Mixed-Use Activity Center is proposed.
5. Support a local street network that serves buildings directly and enables businesses to load and maneuver trucks. Semi-truck traffic should move goods and services on routes that minimize impacts on neighborhoods and commercial sites within and around the District.
6. Consider prioritizing Pine Avenue as an access point for industrial uses within and east of the ElkrIDGE South Civic District.



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

Amendment 63 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 11

Date: 10/02/2023

Amendment No. 63

(This Amendment amends HoCo by Design Chapter 11: Implementation to add annual monitoring and four year performance measures.)

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 11: Implementation: 3.

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 63 CB28-2023

dated on 10/11/2023

Michelle Hazzard
Council Administrator

Failed

Implementation

HoCo By Design identifies policies and implementing actions that are integral to the ultimate success of the General Plan. Further, HoCo By Design strives to be predictable and achievable, consistent with the County's desire to measure, monitor, and track county service delivery. The County created HoCoDASH (Howard County Data Analytics and Statistics Hub), a website that showcases performance objectives tied to the County's policy priorities, in 2019. To align with the County's commitment to performance monitoring, implementation progress on HoCo By Design's policies will be tracked on a regular basis. Consistent monitoring will help ensure accountability for implementing HoCo By Design and enable the County Council, county departments, and the public to understand the County's progress toward meeting the Plan's vision. Two tracking mechanisms will be used: annual reporting and five-year performance monitoring. The County should present this information in an accessible and user-friendly format to increase transparency.

Annual Monitoring

Annual monitoring will provide an accountability framework for reporting progress on implementation of HoCo By Design. Implementation strategies are specific actions that collectively will lead toward achievement of the goals and policies in this Plan. Annual compilation of this information will promote inter-departmental coordination as each department shares and can view the progress made on the strategies. It also demonstrates clearly to elected officials and the public that their local government is following through on the commitments made in HoCo By Design.

The Department of Planning and Zoning will take the lead in coordinating the HoCo By Design annual monitoring report. The HoCo By Design monitoring report will complement the annual land use measures and indicators report that Howard County currently prepares as required by Maryland State law. The measures and indicators report provides summary information on land development in the County including amendments to the zoning map and statistics on the amount of residential and commercial development permitted by the Plan.

Four Year Performance Measures

The performance measures report analyzes the County's progress toward meeting the Plan 2040 goals and policies in four-year intervals. This analysis will include evaluation of the effectiveness of the strategies in achieving the desired outcomes of the goals and policies. To the extent possible, the performance measures are quantified so that trends can be statistically analyzed. Qualitative measures will be used if there is no clear, reliable quantitative metric. The performance measures report will inform minor plan amendments and modifications that may be needed to achieve the HoCo By Design goals. The annual monitoring reports and four-year performance measures report will also provide a foundation of information to support the next update of the General Plan.

Amendment 64 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 64

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

- Chapter 2: Growth and Conservation Framework*
- Reduces the number of character areas from eighteen to seventeen;
 - Removes Industrial Activity Centers from the character area typologies;
 - Removes a description of Industrial Mixed Use Activity Centers;
 - Replaces Mixed Use Activity Centers with Industrial in the Future Land Use Map;
- Chapter 5: Economic Prosperity*
- Removes a reference to the Industrial Mixed Use Activity Center character area;
 - Amends a paragraph on Industrial character areas to remove references to the Industrial Mixed Use character area and leave only the Industrial character area;
 - Replaces Mixed Use Activity Center character areas with Industrial character areas in the Industrial Zoning Districts and Industrial Character Areas map;
 - Amends the EP-1 Policy Statement Implementing Actions to remove a determination of how compatible uses can be co-located in designated Industrial Mixed Use character areas;
 - Amends the EP-2 Policy Statement Implementing Actions to remove the Industrial Mixed Use character area from an update to the Route 1 Design Manual;
- Chapter 7: Quality by Design*
- Removes a reference to Industrial Mixed Use as an activity center;
- Chapter 11: Implementation*
- Amends the EP-1 Policy Statement Implementing Actions to remove a determination of how compatible uses can be co-located in designated Industrial Mixed Use character areas;
 - Amends the EP-2 Policy Statement Implementing Actions to remove the Industrial Mixed Use character area from an update to the Route 1 Design Manual;

I certify this is a true copy of

Am 64 CB28-2023

10/11/2023

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Michelle D'Amico
Council Administrator

*2023 Council Draft Route
1 Corridor Plan*

- *Replaces Mixed Use Activity Center character areas with Industrial character areas in the Route 1 Corridor Future Land Use map;*
- *Removes a reference to Industrial Mixed Use Activity Centers being strategically located where light industrial uses currently exist;*
- *Reduces the number of activity center character areas in the Route 1 Corridor Plan from three to two by removing Industrial Mixed Use activity centers;*
- *Replaces Mixed Use Activity Center character areas with Industrial character areas in the Route 1 Activity Centers map;*
- *Removes the entire section titled "Industrial Mixed Use Activity Centers" and the corresponding section titled "Industrial Mixed Use Activity Center Character Area Description";*
- *Removes references to industrial mixed use areas in the section titled "Mixed-Use Activity Centers";*
- *Amends the RTE 1-17 Policy Statement Implementing Actions to remove the development of a new industrial mixed use zone;*
- *Amends the RTE 1-19 Policy Statement Implementing Actions to remove the encouragement of future development in the Industrial Mixed Use Activity Center character area to maintain the "grit" of an industrial corridor;*
- *Removes a reference to industrial mixed use areas in the section titled "Activity Center Districts";*
- *Amends the North Laurel District to remove all references to the Industrial Mixed Use Activity Center character area and substitute the Industrial character area;*
- *Amends the RTE 1-25 Policy Statement Implementing Actions to remove a reference to Mixed Use Activity Center;*
- *Amends the Dorsey Station District to remove all references to the Industrial Mixed Use Activity Center character area and substitute the Industrial character area;*
- *Amends the RTE 1-27 Policy Statement Implementing Actions to remove a reference to Industrial Mixed Use Activity Centers, remove the development of a new industrial mixed use zone, remove residential uses from the activity centers, and remove Industrial Mixed Use from the transportation study;*
- *Amends the RTE 1-28 Policy Statement Implementing Actions to remove an evaluation of industrial heritage within Industrial Mixed Use activity centers;*

- *Amends the Elkridge South District to remove all references to the Industrial Mixed Use Activity Center character area and substitute the Industrial character Area;*
- *Removes the RTE 1-29 Policy Statement Implementing Actions;*

*Technical Appendix B:
Character Areas*

- *Removes the Industrial Mixed Use character area from the list of character areas; and*
- *Removes the entire section titled “Character Area: Industrial Mixed Use Activity Center”.)*

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

- 3 • Chapter 2, Growth and Conservation Framework: 29, 30, 31, 32, 36, 39, 40;
- 4 • Chapter 5, Economic Prosperity: 22, 30, 31, 32, and 33;
- 5 • Chapter 7: Quality by Design: 32;
- 6 • Chapter 11: Implementation: 28;
- 7 • Technical Appendix B: Character Areas: 2, 45, 46, 47;
- 8 • 2023 Council Draft Route 1 Corridor Plan: 14, 30, 61, 62, 64, 65, 66, 68, 69, 72, 75, 76,
9 79, 83, 84, 87, 91, 92, and 93.

10

11 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to remove all
12 Industrial Mixed Use Activity Center character areas and, in each instance, substitute the
13 Industrial character area.

14

15 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas
16 in the FLUM shall be amended to remove all Industrial Mixed Use Activity Center character
17 areas and, in each instance, substitute the Industrial character area.

18

19 On page Route 1 Corridor Plan 14, Map RTE 1-2: Route 1 Corridor Future Land Use shall be
20 amended to remove all Industrial Mixed Use Activity Center character areas and, in each
21 instance, substitute the Industrial character area.

22

1 On page Route 1 Corridor Plan 62, Map RTE 1-10: Route 1 Activity Centers shall be amended to
2 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
3 the Industrial character area.

4

5 On page Route 1 Corridor Plan 75, the map of the North Laurel District shall be amended to
6 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
7 the Industrial character area.

8

9 On page Route 1 Corridor Plan 83, the map of the Dorsey Station District shall be amended to
10 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
11 the Industrial character area.

12

13 On page Route 1 Corridor Plan 91, the map of the Elkridge South District shall be amended to
14 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
15 the Industrial character area.

16

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

19

Elements Of The Organizational Framework throughout the General plan

Character Area Typologies (Growth and Conservation Framework chapter and Character Areas technical appendix)

○ ~~Eighteen~~ **Seventeen** character areas identified in the General Plan are presented within the P-S-E-T organizational framework categories.

Focus Area Studies technical appendix

○ Illustrative design concepts were developed for New Town Columbia, Gateway, and Rural Crossroads.

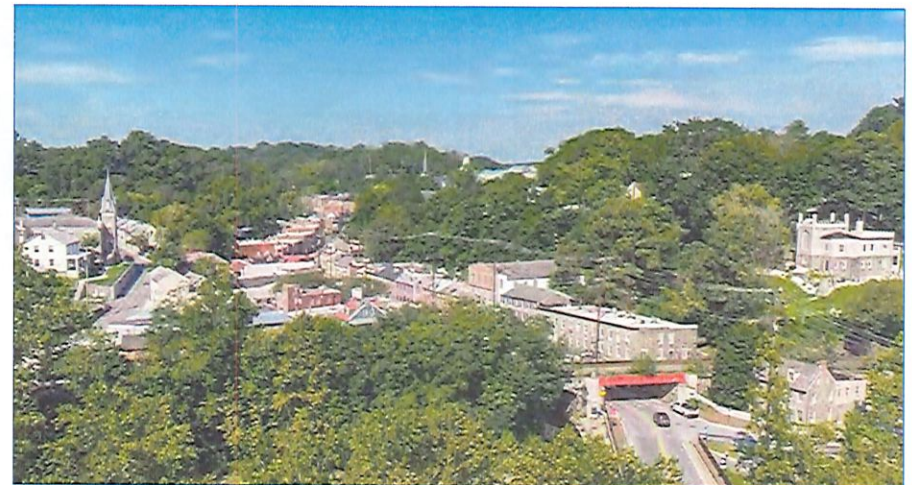


Character Area typologies

The General Plan uses the term “character areas” to describe unique and discernible areas of the community depicted in the FLUM. 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. More specific rules and standards for the character areas — including provisions for permitted land uses, densities, block sizes, setbacks, parking, or landscaping considerations — will be addressed in the County’s Zoning Regulations or Subdivision and Land Development Regulations using the guidance and recommendations from the General Plan character descriptions found in Technical Appendix B: Character Areas.

Character areas were assigned on the FLUM based on the amount of change or intensity expected for a particular area, as indicated within the P-S-E-T organizational framework. As shown below, character areas in the FLUM where the least amount of change is expected include Open Space, Rural Conservation, Rural Living, and Historic Communities; and character areas where the most amount of change is expected include Mixed-Use Activity Centers, Downtown Columbia, and Transit Activity Centers.

Each of the ~~48~~ **seventeen** character areas are described briefly 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.



Character Area typologies

Each of the **48 seventeen** 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.

Areas to Preserve	Areas to Strengthen	Areas to Enhance	Areas to Transform
Special Use	Single Family Neighborhood	Industrial	Downtown Columbia
Open Space	Multifamily Neighborhood	Campus	Regional Activity Center
Rural Conservation	Mixed Use Neighborhood	Suburban Commercial	Transit Activity Center
Rural Living	Rural Crossroads		Village Activity Center
Historic Community			Industrial Activity Center
			Mixed-Use Activity Center
			Multifamily Neighborhood

INDUSTRIAL

Land providing opportunities to concentrate employment clusters in the County. They support large-scale, single-tenant industrial, warehouse, and flex space buildings, as well as smaller, multi-tenant industrial buildings that are clustered and may support and serve one another.



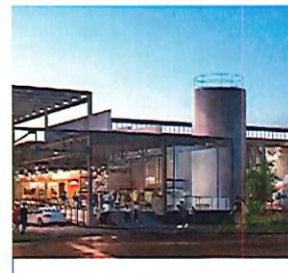
CAMPUS

Land to support academic, medical, or office buildings; athletic facilities; event spaces; equipment; or other ancillary uses needed to support an educational, medical, or other large institution.



SUBURBAN COMMERCIAL

Land contributing to the County's office employment base and serving the daily retail needs of office users and surrounding residential neighborhoods.



DOWNTOWN COLUMBIA

Land comprising of Downtown Columbia. The Downtown Columbia Plan, adopted in 2010, creates a 30-year master plan for the revitalization and redevelopment of Downtown Columbia. For more information on the character of Downtown Columbia, refer to the Downtown Columbia Plan.

REGIONAL ACTIVITY CENTER

Land consisting of the Columbia Gateway business park, an existing employment center with large-format buildings and surface parking lots throughout that should redevelop as a large regional growth center in the future. A master plan established through a public process should re-envision the area as a major hub for entertainment, employment, and innovation in the County with access from one or more major transportation corridors.

TRANSIT ACTIVITY CENTER

Land creating opportunities for compact, mixed-use development that maximizes residential, commercial, and open spaces within walking distance of premium public transit.

INDUSTRIAL MIXED-USE ACTIVITY CENTER

Land contributing to the County's economic viability by providing places where people live, work, create, build, store, and distribute goods and services throughout the County and region.

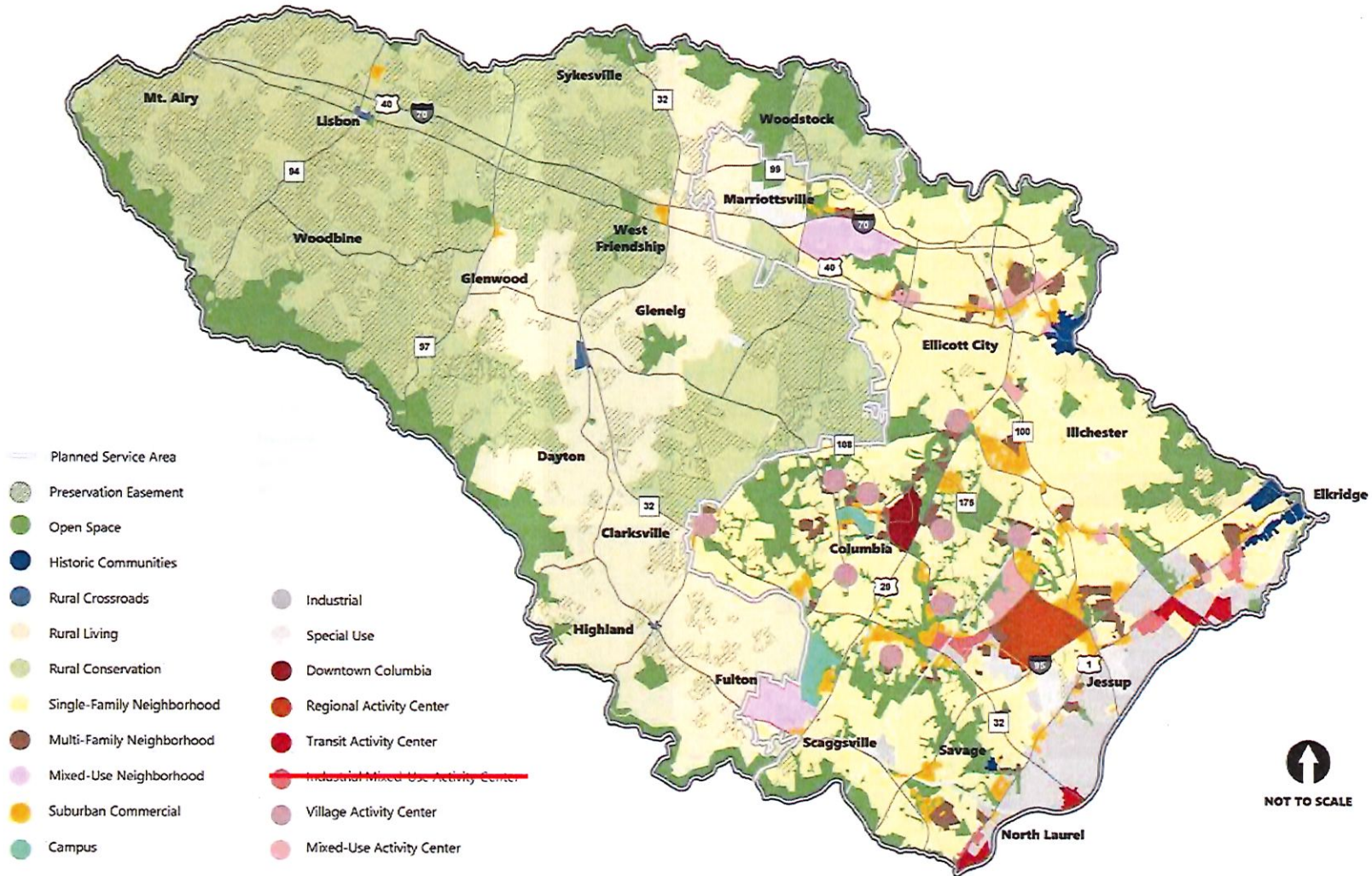
VILLAGE ACTIVITY CENTER

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

MIXED-USE ACTIVITY CENTER

Land offering the opportunity to serve broader economic, entertainment, and housing needs in the community.

Map 2-3: Future Land Use Map



Key Business Districts and Corridors

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

Main Streets

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



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

Maryland Main Street Program

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



Route 1 Corridor

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

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

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

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

Retaining Industrial Lands

Industrial land loss is common in urban and suburban areas where higher-value commercial and residential uses compete for scarce land supply. However, industrial jobs, particularly the manufacturing, distribution, and warehousing sectors, not only supply the region with goods but also address wage inequality by providing middle-income wages in jobs that do not require an advanced education, as shown in Table 5-5. With only 3% of the land in Howard County available for industrial uses and a limited supply of large industrially zoned properties, the County must enact policies and regulations and make thoughtful planning decisions that ensure the long-term viability of the industrial economy.

Table 5-5: Howard County Annual Average Employment and Wages by Industry

CALENDAR YEAR 2020		
INDUSTRY	ANNUAL AVERAGE EMPLOYMENT	AVERAGE WEEKLY WAGE PER WORKER
GOVERNMENT SECTOR -- TOTAL	16,210	\$1,329.00
Federal Government	740	\$1,598.00
State Government	1,731	\$1,369.00
Local Government	13,740	\$1,309.00
PRIVATE SECTOR TOTAL -- ALL INDUSTRIES	145,159	\$1,553.00
GOODS-PRODUCING	19,932	\$1,553.00
Natural Resources and Mining	301	\$1,001.00
Construction	10,962	\$1,516.00
Manufacturing	8,669	\$1,620.00
SERVICE PROVIDING	125,223	\$1,552.00
Trade, Transportation, and Utilities	32,526	\$1,287.00
Information	3,588	\$3,040.00
Financial Activities	9,480	\$1,927.00
Professional and Business Services	45,528	\$2,080.00
Education and Health Services	18,278	\$1,061.00
Leisure and Hospitality	11,894	\$476.00
Other Services	3,929	\$916.00

Source: Maryland Department of Labor

☺
Route 1 has been industrial for decades and has the infrastructure. Industrial is important to the County tax base and needs to be encouraged.
 ☺
- HoCo By Design process participant

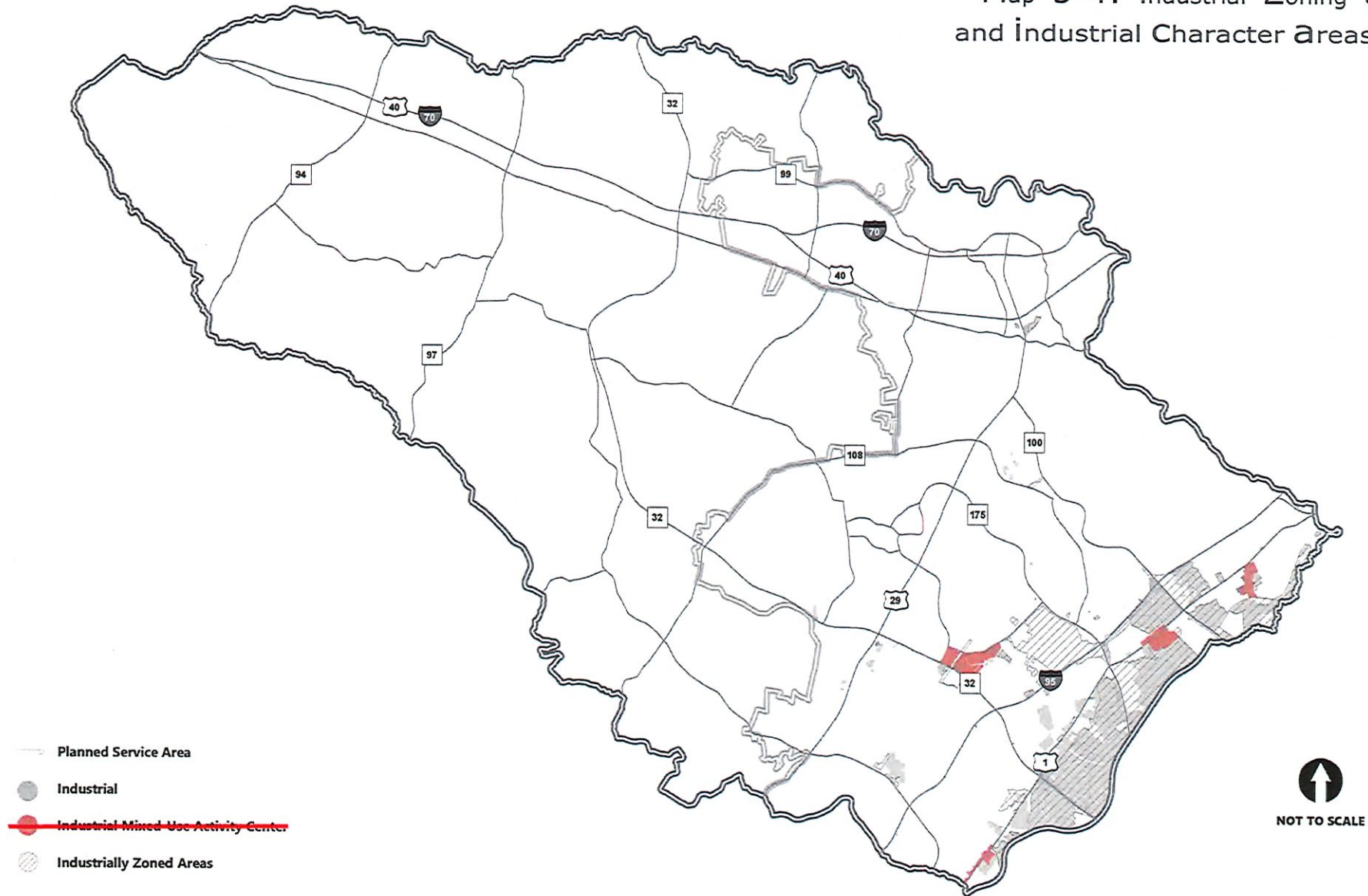
HoCo By Design establishes two an industrial based character area areas: Industrial and Industrial-Mixed-Use. The Industrial Character Area supports both larger-scale, single-user industrial, warehouse, and flex spaces and smaller, multi-tenant industrial buildings that are clustered and support one another. ~~The Industrial-Mixed-Use Character Area is designed with Route 1 activity centers in mind. This character area is applied to select nodes along the Corridor that are positioned for mixed-use development but contain existing industrial uses that may be integrated into future redevelopment, as shown in Map 5-4. This character area advances dual goals of providing redevelopment opportunities and preserving industrial uses.~~

As noted earlier in this chapter, while most of the County's industrial land uses are located in the Route 1 Corridor, a portion is located in eastern Columbia. While challenges like truck access exist, industrial uses should continue to be part of the area. During the Zoning Regulations update, the County should ensure that existing industrial uses are able to continue or expand operations.

Future industrial uses along the Interstate 70 corridor should be supported. However, they should be designed with sensitivity to the surrounding rural context and be able to operate on well and septic systems.



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



EP-1 Policy Statement

Retain and expand the use of industrial land to support employment opportunities that pay a living wage.

Implementing Actions

1. As part of the Zoning Regulations update, consider protective measures to ensure an adequate long-term supply of industrial land, such as additional requirements or impact statements for rezoning industrial land, zoning that discourages incompatible uses in heavy industrial areas, heavy buffer requirements for non-industrial users locating near heavy industrial land, or industrial overlay zoning for prime industrial land.
2. ~~Determine how compatible uses can co-locate in designated Industrial Mixed-Use character areas to support industrial operations and create an active sense of place.~~
3. ~~2.~~ Prioritize for retention industrial land that is uniquely accessible to regional highways for continued industrial use.
4. ~~3.~~ During the Zoning Regulations update or via Zoning Amendments, favorably consider context-sensitive industrial uses along the Interstate 70 corridor.

EP-2 Policy Statement

Ensure redevelopment is consistent with the character of industrial areas.

Implementing Actions

1. Update the Route 1 Design Manual to ~~include Industrial Mixed-Use character areas and~~ incorporate buffers between redevelopment areas and industrial areas.

— “

The Plan needs to anticipate a changing economy and create economic opportunities for new enterprises and a diverse economy.

”—

- HoCo By Design process participant

Growing Emerging and Significant Industries

Howard County has a strong local economy and serves as a regional employer. As shown in Table 5-2, Howard County’s major employers represent a diverse set of industries. Strong and significant industries in the County include cybersecurity, information security, information technology, green technology, higher education, research and development, and finance. The nonprofit sector also plays an important role in the County; according to Maryland Nonprofits, Howard County was home to 2,094 nonprofits in 2019 (the largest of which was the Columbia Association). To maximize Howard County’s economic competitiveness in the region, economic development should support emerging and significant industries to continue to diversify employment opportunities. By keeping apprised of changing economic trends, Howard County will be able to attract new and diverse industries that support expected job growth. This economic development focus should include the manufacturing, distribution, and logistics industries, which are responding to changes in consumer trends.

The green or environmental industry is another important and emerging employment sector. According to the Bureau of Labor Statistics, green jobs are “jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources” or “jobs in which workers’ duties involve making their establishment’s production processes more environmentally friendly or use fewer natural resources.” Investment in the environmental sector accomplishes multiple sustainability goals. The environmental sector tends to endure through economic downturns, bolstering a sustainable economy. This sector traverses multiple industries and creates a significant job pool accessible to a variety of skill sets. By creating opportunities for workers without a college degree, green jobs promote economic mobility and help to close the opportunity gap. Importantly, green jobs also promote environmental sustainability through more efficient energy consumption, reduced greenhouse gas emissions and waste, ecosystem protection, and climate mitigation and adaptation.

Policies and the Zoning Regulations should support these emerging and significant industries to ensure a healthy and diverse local economy. This support will ensure that the County will be able to meet the future job demand, as indicated in the market study conducted for this General Plan. Deliberate efforts and investments would demonstrate the County is committed to being competitive to attract and grow emerging industry sectors.

EP-3 Policy Statement

Support and diversify the local job market to maximize opportunities to grow regional employment.

Implementing Actions

1. Develop tools and strategies to support long-term job diversity initiatives, emerging industries, and job opportunities accessible to a variety of skill and educational levels.
2. Promote green industries by creating incentives to attract new businesses demonstrating sustainable practices or developing sustainable technologies, materials, and products.
3. Support new investment and job creation in emerging markets, especially those that reveal new opportunities for renewable energy and green technologies, including but not limited to solar arrays and canopies.

Identifying and transforming Activity Centers throughout the County

— CC —
By identifying centers throughout the County for Mixed-Use redevelopment with a focus on transportation connectivity, site design and open space we will create neighborhoods that are sustainable and are attractive to businesses and employees. By promoting development in concentrated centers, undeveloped land will be protected and a greater sense of place will be created. There should be an effort to promote these activity centers in existing suburban shopping centers and the rural crossroads that are under performing. By providing service where people live there will be less need to use the automobile and opportunities for walking.

— CC —
- HoCo By Design process participant

Traditional suburban communities are changing. As land available for greenfield development runs out, communities, stakeholders, and County government will have to adjust to meet the social, economic, infrastructure, character, and environmental needs of the future. Positioning mature suburban communities for new opportunities requires considering market demands, demographics, regional forces, infrastructure capacity, community actions and reactions, physical planning, and phasing redevelopment in specific areas with fractured land ownership, as well as government rules and policies.

To accommodate growth and continue to provide a high level of service and infrastructure, the County will need to embrace redevelopment opportunities. Several decades of conventional suburban development, combined with land preservation efforts, have resulted in a community with very little developable land remaining, a wide spectrum of character typologies, and a population increasingly reliant on automobiles.

HoCo By Design seeks to identify activity centers that promote mixed-use, walkable development areas throughout the community as areas for transformation. These activity centers are depicted in the Future Land Use Map (FLUM) presented in the Growth & Conservation Framework Chapter. Character areas that provide opportunities for the County to grow and innovate with future activity centers include Downtown Columbia, Regional Activity Center (Gateway), Transit Activity Center, **Industrial Mixed-Use Center**, Village Activity Center, and Mixed-Use Activity Center. The FLUM and character areas aim to create more predictability around what type of development will occur in these targeted areas. These activity centers provide opportunities to reimagine Howard County's future and introduce new mixed-use employment centers, regional shopping centers, entertainment areas, and upper-story or adjacent residential units in appropriate locations.

The overall goal is to allow and promote compact mixed-use development patterns in county activity centers that create places where people live, work, shop, and play as a cohesive community—furthering the economic vitality and sustainability of the area. Mixed-use development also increases the efficiency of the utilities and transportation serving the area and enhances the sense of community experienced by residents, business owners, and visitors.

These new activity centers in the County will evolve over time in terms of land use mix, density and intensity, home choices, and transportation options. Each activity center's design will be unique, resulting in a variety of mixed-use places. These are the areas where the County should emphasize public and private investment—increasing allowable densities and intensities, adding infrastructure capacity (such as public schools, fire stations, and other public facilities), improving access from nearby neighborhoods, investing in streetscape improvements, and encouraging affordable housing.

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-8 - Actively plan for and evaluate the impact of technology and climate change on the transportation system.		
1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.	DPZ OOT	Mid-Term
2. Amend design standards and asset management approaches to ensure resilience.	DPW OOT DPZ	Mid-Term
3. Support the installation of electric vehicle (EV) charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.	DPW OCS OOT Private Partners	Ongoing
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.	DPW OOT OCS	Long-Term
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.	OOT	Ongoing
CIM-9 - Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.		
1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.	OCS OOT	Long-Term
2. Develop a plan to transition the County's fleet (including school buses and contracted services) to low/no emission vehicles.	OOT OCS	Mid-Term
3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.	OOT	Ongoing
4. Consider targeted financial incentives to property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.	OOT OCS Private Property Owners	Mid-Term
5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.	OOT	Long-Term

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-10 - Advance transportation planning and transportation investments to support an economically and environmentally sustainable transportation system that moves people safely and efficiently throughout the County and supports the land use and equity goals in HoCo By Design, including its emphasis on mixed-use activity centers.		
1. Develop a countywide transportation plan and conduct a focused transportation study for each activity center in the Route 1 Corridor.	OOT DPW	Mid-Term
2. Continue to use the Functional Road Classification Map to guide the design, capacity, and function of roads as they are built or improved.	DPW OOT DPZ	Ongoing
3. Implement HoCo By Design's recommendations for transit service through future transit service functional plans or master plans.	OOT DPZ	Long-Term
4. Continue to implement recommendations from WalkHoward and BikeHoward as methods to advance the broad concepts and recommendations in the General Plan.	OOT	Ongoing
5. Ensure the Design Manual is consistent with the General Plan as part of the regular update process for the Design Manual.	OOT	Long-Term
EP-1 - Retain and expand the use of industrial land to support employment opportunities that pay a living wage.		
1. As part of the Zoning Regulations update, consider protective measures to ensure an adequate long-term supply of industrial land, such as additional requirements or impact statements for rezoning industrial land, zoning that discourages incompatible uses in heavy industrial areas, heavy buffer requirements for non-industrial users locating near heavy industrial land, or industrial overlay zoning for prime industrial land.	DPZ	Mid-Term
2. Determine how compatible uses can co-locate in designated Industrial Mixed-Use character areas to support industrial operations and create an active sense of place.	DPZ	Long-Term
3. 2. Prioritize for retention industrial land that is uniquely accessible to regional highways for continued industrial use.	DPZ	Mid-Term
4. 3. During the Zoning Regulations update or via Zoning Amendments, favorably consider context-sensitive industrial uses along the Interstate 70 corridor.	DPZ	Mid-Term
EP-2 - Ensure redevelopment is consistent with the character of industrial areas.		
1. Update the Route 1 Design Manual to include Industrial Mixed-Use character areas and incorporate buffers between redevelopment areas and industrial areas.	DPZ	Long-Term

Vision for the Corridor

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

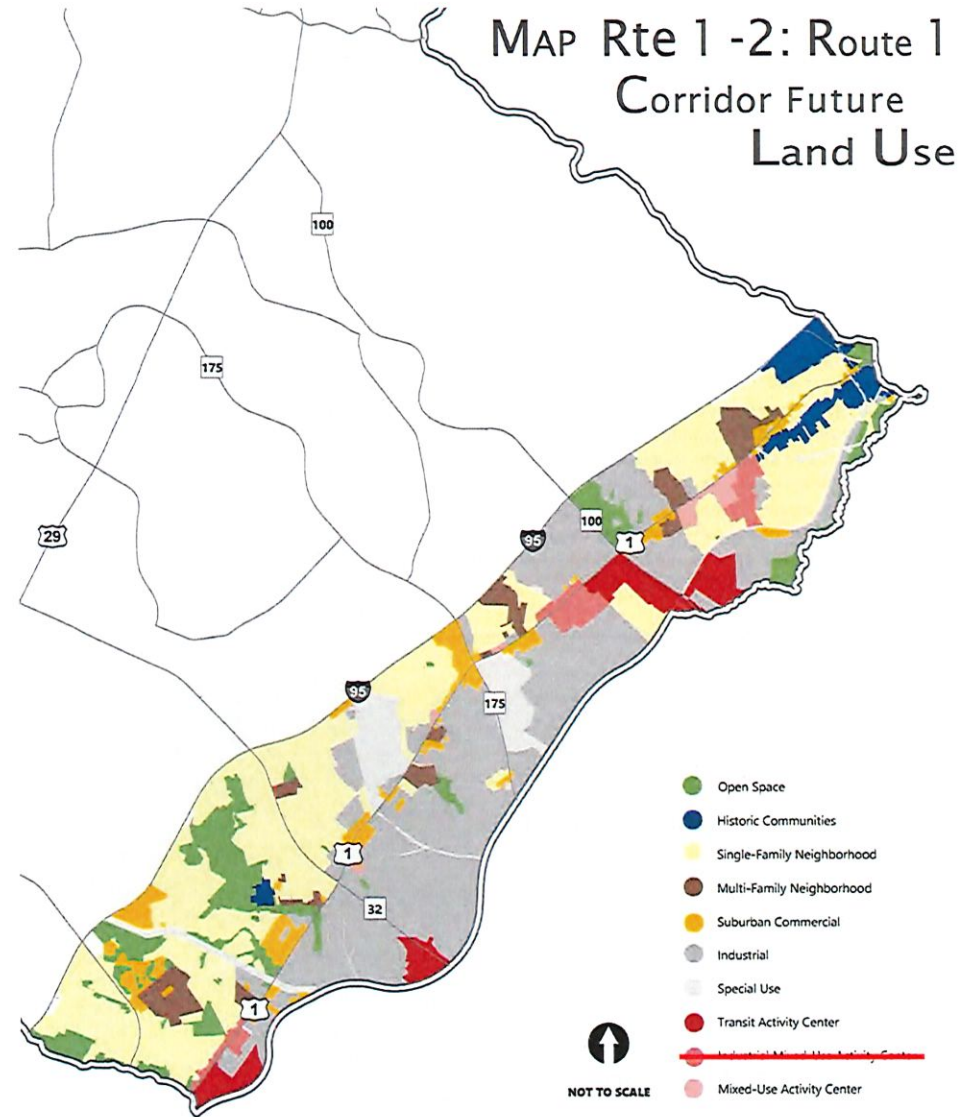
Future Land Use Map and Zoning

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

Current Land Use and Zoning Overview

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

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



Disconnected Neighborhoods and Inaccessible Amenities

Decades of transportation and land use policies that prioritized the automobile and truck traffic along Route 1 have left many neighborhoods in the Corridor disconnected and isolated. Unlike Columbia and other parts of the County, sidewalks between neighborhoods and to destinations are missing. The Corridor has an absence of safe and well-designed travel options for pedestrians and cyclists of all ages and abilities. In addition, following comprehensive zoning changes in 2013, new residential development occurred along the Corridor, largely scattered amongst a variety of automobile-related businesses, industrial uses, truck terminals, motels, junk yards, and underutilized properties. While many Corridor businesses serve a variety of local and regional service needs, there are gaps in terms of meeting the daily retail service needs of the current and growing residential population.

The current commercial uses in the Corridor lack modern amenities that attract people and create a cohesive connected community, such as walking paths, open gathering places, restaurants, and proximity to public transit. Supporting new public places for special events in the Corridor would give people a “third place” (other than work or home) to connect and socialize. Better integration of public gathering spaces and plazas are encouraged in any new development or redevelopment. These spaces should be usable and well-placed, and should include a combination of hardscape, landscaped plantings, and amenities such as public art. The formal gathering spaces need to have the right edges to create places that encourage community interaction in a shared environment.



In addition, the absence of neighborhood-serving commercial uses, such as restaurants (fine dining, family style, and cafes), clothing stores, shoe stores, department stores, and electronics and appliance stores, requires residents to travel outside the Corridor to meet daily needs. To function like a “complete community,” the Corridor needs a strong portfolio of these services and requires neighborhoods to be connected to nearby shopping, recreation, open space, and entertainment destinations.

Conflicting and Nonconforming Uses

The County has struggled with balancing the goals of revitalizing the Corridor through elimination of auto-oriented uses and providing flexible zoning so existing businesses have opportunities to reinvest and improve site conditions. The Continuing Light Industrial (CLI) Overlay Zoning District is a zoning tool that was established to accommodate existing warehouse and industrial buildings on parcels that are now zoned Corridor Employment (CE), Transit Oriented Development (TOD) and Corridor Activity Center (CAC). The CLI overlay provides an option for continued operation and investment without conferring nonconforming status. However, as CE, CAC, and TOD



Definition of A Nonconforming Use

A nonconforming use is any lawful existing use, whether of a structure or a tract of land, that does not conform to the use regulations of the zoning district in which it is located. Zoning changes in the CAC and CE districts along the Corridor have resulted in a significant number of nonconforming uses, which can lead to the perception of blight and disinvestment. For a use to be legally considered nonconforming, a confirmation process and approval are required. Some businesses may not meet the requirements to qualify for this status and therefore are limited in their ability to use their land and expand or improve the existing conditions.

parcels redevelop and include residential or other non-industrial uses, maintaining adequate buffering between longstanding industrial uses remains a challenge.

~~Just as the CAC and CE zones created nonconforming uses upon adoption, the future rezoning within activity centers will inevitably do the same in some instances. However, instead of establishing an overlay district, such as CLI, that allows these uses to remain, the Industrial Mixed Use Activity Center character area has been strategically located where light industrial uses currently exist. Light industrial uses that are compatible with residential and commercial uses are intended to be permitted.~~ For the minimal number of heavy industrial and warehousing uses within the activity centers, HoCo By Design recommends that these businesses be relocated to more appropriate, heavy, single-use, industrial zoning districts, such as M-1 and M-2. Since retaining these businesses is a priority identified in the General Plan, the County should consider providing relocation assistance to these business owners so that these thriving industries and employers can remain in the County.

Need for Land Assemblage

Finally, redevelopment economics is a challenge given the ownership structure and size of many parcels along Route 1. The Corridor consists of a patchwork of separately owned parcels, many of which are smaller in size. The majority of parcels in the Corridor (89%) are less than one acre in size, and 83% are less than one-half acre in size. As a result, development has been driven largely by individual property owners and new businesses seeking single-site redevelopment opportunities that contain limited amenity and open space requirements. Environmental features, right-of-way acquisition, and other site constraints further render single-site redevelopment cost prohibitive.

Parcel assemblage is necessary to achieve a sizable footprint that can accommodate meaningful development/redevelopment with appropriate densities, public spaces, parking, and other site amenities. As described in the next section, the public sector can facilitate comprehensive redevelopment efforts by engaging in long-term real estate activities that could otherwise be cost prohibitive to the private sector.

Activity Centers in the Route 1 Corridor

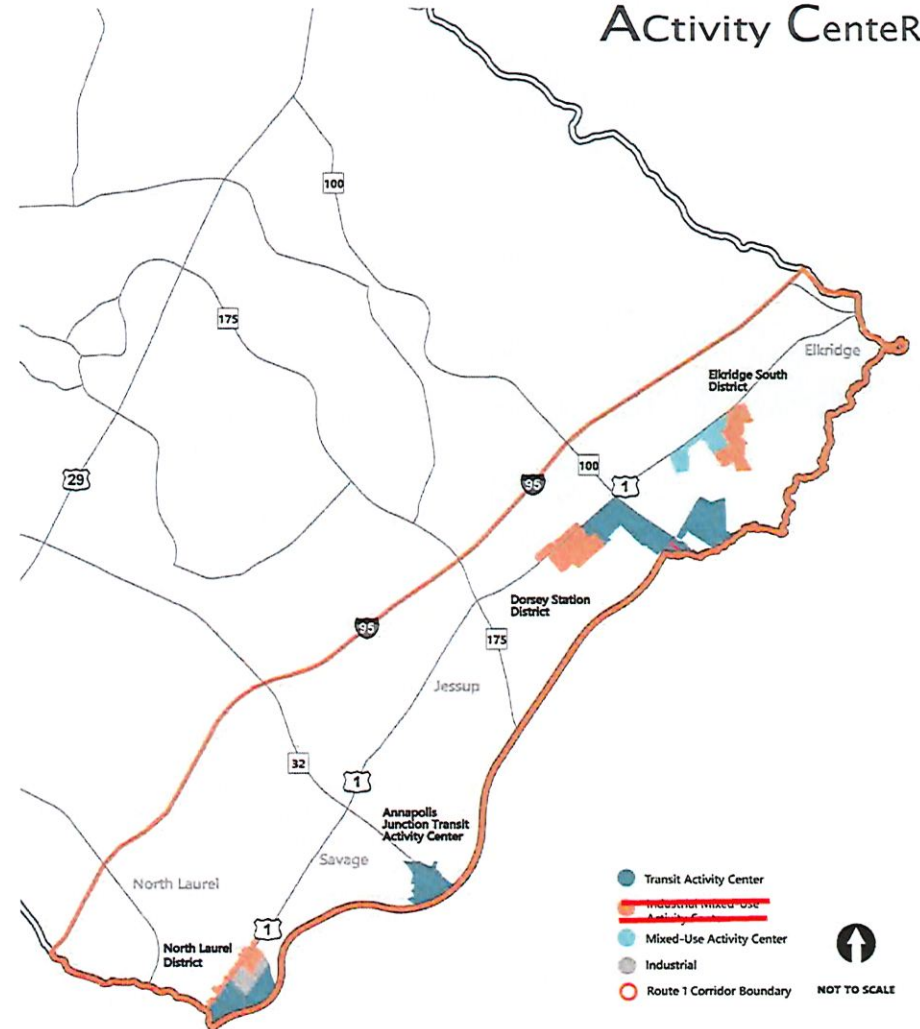
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important “destinations” in the Corridor with a sense of character that is compatible with the industrial uses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

Activity Center Character Areas

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



MAP Rte 1 -10: Route 1 Activity Centers



Transit Activity Centers

Transit Activity Centers are compact, mixed-use areas that maximize residential, commercial, and open space uses within walking distance to the three MARC stations in Howard County, including Laurel, Annapolis Junction, and Dorsey. Many of these activity centers are in various stages of development, with opportunities for growth ranging from limited expansion to large-scale redevelopment. Most of these areas already have transit-oriented development (TOD) zoning and are envisioned to maintain their zoning, except where there are opportunities for limited expansion to encourage walkable connections between neighboring activity centers or existing communities.

A grid network of walkable streets connects destinations within the activity center and surrounding neighborhoods or recreation areas. Parking should be satisfied using on-street parking, structured parking, and shared rear lot parking strategies. Provisions for pedestrian access between buildings should support a park-once, bus-once, or train-once mentality to access the site, and emphasize walking or biking between internal destinations.

The mix of land uses and development densities throughout a Transit Activity Center should maximize transit ridership.

Industrial Mixed-Use Activity Centers

Industrial Mixed-Use Activity Centers provide a mix of uses, including industrial uses that are compatible with nearby residential. On the FLUM, these industrial mixed-use areas are located adjacent to other types of activity centers and within proximity to existing residential or other Corridor assets. These areas were identified based on industrial uses being present. This type of activity center is intended to support and retain the industrial base that exists within activity centers, minimize loss of industrial land, create neighborhood amenities and destination locations for residential communities, and provide other opportunities for commercial uses, including office space and retail. Future development in the industrial mixed-use areas should be sensitive to the “grit” of the Corridor’s industrial roots by creating eclectic, creative, and/or artistic/maker spaces. These activity centers are envisioned to have some of the greatest opportunities for redevelopment and will provide opportunities for commercial, light industrial, and residential uses to be integrated into a cohesive design.

Typical buildings are low-rise commercial, warehouse, office, and flex spaces. Retail storefronts feature attractive facades, awnings and porches, and outdoor seating. Buildings in this area may be vertically integrated (multiple uses on different floors of a single building); however, many are low-scale, single-use buildings. Since these areas are envisioned as active live/work centers with placemaking investments, they support restaurants, cafés, small-scale manufacturing, and commercial uses.

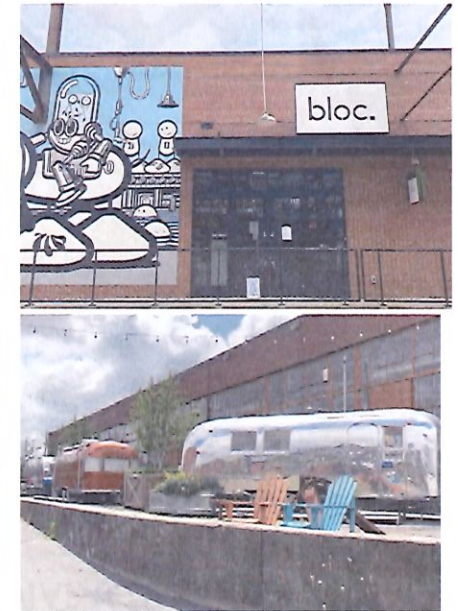
Transit Activity Center Character Area Description

Land creating opportunities for compact, mixed-use development that maximizes residential, commercial, and open spaces within walking distance of premium public transit. Buildings will be tallest near the transit station, and the public spaces between buildings should be designed for active living, community gathering, and interesting street life. Residential units or office space may be found above storefronts. Homes in and surrounding the center of development may offer a variety of housing types—including, but not limited to, missing middle home choices. The design, scale, character, and intensity of development further from the transit station should be compatible with, and transition to, adjacent land uses.



Industrial Mixed-Use Activity Center Character Area Description

Land that contributes to the County’s economic viability by providing places where people live, work, create, build, store goods, and distribute goods and services throughout the County and region. Land uses within Industrial Mixed-Use Activity Centers may include office, research, and laboratory; residential; neighborhood-serving retail; hotel; light manufacturing; transportation and trucking; wholesaling; processing; storage; e-commerce fulfillment operations; warehouses and logistics; and distribution. Some light industrial uses, like small commercial kitchens, bakeries, brewing, fitness and indoor sports facilities, and art studios, may be appropriate in contexts that allow them to integrate into a nearby neighborhood or Center. This character area recognizes the critical role of the “maker” economy in the Corridor and the importance of urban design in establishing mid-to-high density centers that foster vibrant areas of mixed-use activity.



Mixed-Use Activity Centers

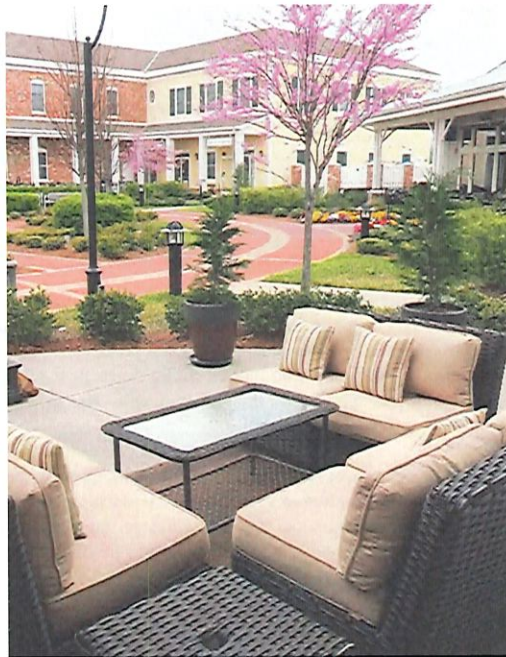
Mixed-Use Activity Centers are envisioned to provide opportunities for residential and commercial development and significantly support the retail strategy for the Corridor. ~~Like the industrial mixed-use areas, these~~ These areas will also have great potential for redevelopment and transformation,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

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

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

Mixed-Use Activity Center Character Area Description

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



Current Zoning in Activity Centers

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

Environmental Health

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

Multi-Modal Transportation

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

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

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

As redevelopment occurs around the Dorsey and Laurel MARC stations, the County should support state capital investment and expansion in MARC service to match the demand that will result from planned transit-oriented developments. This train service should not only connect transit users residing inside the activity centers but should also improve transit connections to and from regional destinations.

Gathering Spaces and Placemaking

Gathering places in activity centers should promote a variety of social events and activities, including summer concerts, children’s events, farmers markets, people-watching, or simply passive recreation. They should be intermixed throughout each development site as formal areas like parks, playgrounds, or amphitheaters, as well as informal areas such as cafes, plazas, benches, or sitting walls. These well-maintained spaces should accommodate varying crowds and interests, and connect to bike and pedestrian infrastructure.

Not only will placemaking and branding be important corridor-wide, they will also be critical in establishing the activity centers as unique destinations in the County. Placemaking efforts should be tailored to the vision for each activity center as they will help attract the types of investment desired in each area. Design guidelines and manuals, as well as strategic investments, are examples of tools that can be used for placemaking and gathering spaces.



Residential and Commercial Uses

With a projected demand for employment and office uses within the Corridor, there is a corresponding need to provide housing and retail proximate to these future employment opportunities. With limited land available for redevelopment, most new housing in the Corridor is targeted in activity centers and should be a mix of multi-family and single-family attached homes. As discussed in the Dynamic Neighborhoods chapter, activity centers should also provide opportunities for missing middle housing types, especially those that can be built vertically within a smaller footprint. Activity centers will be priority locations for commercial uses, such as traditional office and retail developments, as they are intended to create a critical mass of residents, visitors, and employees that are necessary to support these uses.

Implementing Partners

Zoning alone will not achieve the vision for these activity centers. Activity centers require strategic investments and implementing partners that can facilitate redevelopment consistent with the vision. As discussed earlier, various organizations and agencies—such as the Howard County Economic Development Authority, a possible redevelopment authority, the Design Advisory Panel, and others—will need to help implement these strategies to deliver on these visions.

RTE 1-17 Policy Statement

Catalyze the redevelopment of activity centers in the Route 1 Corridor and ensure they allow a mix of uses.

Implementing Actions

1. Empower and establish one or more entities to catalyze the redevelopment and revitalization of the activity centers and attract, retain, or relocate businesses to appropriate locations.
- ~~2. Develop a new industrial mixed-use zone (or combination of zones) that allows desired uses, including residential, commercial, and light industrial, in the Industrial Mixed-Use Activity Center character area.~~
- ~~3.2~~ Attract convenience commercial (including commercial pad sites) and eliminate auto-related uses on properties that front Route 1 in activity centers.
- ~~4.3~~ Ensure that the future zoning of the Mixed-Use Activity Center character area supports commercial uses.
- ~~5.4~~ Evaluate the Transit Oriented Development Zoning District to ensure that it is reflective of a mixed-use area that maximizes residential, commercial, and open space uses.
- ~~6.5~~ Allow sufficient residential densities in activity centers to make a wide range of uses economically viable, including convenience retail and other neighborhood-serving amenities.
- ~~7.6~~ Evaluate and revise the Corridor Activity Center (CAC), Corridor Employment (CE), and Continuing Light Industrial (CLI) Overlay Zoning Districts to ensure the zones are appropriately located within activity centers and the districts allow for a mix of uses that support the vision of each character area.
- ~~8.7~~ Encourage a mix of housing types available at different price points in activity centers to create more missing middle and affordable housing opportunities in the County.

RTE 1-18 Policy Statement

Support retail development in activity centers and places in the Route 1 Corridor where there will be a “critical mass” of employees, residents, and visitors.

Implementing Actions

1. Cluster future retail in activity centers where there will be public spaces, parking, and other site amenities.
2. Provide public spaces for small or large gatherings and encourage foot traffic for local businesses in new mixed-use retail.
3. Evaluate a relocation assistance program that could be established to facilitate relocation of viable retail and commercial uses along the Corridor into activity centers.
4. Explore changes to the Zoning Regulations that support food trucks, food halls, and similar operations.

RTE 1-19 Policy Statement

Ensure that activity centers in the Route 1 Corridor are vibrant and walkable through placemaking and open space design.

Implementing Actions

1. Ensure that future development plans incorporate new public plazas, parks, open spaces, and retail that serve community-wide needs. Gathering spaces will be realized through strategic investments and redevelopment.
- ~~2. Encourage future development in the Industrial Mixed-Use Activity Center character area to maintain the “grit” of an industrial corridor by creating eclectic, creative, or artistic/maker spaces that draw in residents, visitors, and employees.~~
- ~~3-2~~ Promote the vision of geographic clusters of activity centers as important “destinations” in the Corridor.
- ~~4-3~~ Improve the streetscape of Washington Boulevard within activity centers with street tree planting, lighting, and signage guidelines.
- ~~5-4~~ Connect properties through new internal streets or pathways to help achieve a sense of place and feeling of a community.
- ~~6-5~~ Review and update standards in the Route 1 Manual for sidewalks, crosswalks, and street reconfigurations to promote better internal and external pedestrian and vehicular circulation.

RTE 1-20 Policy Statement

Provide efficient, safe, connected, and sustainable multi-modal travel facilities that promote greater linkages and livability in activity centers for pedestrians, bicyclists, and transit riders in the Route 1 Corridor.

Implementing Actions

1. Prioritize a safe and convenient complete street network in activity centers that serves everyone. Include sidewalks, wayfinding, crossing elements, trail connections, and biking facilities to promote linkages to regional destinations.
2. Provide missing sidewalks and bus stops, and address Americans with Disabilities Act gaps inside activity centers.
3. Explore options to reroute regional truck traffic outside of activity centers.
4. Include infrastructure for bus and shuttle options, and bike and pedestrian facilities in redevelopment plans.
5. Work with the Maryland Department of Transportation and regional partners to support track and service improvements on the Camden Line that accommodate demand from current, planned, and proposed transit-oriented developments.
6. Review and update design guidelines that provide future transportation connections from nearby neighborhoods and a safe, comfortable public realm that supports walking, cycling, and transit use.

RTE 1-21 Policy Statement

Ensure redevelopment of the activity centers improves environmental health in the Route 1 Corridor.

Implementing Actions

1. Ensure that redevelopment and new development provide improved stormwater management infrastructure by using green or nature-based stormwater management facilities and showcase them as part of the public realm.
2. Incorporate “green streets” using innovative environmental site design practices such as flow-through planters and permeable paving in parking lanes (where soil conditions allow).
3. Encourage green building design standards in all redevelopment and new development opportunities.
4. Design open space to protect, enhance, and connect existing natural resources and provide diverse wildlife habitats.
5. Enhance streetscapes with trees, planting native species where possible and ensuring that trees are properly located in relation to truck traffic.



Activity Center Districts

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

Underutilized Properties:

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

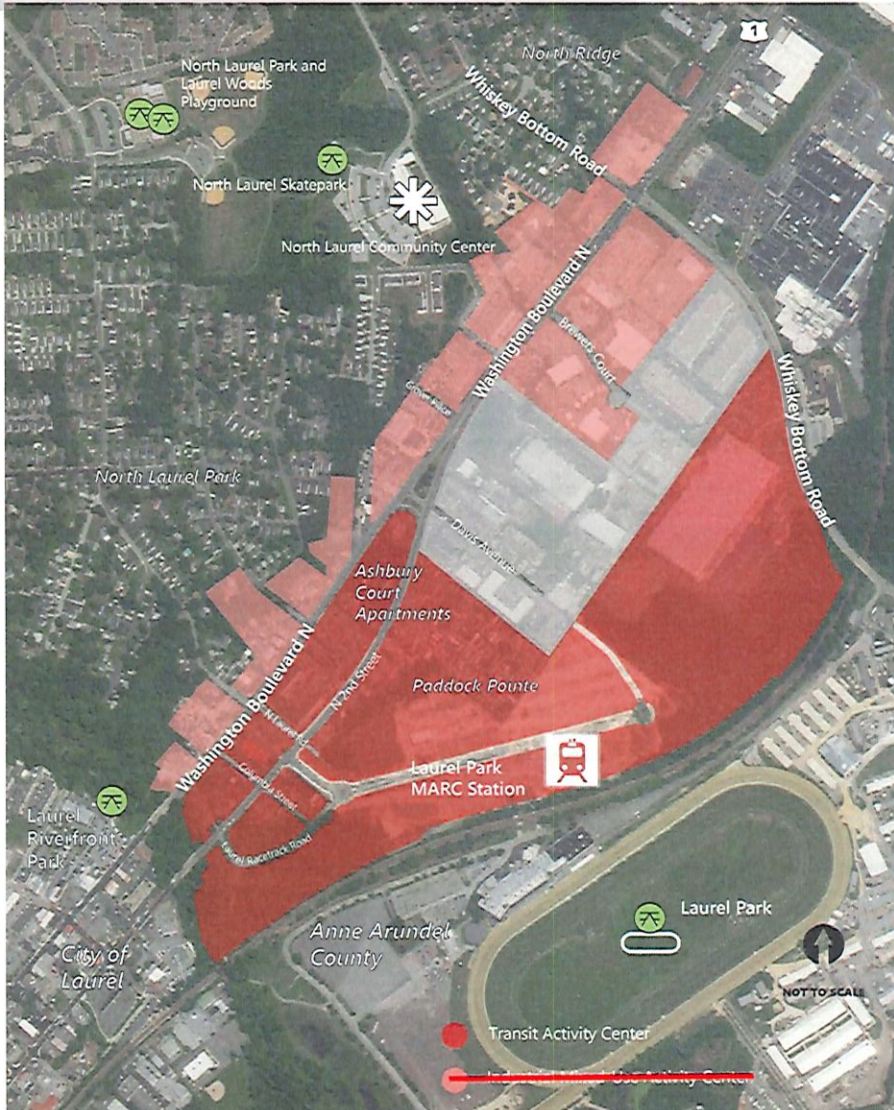
Blighted Uses:

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

Other factors:

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

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



The North Laurel District includes land near the Laurel Park MARC station and Paddock Pointe. The FLUM proposes a mix of Transit Activity Center, Industrial Mixed-Use Activity Center, and Industrial character areas.

Redevelopment Vision

The North Laurel District will build on the existing transit-oriented community with an entertainment focus that both serves the needs of existing and future residents and offers a destination for neighboring communities. Improved streetscape and buildings along street frontage together form the southern gateway to Howard County and support commercial and residential vitality.

Located four miles from Interstate 95 and nine miles from Fort Meade, the North Laurel District offers the potential for additional medium- to high-density mixed-use and residential redevelopment. Redevelopment would potentially increase public transit demand for the Laurel Park MARC station. Redevelopment and new development will also create opportunities to improve environmental health with “green” development that enhances energy efficiency, open space, and stormwater management. The potential exists to create a smaller retail and dining setting along North 2nd Street, anchored by family entertainment uses that would complement the Paddock Pointe development. Along the west side of Route 1 is a continuous line of narrow parcels that are currently commercial in nature and are recommended for industrial mixed-use, which can include a mix of commercial, residential, and light industrial uses. However, renovating or converting these commercial spaces into pedestrian-focused shops, restaurants, businesses, and public gathering spaces would greatly enhance a sense of place here.

The future character should complement the Paddock Pointe development and capitalize on its proximity to the Laurel Park MARC station. Enhanced streetscapes, gateway features, and wayfinding signage would also help promote a sense of place.

Character Areas and the Future Land Use Map

In the North Laurel District, the Future Land Use Map (FLUM) proposes a mix of Transit Activity Center, Industrial Mixed-Use Activity Center, and Industrial character areas.

The proposed Industrial Mixed-Use Activity Center character area comprises approximately one-quarter of the District and is located within the western and northern portions. Current land uses in the Industrial Mixed-Use Activity Center area are largely commercial and industrial, with a very small number of residential, government, and institutional uses.

The Transit Activity Center character area accounts for a little over half of the District and is located within the southern and eastern portions. Land uses in this character area predominantly include commercial, industrial, and residential, of which Paddock Pointe is the largest community. The FLUM proposes an expansion of the current TOD Zoning District between Washington Boulevard (Route 1) and Second Street, transitioning from CAC-CLI to TOD and increasing the TOD Zoning District coverage of the District.

Additionally, the FLUM envisions the continued use of the northeastern portion remaining portions of the District as an industrial area.

RTE 1-24 Policy Statement

Create a brand, identity, and sense of place in the North Laurel District.

Implementing Actions

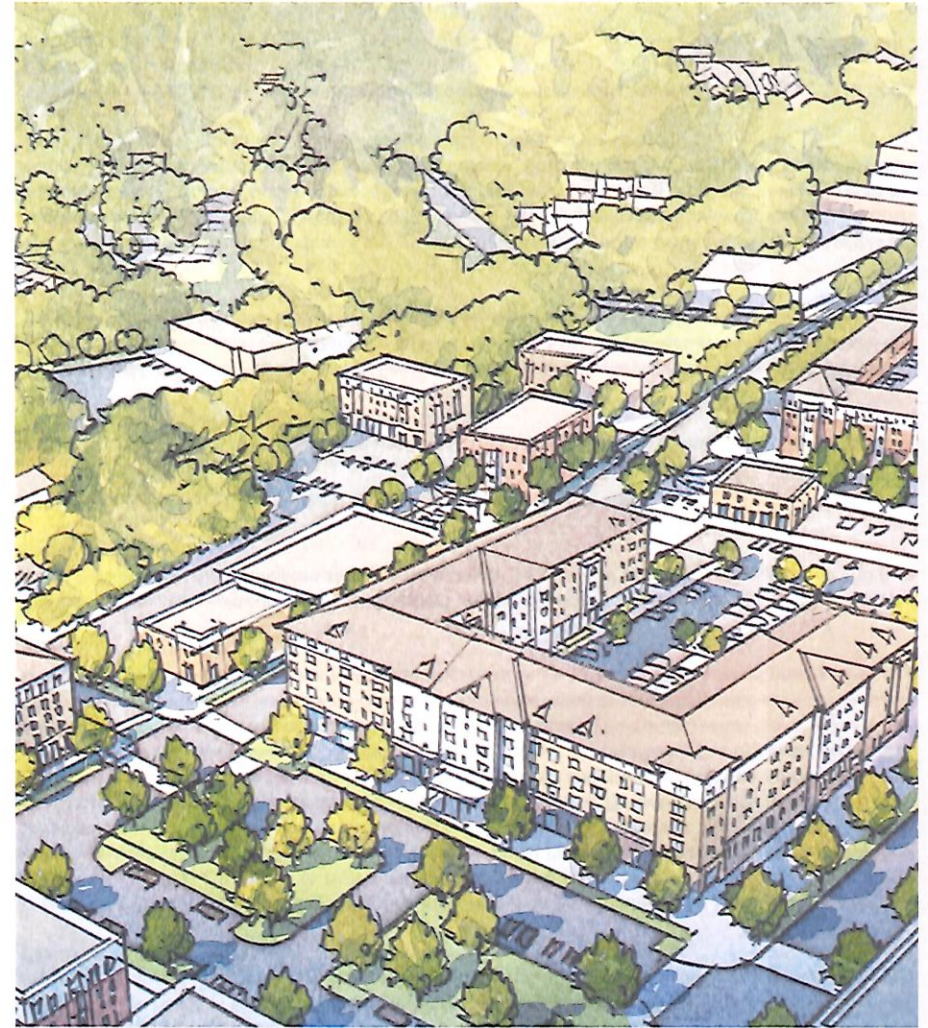
1. Develop design guidelines for the North Laurel District that allow high-quality, mixed-use residential development, support desirable neighborhood businesses, and encourage public gathering spaces. Direction should be outlined for alleys, crosswalks, and street reconfigurations to promote better pedestrian and vehicular circulation.
2. Better celebrate the Patuxent River crossing as a gateway to Howard County with additional tree planting and improved signage.
3. Locate buildings in new infill development so that they front Washington Avenue and anchor intersections, continuing recent redevelopment patterns in the area. Ensure that on-site parking is located behind, beside, or beneath buildings.
4. Create a network of useable open spaces with public street frontage and activate open spaces within surrounding development.
5. Renovate existing parking lots that have commercial uses so that they include landscaping and public gathering spaces, with a focus on lots that front Washington Boulevard.
6. Emphasize a sense of place by encouraging public art, fountains, gardens, and other amenities on private development and at gateway locations.
7. Create wayfinding signs to promote the brand of the North Laurel District and help safely direct pedestrians to area amenities.

RTE 1-25 Policy Statement

Protect industrial areas while introducing complementary new land uses within the Industrial ~~Mixed-Use~~ **Activity Center**-character area in the North Laurel District.

Implementing Actions

1. Support indoor light industrial and small manufacturing uses and flex spaces in the North Laurel District and encourage the maker-space concept. These uses should complement and be compatible with storefronts and outdoor seating and residential uses.
2. Integrate indoor light industrial uses like small commercial kitchens, breweries, restaurants, fitness and indoor sports facilities, and art studios in this character area.
3. Focus employment uses and eliminate auto-related uses on properties that front Washington Boulevard.



The illustration highlights one of many possible concepts for building a transit-oriented community around the Laurel Park MARC station. This visualization extends the concept of transit-oriented development beyond the typical quarter-mile walking shed for the station to include industrial and retail uses accessible via a new network of internal streets and walkable blocks. The area also serves as a gateway into Howard County from points south.



The Dorsey Station District includes land near the Dorsey MARC station, which continues along Route 100 and Route 1. It includes the Transit Activity Center and Industrial Mixed-Use Activity Center character areas.

Redevelopment Vision

The Dorsey Station District is poised to become a destination that not only celebrates the Corridor’s industrial heritage but also uniquely blends that industrial character with residential and commercial uses. Future development will capitalize on the potential for transit-oriented development around the Dorsey MARC station and provide amenities for bordering residential developments by creating opportunities for a new mix of uses, including retail, residential, and light industrial, with walkable connections to the rail station. Redevelopment will also create opportunities to improve environmental health with “green” development that enhances energy efficiency, open space, and stormwater management. This area will also provide opportunities for small industrial users and industrial flex space. Food trucks and small-scale, convenience-oriented commercial development will be encouraged. Additionally, this area could be an ideal location for new industrial development concepts that blend commercial uses with industrial architectural elements, such as retail shipping container parks.

Character Areas and the Future Land Use Map

In the Dorsey Station District, the Future Land Use Map (FLUM) proposes a mix of Transit Activity Center and Industrial Mixed-Use Activity Center character areas. The Industrial Mixed-Use Activity Center character area makes up just under half of the District and is located in the western and southern portions. While just under half of the current land uses are industrial, many of these uses are nonconforming to current zoning. Additionally, another third of land uses are commercial. The remaining portions of the Industrial Mixed-Use Activity Center are made up of residential, government and institutional uses, and mixed-use. The CE-CLI Zoning District makes up nearly all of the Industrial Mixed-Use Activity Center portion of the District. Other zoning districts within the Industrial Mixed-Use Activity Center area of the Dorsey Station District include CAC-CL1, B-1 (Business Local), M-1, M-2, and POR (Planned Office Research).

The Transit Activity Center character area makes up nearly half of the District and is located in its northern and eastern portions. The FLUM proposes an expansion of the current TOD Zoning District southeast of Route 103, transitioning from CE-CLI and M-1 to TOD and increasing the TOD Zoning District coverage by about 20 acres. Land uses in the Transit Activity Center portion of the District currently include just over a quarter commercial uses; about one-fifth industrial, residential, and government and institutional uses; and a small area of mixed-use.

RTE 1-27 Policy Statement

Protect and promote industry in and around the Dorsey Station District while creating opportunities for residential, industrial, and commercial uses to coexist within the Industrial Mixed-Use Activity Center character area.

Implementing Actions

1. Protect and support viable existing industrial and flex uses.
2. Redevelop underutilized properties with new industrial and flex uses, when possible.
- ~~3. Develop a new industrial mixed-use zone (or combination of zones) that allows for a mix of residential, light industrial, and commercial uses.~~
- ~~4.3. Maintain the mix of current employment uses and focus residential and mixed uses around the Dorsey MARC station.~~
- ~~5.4. Allow industry to remain and expand to include diverse land uses to enliven the area.~~
 - a. Land uses within this District may include office, research, residential, retail, hotel, and industrial. Indoor light industrial uses, like small commercial kitchens, breweries, fitness and indoor sports facilities, and art studios, should also be encouraged.
- ~~6.5. Develop a transportation study for the District to ensure that future roadway designs and improvements are context-driven and support multiple users, especially as uses shift from industrial to a mix of commercial and residential.~~
 - a. ~~The Industrial Mixed-Use Character Area should prioritize road designs that support residential uses.~~ Truck traffic to and from Industrial character areas should be routed around the District by way of Dorsey Run Road. Explore alternatives to re-route truck traffic away from residential areas.
- ~~7. 5. Access to this District should be via collector and arterial roads, and/or freight rail.~~
 - a. Local street networks typically serve buildings directly to enable businesses to load and unload trucks. Service truck traffic should move goods and services on routes that minimize impacts on the District and adjacent neighborhoods.

RTE 1-28 Policy Statement

Create opportunities for a mix of uses, gathering spaces, enhanced streetscapes, and placemaking that build on the Dorsey Station District's unique character.

Implementing Actions

1. Provide a central gathering space that allows for seasonal entertainment or community events of varying sizes. Seek to celebrate the industrial heritage of the Corridor within this space when possible.
2. Consider creating a shipping container park in conjunction with an industrial or retail flex space, such as a brewery or distillery.
3. Provide opportunities for food trucks in a targeted area of the District.
4. Provide flex space and warehouse or light industrial uses that provide active streetscapes and placemaking opportunities along Route 1 that contribute to the District's character.
5. Convert existing buildings to support more active uses. Use creative building façade approaches to adapt more utilitarian buildings for new uses. Provide street trees along Dorsey Run Road, Dorsey Road, and Route 1 inside the District.
6. Develop design guidelines for the Dorsey Station District that allow for medium- to high-rise residential development north of Dorsey Run Road closer to the MARC station ~~and emulate the industrial heritage within the Industrial Mixed-Use Activity Center character area.~~
7. Locate new buildings at prominent intersections in the area to infill vacant or under-utilized parcels and provide a more complete sense of place for residents, employees, or visitors.



The illustration highlights one of many possible concepts for building a transit-oriented development around the Dorsey MARC station, depicted in the lower-right corner of the image.

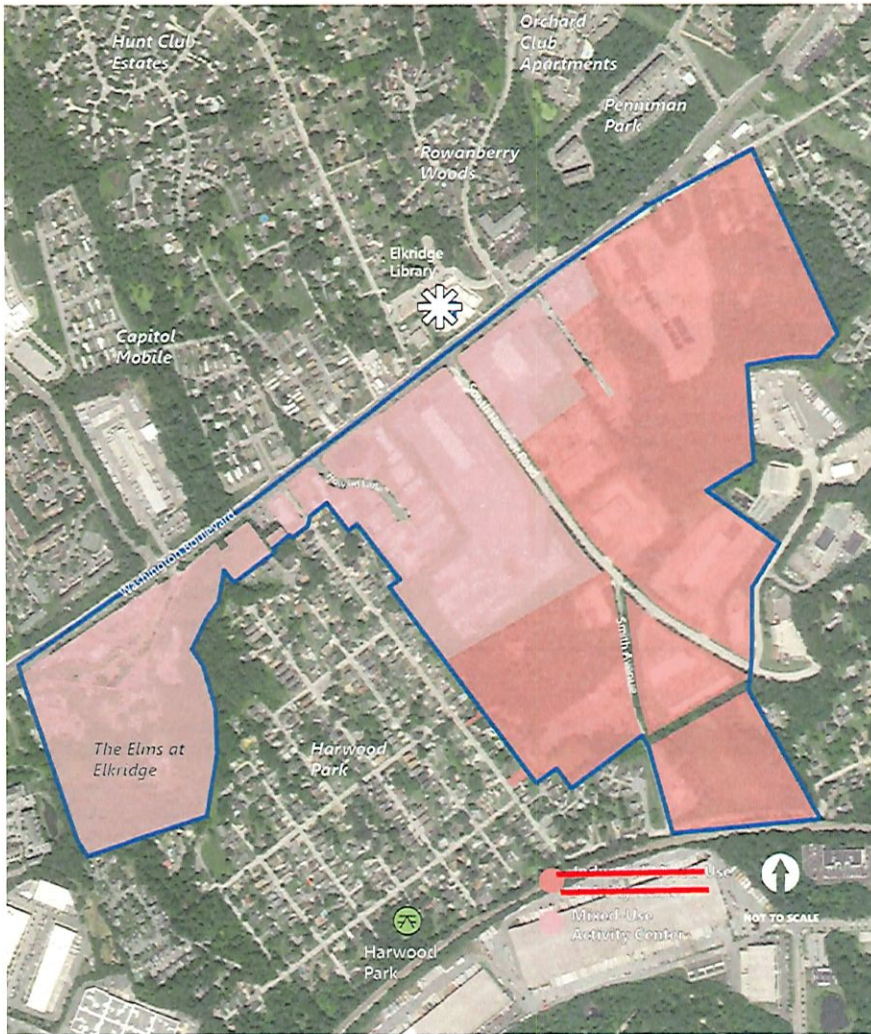
In this concept drawing, dense buildings for residential and office uses are located within walking distance of the commuter rail station. Large parking decks nearby provide commuter lots for transit riders outside the immediate area of the station. Small format retail uses serve some daily needs for residents, employees, and visitors. Walkable, tree-lined streets and different provisions for open space—a lakeside park, large plaza, and informal gathering green spaces—are accessible throughout the site.

The overall design of the TOD site and its buildings are sensitive to existing industrial uses in the area and their operational needs.



The illustration highlights one of many possible concepts for activating a community space in an existing industrial development. For example, a beer garden or restaurant incubator space in one of the industrial buildings may interact with the public using the common green, shipping container pop-up entertainment area, small amphitheater, or food truck row.

The active space typically requires a small footprint within a development, but it can quickly become one of the most desirable places to visit in the community. A built example of this concept includes "The Camp" in Huntsville, Alabama.



The Elkrige South District is located just north of the Route 100 and Route 1 intersection and includes the Industrial Mixed-Use and Mixed-Use Activity Center character areas.

Redevelopment Vision

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

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

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

Character Areas and the Future Land Use Map

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

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

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

RTE 1-29 Policy Statement

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

Implementing Actions

1. Protect and support the viability of existing industrial and flex space uses in the area.
2. Redevelop underutilized properties with new ~~residential~~, commercial, light industrial, and flex uses. New building materials and site design should be compatible with existing industrial uses.
3. Develop a new industrial, mid-density, mixed-use zone, or a combination of zones for this District that includes guidance for specific design principles and compatible land uses.
4. Consider development of low-rise, single-story commercial, warehouses, and flexible office buildings. Buildings in this area may also be vertically integrated, offering multiple uses on different floors of a single building.

RTE 1-30 Policy Statement

Facilitate the development of a Mixed-Use Activity Center that includes commercial, retail, and residential uses, and opportunities for placemaking in the ElkrIDGE South District.

Implementing Actions

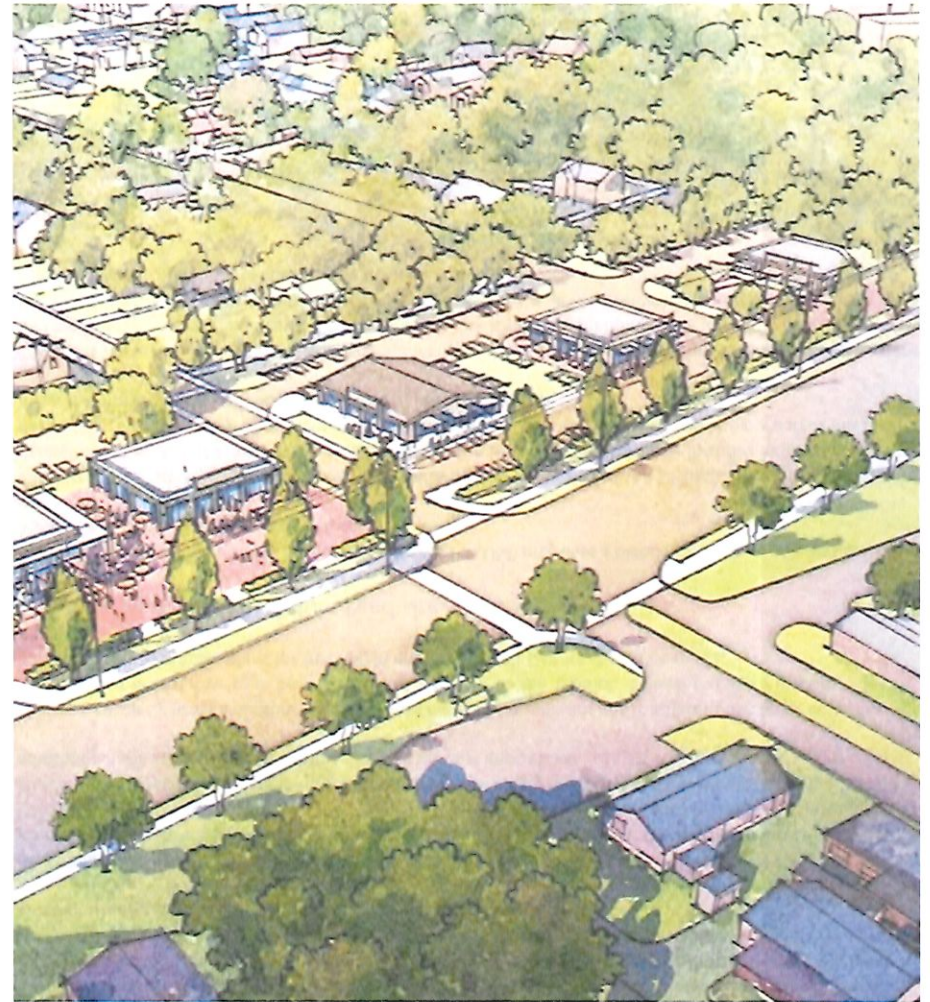
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the ElkrIDGE South District that allow for mixed-use, commercial development to support existing and planned residential communities.
3. Consider attracting convenience commercial (including commercial pad sites) and eliminating auto-related uses on properties that front Washington Boulevard.
4. Redevelop Route 1 frontage parcels with new neighborhood-serving retail and restaurant uses.
5. Create small community greens and/or hardscape plazas to provide opportunities for activities like outdoor dining, music, and movies-on-the-green that bring community members together. Ensure that community gathering spaces can be accessed by walking and bicycling from nearby homes.

RTE 1-31 Policy Statement

Increase connections between adjacent sites while safely facilitating the maneuvering of semi-truck traffic in the ElkrIDGE South District.

Implementing Actions

1. Develop a transportation study for the ElkrIDGE South District.
2. Provide pathway connections to adjacent open space corridors and neighborhoods.
3. Create an internal network of streets to improve connections to the ElkrIDGE Library from residential and commercial uses.
4. Support the addition of a signalized intersection and crosswalk that connects the ElkrIDGE Library to the east side of Route 1, where the Mixed-Use Activity Center is proposed.
5. Support a local street network that serves buildings directly and enables businesses to load and maneuver trucks. Semi-truck traffic should move goods and services on routes that minimize impacts on neighborhoods and commercial sites within and around the District.
6. Consider prioritizing Pine Avenue as an access point for industrial uses within and east of the ElkrIDGE South District.



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






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			INDUSTRIAL MIXED-USE CENTER	
			MIXED-USE ACTIVITY CENTER	
			MULTI-FAMILY NEIGHBORHOOD	

Character Area: Industrial Mixed-Use Activity Center

Land contributing to the County's economic viability by providing places where people live, work, create, build, store, and distribute goods and services throughout the County and region. Land uses within Industrial Mixed-Use Activity Centers may include office, research and laboratory, residential, neighborhood-serving retail, hotel, light manufacturing, wholesaling, processing, storage, e-commerce fulfillment operations, warehousing and logistics, and distribution. Some light industrial uses, like small commercial kitchens, bakeries, breweries, fitness and indoor sports facilities, and art studios, may be appropriate in contexts that allow them to integrate into a nearby neighborhood or activity center.

This character area recognizes the critical role of the "maker" economy and the importance of urban design in fostering vibrant centers of mixed-use activity. Typical commercial and industrial buildings are low-rise and may feature retail storefronts with attractive facades, awnings, and porches, and outdoor seating. Buildings in this area may be vertically integrated (multiple uses on different floors of a single building), however many are low-scale single-use buildings. These areas are envisioned as active live-work centers where placemaking investments, restaurants, cafés, small-scale manufacturing, and commercial uses are supported.

Street and Block Pattern

Industrial Mixed-Use Activity Centers are typically located along collector and arterial roads. Primary buildings should orient to streets and be set back far enough to ensure pedestrians are well-separated on sidewalks from truck and automobile traffic. Buildings should provide direct pedestrian access from the street onto the site and to principal buildings.

Shorter building lengths are encouraged to provide a more interesting and comfortable pedestrian environment and allow for better, more integrated block structure.

Open Spaces and Natural Resources

Grading of topography and clearing of vegetation may be necessary to achieve the mixed-use development desired. However, new and redeveloped activity centers must protect steep slopes, floodplains, streams, and wetlands, and meet forest conservation requirements. New and improved 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. Improved open space of various types should be incorporated into Industrial Mixed-Use Activity Centers. Common open spaces such as courtyards or passive landscaped areas, as well as parks and greenways, should be incorporated throughout the center. Buildings that front on open space should orient to common open spaces and include accessible building entrances from the space.



Lot Size and Building Placement

Sites should be designed to provide local street connections and a safe, comfortable public realm from nearby neighborhoods and transit stops, thereby supporting walking, cycling, and transit use.

Building Types and Massing

The height of buildings depends upon the context in which they are located, however most buildings will be five stories or less. Buildings may be taller in the development core and step lower in height in areas where the center transitions to residential uses. Residential units or office space may be found above commercial or flex spaces. Housing in and around Industrial Mixed-Use Centers may include live-work units, or other missing middle housing types. Small-scale retail, office, and light industrial space should be incorporated into new development to enable small 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.

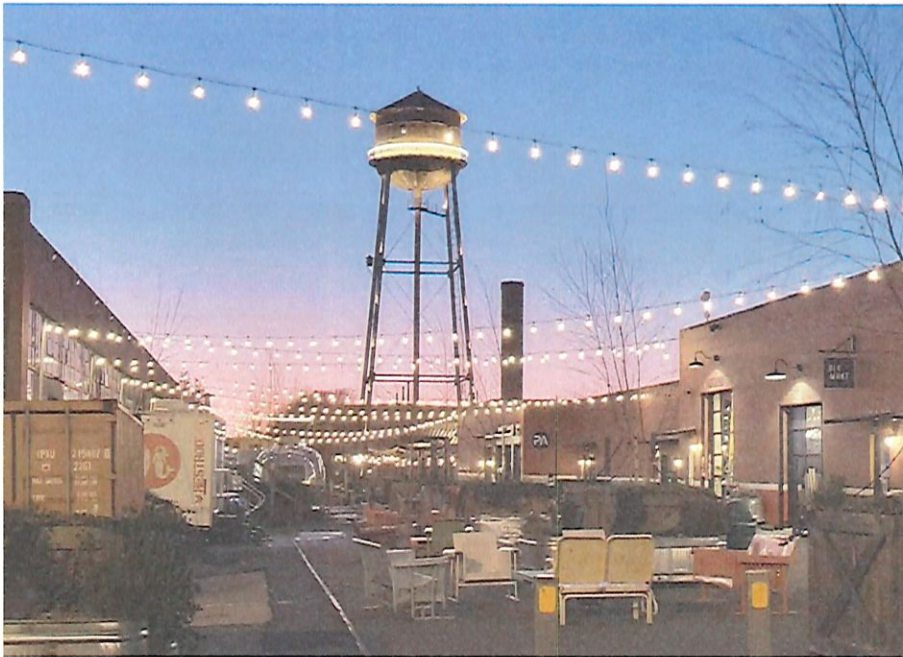
Transportation Considerations

The local street network provides a high-quality walking environment by being both well-connected and designed to accommodate pedestrians. Higher-classification roads also support walkability by providing a high-quality public realm, bicycle facilities, and frequent crossing opportunities.

Parking (other than on-street parking) is preferably located to the rear or side of buildings. Parking lots should be designed and located to provide vehicular cross-access between streets.

Higher-classification roads traversing Industrial Mixed-Use Centers should be designed to allow convenient crossings and a public realm that supports pedestrian, bicycle, and transit access. Local streets are typically wider to support maneuverability of larger trucks.

Semi-truck traffic should move goods and services on routes that minimize impacts on adjacent neighborhoods and centers.



Character Area: Mixed-Use Activity Center

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

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

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



Incentivizing Natural Resource Protection and Restoration

The County currently has few incentives to encourage resource protection and restoration measures that go beyond the minimum requirements of the Subdivision and Land Development and Zoning Regulations.

Green Neighborhood Program

The Subdivision and Land Development Regulations include the Green Neighborhood Program, which is a voluntary, point-based program that provides housing allocations as an incentive for more environmentally friendly and sustainable development. Under Plan Howard 2030, up to 150 housing unit allocations were set aside annually for projects that meet Green Neighborhood requirements. HoCo By Design continues this important incentive.

The Green Neighborhood Program is divided into separate Site and Home requirements. Applicants earn Site points for a wide variety of green practices, such as designing a walkable community; exceeding minimum requirements for stormwater management, stream and wetland buffers, or forest conservation; using native plants for landscaping; restoring and creating wetlands; and restoring in-stream habitat. Applicants earn Home points for green practices such as using energy and water efficient appliances and fixtures, providing on-site renewable energy, and building with wood from sustainably managed forests.

Only two developments with a total of 1,458 dwelling units have qualified as Green Neighborhoods since the program's inception in 2008. Program participation has been limited by a major national recession that slowed development shortly after the program's inception, and the wide availability of housing allocations, which has reduced their value as an incentive. In addition, the development community has reported the need for greater flexibility and options for earning points to qualify for the program. The County has also experienced challenges in enforcing long-term implementation and maintenance for some of the Green Neighborhood features, such as habitat management plans and native landscaping. The program would benefit from an evaluation and update to address these issues and to incorporate new options, such as protecting the Green Infrastructure Network and/or increasing moderate-income housing units.



Zoning Regulations

The Zoning Regulations include a Density Exchange Overlay (DEO) District for the RC and RR Districts, which provides an opportunity and incentive to preserve significant blocks of farmland and rural land in the West. An overlay district is a district established to respond to special features or conditions of an area, such as historic value, physical characteristics, or location. An overlay district may also supplement or provide an alternative to the regulations of the underlying zoning district. The DEO District allows residential density in the RC and RR Districts to be exchanged between parcels. Density exchanges are intended to preserve large parcels in perpetuity, while residential development is directed toward parcels that can more readily accommodate the additional dwellings. Use of this district has been successful in permanently preserving large tracts of open space and environmental and agricultural land, and should be continued under any new zoning regime. Additionally, an overlay district may be an appropriate approach to further protect watersheds with unique conditions or resources, as well as the Green Infrastructure Network.

Additional Incentives

Additional incentives could be employed to supplement changes to the Subdivision and Land Development Regulations and Zoning Regulations for enhanced resource protection and restoration. These could include density bonuses, tax credits, housing allocations, and private-public partnerships.

EH-4 Policy Statement

Incentivize additional resource protection and restoration measures within new development and redevelopment.

Implementing Actions

1. Consider increased use of a density exchange overlay district, in both the West and the East, to protect sensitive resources in areas with unique conditions or resources.
2. Consider incentives to encourage environmental protection and restoration when properties are developed or redeveloped, such as tax credits, density bonuses, housing allocations, and public-private partnerships.
3. Evaluate and strengthen the Green Neighborhood Program to ensure adequate incentives will increase program use and incorporate new options, such as increased moderate-income housing units.

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~~ **1,430** 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~~ **1,430** 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 1,580 units is significantly less than the 2,084 units targeted in the allocation chart of the previous General Plan, Plan Howard 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 1,580 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	150
2027	335	600	365	100	1,400	-150	150
2028	335	600	365	100	1,400	-150	150
2029	335	600	365	100	1,400	-150	150
2030	335	600	365	100	1,400	-150	150
2031	155	600	365	100	1,220	-150	150
2032	155	600	365	100	1,220	-150	150
2033	155	600	365	100	1,220	-150	150
2034	155	600	365	100	1,220	-150	150
2035	154	600	365	100	1,219	-150	150
2036	154	600	365	100	1,219	-150	150
2037	154	600	365	100	1,219	-150	150
2038	154	600	365	100	1,219	-150	150
2039	154	600	365	100	1,219	-150	150
2040	154	600	365	100	1,219	-150	150
Total	3,219	9,000	5,475	1,500	19,194	2,250	2,250
Annual Average	215	600	365	100	1,280	-150	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)
EH-3 - Ensure the Subdivision and Land Development Regulations and Zoning Regulations provide adequate protection for sensitive environmental resources within new development and redevelopment.		
1. Evaluate and enhance protections, including sediment and erosion control, where needed for sensitive environmental resources, such as water resources, steep slopes, and rare, threatened, and endangered species, in the Subdivision and Land Development Regulations.	DPZ HSCD	Mid-Term
2. Explore whether cluster development may also be appropriate in other residential zoning districts during the zoning regulation update process.	DPZ	Mid-Term
EH-4 - Incentivize additional resource protection and restoration measures within new development and redevelopment.		
1. Consider increased use of a density exchange overlay district, in both the West and the East, to protect sensitive resources in areas with unique conditions or resources.	DPZ	Mid-Term
2. Consider incentives to encourage environmental protection and restoration when properties are developed or redeveloped, such as tax credits, density bonuses, housing allocations, and public-private partnerships.	DPZ HCEDA Private-Partners	Mid-Term
3. Evaluate and strengthen the Green Neighborhood Program to ensure adequate incentives will increase program use and incorporate new options, such as increased moderate income housing units.	DPZ DILP OCS	Mid-Term

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

Amendment 66 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 66

(This Amendment makes the following changes to HoCo by Design Chapters 2, 5, 7, 8, 10, 11, and Technical Appendix C:

- Chapter 2: Growth and Conservation Framework*
- *Deletes a reference to the future effects of the Gateway Regional Activity Center relating to the creation of new jobs in the fifth paragraph of the Scenario Planning section of Strategy for Growth and Conservation;*
- Chapter 5: Economic Prosperity*
- *Deletes a description of the future redevelopment of the Gateway office park into a Regional Activity Center in the fifth paragraph of the Commercial section;*
 - *Deletes a reference to the Gateway areas and its future redevelopment as a Regional Activity Center in the Gateway section;*
 - *Amends Map 5-4: Industrial Zoning Districts and Industrial Character Areas in the FLUM, to reflect Gateway as an Industrial Character Area;*
 - *Deletes a reference to the future effects of the Gateway Regional Activity Center relating to the accommodation of additional jobs in Gateway in the third paragraph of the Promoting A Healthy Jobs/Housing Balance section;*
 - *Deletes EP-4 Implementing Action 5 to develop a master plan for Gateway;*
 - *Deletes a reference to a redeveloped Gateway as a future location for small businesses in the second paragraph of the Supporting Small, Local, and Minority-Owned Business section;*
- Chapter 7: Quality by Design*
- *Deletes a reference to Gateway as a focus area in the first introductory paragraph of Quality by Design: Respecting and Prioritizing Community Character;*
 - *Deletes the Gateway Regional Activity Center from a list of activity centers that will promote mixed-use, walkable development areas throughout the community as areas for transformation in the third paragraph of the Identifying and Transforming Activity Centers Throughout the County section;*

I certify this is a true copy of

Am 66 CB28-2023

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LEG 1836 D1 Chapters 2, 5, 7, 8, and 10 General Plan amendment LBR

10/11/2023

Michelle Hazzard

Council Administrator

Failed

- Chapter 8: Public School Facilities
 - Deletes a future requirement that the redevelopment of Gateway into a Regional Activity Center must evaluate impacts to school capacity in the second paragraph of the Co-locating Facilities section;
 - Deletes PS-3 Policy Statement Implementing Action 7 that references the future redevelopment of Gateway into a Regional Activity Center;

- Chapter 10: Managing Growth
 - Deletes references to a Regional Activity Center in Gateway that is an activity center depicted on the FLUM and a description of the Gateway Master Plan, specific growth targets, and the creation of a specialized APFO program for Gateway in the fifth and sixth paragraphs of the Residential Growth Targets, 2020-2024 section;
 - Deletes a reference to future development in the Gateway Regional Activity Center and the future need to amend the Howard County APFO Allocation Chart or adopt a separate chart for Gateway;

- Chapter 11: Implementation
 - Deletes the development of a master plan for Gateway in Table 10-1: Implementation Matrix EP-4 Action 5;
 - Deletes ensuring the future redevelopment of Gateway into a Regional Activity Center in Table 10-1: Implementation Matrix PS-3 Action 7; and

- Technical Appendix C: Focus Areas
 - Deletes the strategy and vision for redevelopment of Gateway as a Regional Activity Center and the accompanying graphics and maps.)

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

- 3 • Chapter 2: Growth and Conservation Framework: 16;
- 4 • Chapter 5: Economic Prosperity: 13, 27, 31, 32, 36, 37, and 49;
- 5 • Chapter 7: Quality by Design: 3, and 32;
- 6 • Chapter 8: Public School Facilities: 25 and 26;
- 7 • Chapter 10: Managing Growth: 6, and 8;
- 8 • Chapter 11: Implementation: 30, and 52;
- 9 • Technical Appendix C: Focus Areas: 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, and 46.
- 10

1 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas
2 in the FLUM shall be amended to reflect Gateway as an Industrial character area.

3

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

6

StrAtEGy For Growth And ConservAtion

With continued strong demand for new housing and nonresidential growth, but a limited supply of undeveloped land, the County must optimize land use so that it can sustain a strong economy while maintaining the high quality of life to which county residents and businesses are accustomed.

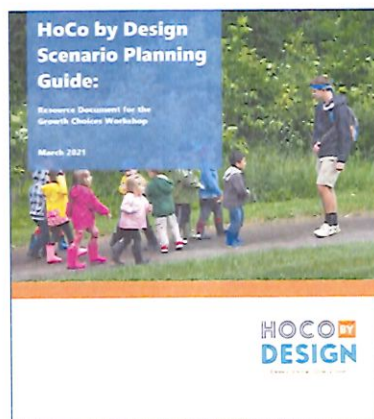
Scenario Planning

To assess potential strategies for growth and conservation, and evaluate their effects, the HoCo By Design process included a scenario planning component that allowed stakeholders to evaluate several alternative futures for the County. Participants were asked to share their reactions to impacts and evaluate trade-offs for different themes and values voiced by the community. This scenario planning exercise generated future alternatives while considering emerging trends and the community's desires for growth and conservation.

To create the growth scenarios, HoCo By Design used information and data from land use and other physical assessment documents on existing conditions in the County. This data was combined with thoughts, ideas, and opinions collected from community outreach events to prepare four distinct scenarios. Building upon the assessment of existing land supply in the Land Supply section on page 7, the project team used CommunityViz software to model potential future year growth and conservation patterns, and measure potential impacts of each scenario.

In addition to scenario development, the HoCo By Design CommunityViz model assessed specific impacts and issues that arose during the General Plan process. These included an evaluation of opportunities and constraints related to expanding the Planned Service Area, and potential impacts and opportunities to preserve environmental features, such as the Green Infrastructure Network.

The HoCo By Design Scenario Planning Guide and a series of Growth Choices Workshop events held in March and April 2021 presented these four alternative futures for feedback. Based on the impacts analysis of the scenarios, as well as community and PAC feedback, a final preferred hybrid scenario was crafted—represented by the HoCo By Design Future Land Use Map (FLUM). The FLUM was modeled in CommunityViz as a form of “ground truthing” to ensure that the County has land available to support the hybrid scenario and to identify infrastructure demands for informed decision making. A fiscal impact analysis was also conducted to determine the long-term impacts on the County's budget for each of the growth scenarios and the FLUM. More information on these specific analyses can be found in the HoCo By Design Scenario Planning Guide.¹



¹ A copy of the Scenario Planning Guide is available from the Department of Planning and Zoning.

Despite a projected demand for 31,000 new homes and 59,000 new jobs, the HoCo By Design Future Land Use Map plans to accommodate up to 27,000 new residential units through 2040 (this includes approximately 3,500 units in the 2023-2025 pipeline). HoCo By Design also accounts for a minimum of 35,000 new jobs. ~~This jobs projection does not account for new jobs created by the Gateway Regional Activity Center, which will be determined through a future master planning process (please see the Economic Prosperity chapter for more information).~~ The targets for 2040 represent a slower pace of growth compared to the growth targets over the past decade, as projected in the last General Plan, PlanHoward 2030. The slower and steadier pace of growth represented in HoCo By Design acknowledges the limited remaining undeveloped land in the County, market shifts in housing types and financing opportunities, and the need for strategic redevelopment within focused areas of the County as activity centers.

The FLUM focuses new growth into redevelopment areas, which account for approximately 1.5% of the County's already-developed land. This approach addresses high demand for housing and commercial growth while significantly reducing potential impacts on infrastructure, maximizes the potential for infrastructure investments, and maintains the character of existing neighborhoods throughout the County.

More information on growth management, including growth targets and potential infrastructure demands, can be found in the Supporting Infrastructure and Managing Growth chapters.

Planned Service Area and Tiers

The Sustainable Growth and Agricultural Preservation Act of 2012 (Senate Bill 236), adopted by the Maryland General Assembly, required local jurisdictions to adopt Growth Tiers by December 31, 2012. These Tiers designate certain areas for different types of development depending on specific characteristics such as sewerage service, agricultural use, forest and green space, and locally designated growth areas.

SB 236 required local jurisdictions to classify land into one of the following four Growth Tiers, as defined in the legislation.

- Tier I: designated growth area served by public sewer
- Tier II: designated for future extension of public sewer services
- Tier III: not planned for sewer service, not dominated by agricultural or forest, and planned for large lot development
- Tier IV: not planned for sewer service, dominated by agricultural and forest land planned for resource protection

The intent of the legislation was to protect the Chesapeake Bay and its associated rivers and streams by limiting the amount of development served by septic systems. Accordingly, major subdivisions in Tier IV areas (five or more lots in Howard County) are prohibited. While SB 236 established Tier definitions, the final land designations and the development of a local Growth Tiers map were left up to local jurisdictions. To meet SB 236 requirements, the Howard County Council adopted a Growth Tiers map in April 2013 as part of PlanHoward 2030. The County intends to maintain the current Tiers map and used it as a basis for the FLUM.

In coordination with Growth Tiers, the Planned Service Area (PSA) outlines the areas of the County served by public water and sewer services. The PSA is also important because it serves as Howard County's designated growth boundary, or Priority Funding Area, per the State's Smart Growth Act.

Commercial

Commercial land uses comprise 3%, or approximately 6.9 square miles, of land in the County. Included in this category are retail, office, hotel, and service-oriented business uses. As shown in Map 5-1, these uses are primarily concentrated along major roads—Route 29, Route 1, and Route 40—or in suburban activity centers such as Downtown Columbia, Maple Lawn (including the neighboring Johns Hopkins Applied Physics Laboratory), and the Columbia Gateway area. Other locations are scattered throughout the County.

Most residents and employees will shop in-person near their home or place of work, while certain destinations are likely to draw users from across Howard County for specific shopping needs. Commercial uses are expected to be heavily concentrated in denser and/or more accessible parts of the County, such as Columbia, where office and retail demand is likely to be strongest. However, declining demand for “brick and mortar” retail and the changing needs of office users may lead to workplace transformations.

Based on the Department of Planning and Zoning (DPZ) land use database and CommunityViz modeling, it is estimated that there is potential to build about 10.1 million square feet of new non-residential building space in Howard County under current zoning, as shown in Table 5-4. This figure includes an additional 4.7 million square feet planned for Downtown Columbia. The Market Research and Demand Forecast indicated that there is a potential market demand in Howard County for 16.5 million square feet of new non-residential building space through the year 2040. As such, a shortfall of about 6.4 million square feet, or 38%, exists.

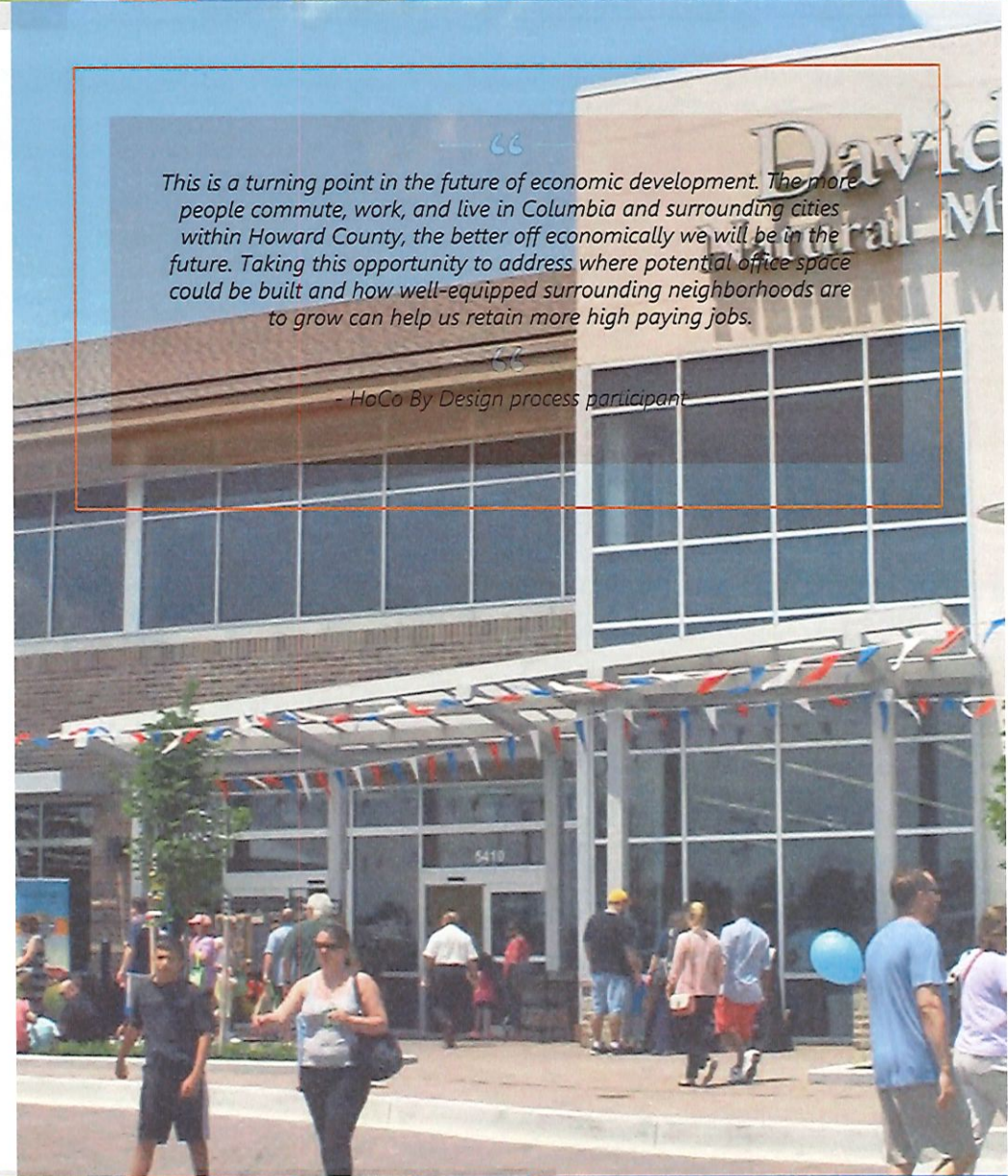
Table 5-4: Non-residential Jobs and Building Square Feet Potential Under Current Zoning and Undeveloped Land Capacity in Howard County

Non-Residential Building Type	Square Feet (X 1,000)	Estimated Jobs
Retail	1,700	4,100
A/B+ Office	5,200	17,300
B/C/Flex Office	800	2,600
Total	10,100	28,300

Source: DPZ Land Use Database and CommunityViz modeling

The existing capacity of 10.1 million square feet of non-residential space is estimated to accommodate 28,300 jobs, based on current jobs to building space ratios. This is less than half of the market demand of 59,000 new jobs over 20 years. This additional job demand could be accommodated through redevelopment opportunities in the activity centers and other non-residential character areas as identified on the Future Land Use Map (FLUM). These places can meet the greater market demand for non-residential space.

The greatest opportunity to accommodate the additional job demand would be the redevelopment of the large Regional Activity Center shown on the FLUM (the current Gateway office park). A master plan for Gateway could explore a variety of mixed-use development opportunities. Development in Gateway will extend beyond 2040 and could therefore accommodate additional demand after the 20-year timeframe of this Plan.



“This is a turning point in the future of economic development. The more people commute, work, and live in Columbia and surrounding cities within Howard County, the better off economically we will be in the future. Taking this opportunity to address where potential office space could be built and how well-equipped surrounding neighborhoods are to grow can help us retain more high paying jobs.”

— HoCo By Design process participant

Gateway

In addition to Downtown Columbia, the Gateway area—located 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 potential growth centers in Howard County. The area, comprised of over 1,000 acres and situated along a major interstate, is poised to be the County's next big mixed-use center and will help accommodate future jobs and housing demand. HoCo By Design's Focus Areas Technical Appendix discusses in more detail the economic opportunities in Gateway's development as a Regional Activity Center and lays a foundation for a future master plan for Gateway.

Maple Lawn

Maple Lawn is a large, planned community built under the Mixed-Use District (MXD) overlay zone situated in the southeastern portion of the Planned Service Area. This neo-traditional neighborhood contains a mix of residential, retail, and commercial buildings oriented to streets and prominent public open spaces. Maple Lawn has been constructed in phases following the approval of its comprehensive sketch plan in 2007, which established maximum permitted uses, including 1.86 million square feet of commercial office and retail space and 1,340 residential units. As of early 2022, the majority of the community's approved commercial office and retail space has been constructed and filled by businesses, and a new office building was proposed for construction on the community's last undeveloped employment use parcel. Businesses have cited the community's walkable amenities as an attraction, and the Howard County Economic Development Authority (HCEDA) has observed continued demand for commercial spaces in Maple Lawn despite the economic downturn caused by the Covid-19 pandemic. The HCEDA observed a similar continuing demand for Downtown Columbia as well, indicating sustained business interest in walkable, mixed-use centers.

Western Howard County

Western Howard County contains the majority of the County's farms and farm acreage. Existing conditions, policies, and implementing actions pertaining to the agricultural industry are described at the end of this chapter. Western Howard County is also home to several small traditional business crossroads and more recently built suburban shopping centers.

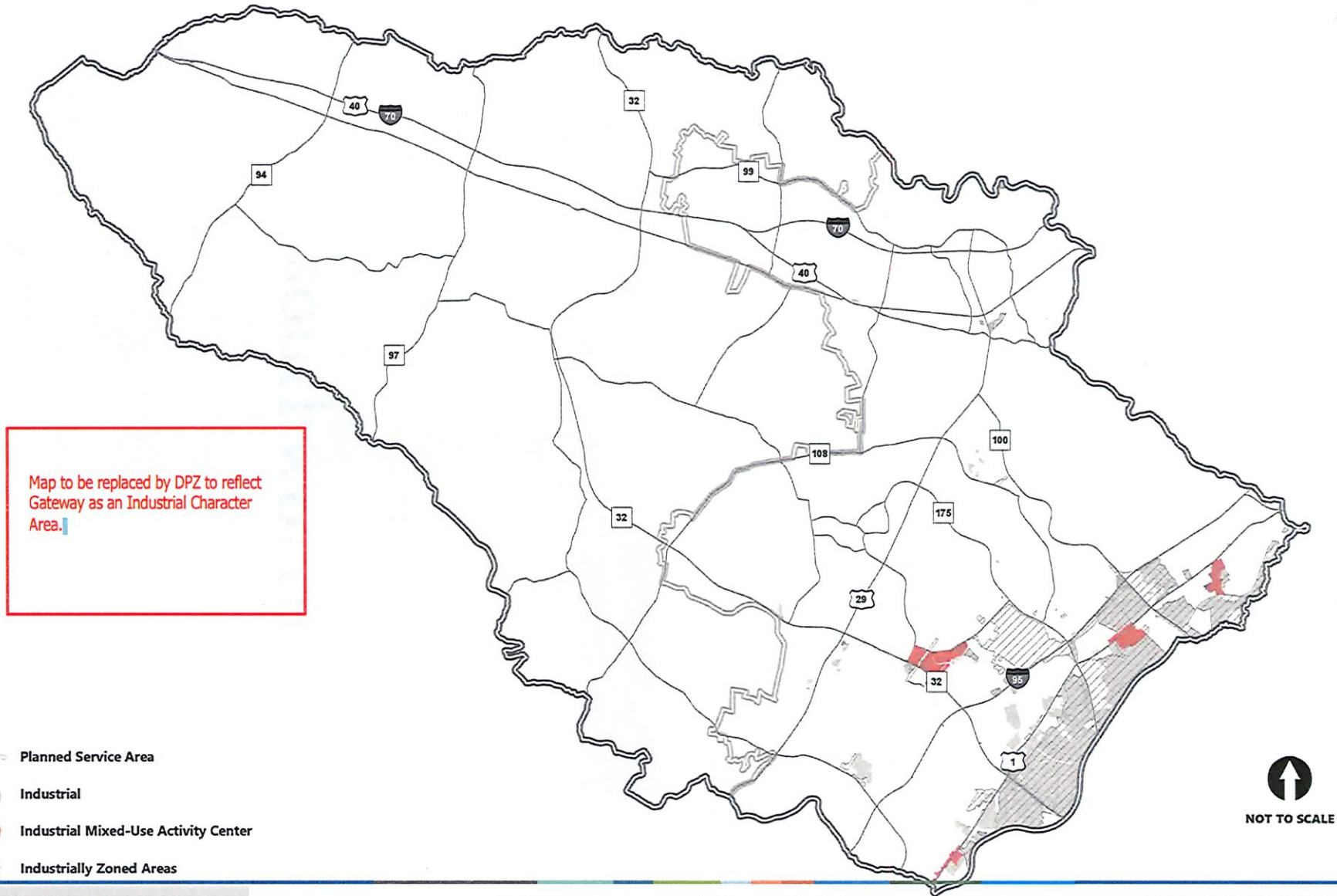


hoWard County Economic dEvELoPmEnt authority

The Howard County Economic Development Authority (HCEDA) is a quasi-governmental organization whose mission is to be a catalyst for economic growth and stability in Howard County. HCEDA performs an essential public function in promoting and enhancing the economic welfare of the County through its programs to encourage job creation, retain existing businesses, and attract new businesses. HCEDA promotes small business growth, entrepreneurship, and innovation, and assists companies with land and building selection, financing, employee recruitment and training, permit and regulatory issues, and other development support services. HCEDA is tasked with producing a strategic economic development plan for the County every five years, the goals of which are guided by the General Plan.

The 2017 Strategic Economic Development Plan acknowledges that a lack of available land is a major hurdle to attract new businesses, thus placing a renewed emphasis on expanding and retaining existing firms and scaling up start-up firms. One such program is HCEDA's Maryland Innovation Center, which assists start-ups with technology, resources, and mentorship to innovate and grow locally. This type of support will become increasingly important as new industries and trends emerge and as working environments shift to a broader digital economy.

map 5-4: Industrial Zoning districts and Industrial Character Areas in the fLum



Map to be replaced by DPZ to reflect Gateway as an Industrial Character Area.

- Planned Service Area
- Industrial
- Industrial Mixed-Use Activity Center
- Industrially Zoned Areas



— “ —

Use available land or redevelopment areas in appropriate places for mixed-use housing and commercial centers. The housing could be affordable. The small commercial centers would offer locations for small businesses, and some jobs. All should be walkable and serve as a transit hub for access to other larger commercial centers, public services, and employment centers.

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- HoCo By Design process participant

Promoting a hEaLthy JoBs/housing BaLance

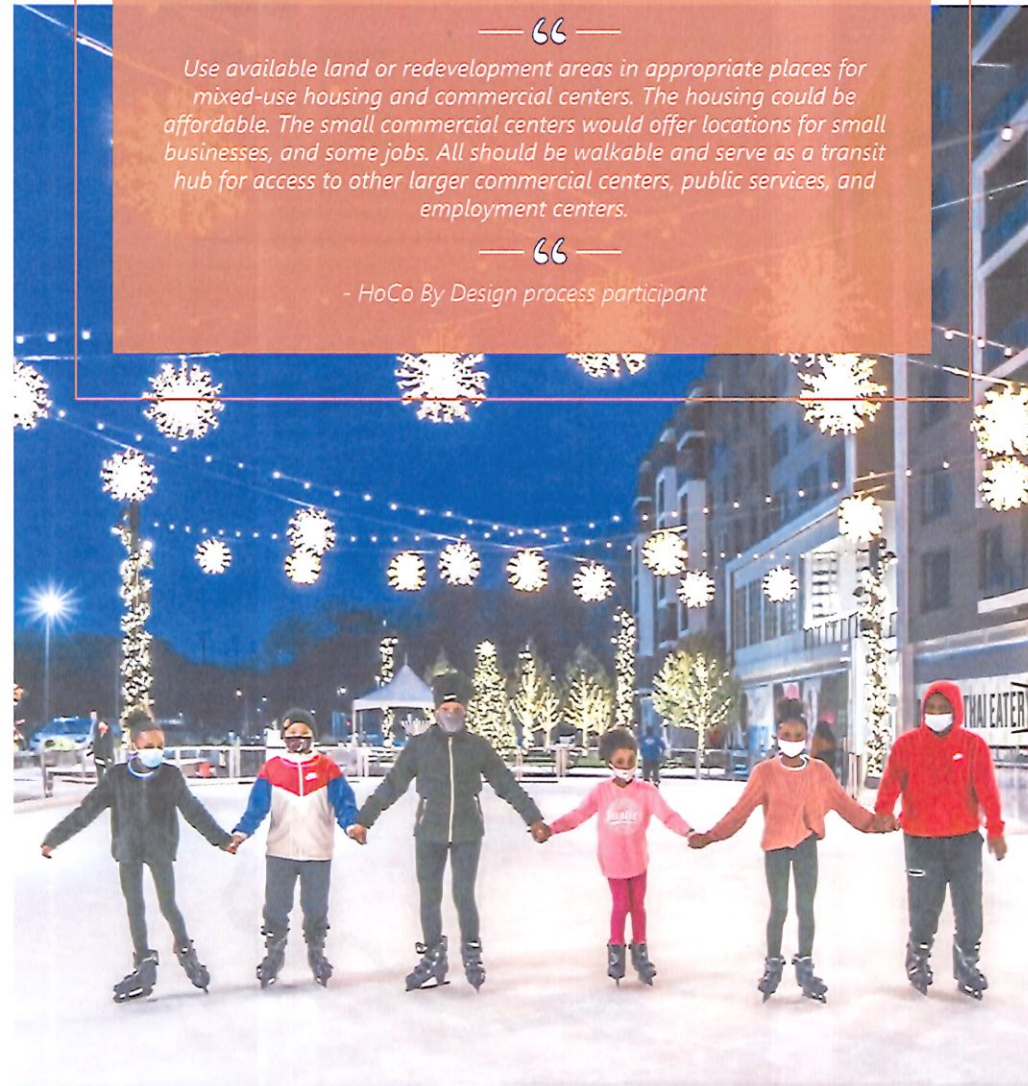
To remain an attractive community for today's businesses and their employees, Howard County will need to support new and emerging industries and promote a healthy mix of employment and housing opportunities. Such opportunities include replacing the traditional single-use office park of the 1980s and 1990s with offices integrated into mixed-use settings, as many new businesses desire to locate in walkable activity centers that offer diverse housing options and an amenity rich environment for their employees.

HoCo By Design proposes a variety of activity center character areas at different scales. Activity centers allow for infill opportunities to co-locate diverse housing options and jobs in compact, walkable, mixed-use environments. Furthermore, through deliberate placemaking, these centers can become destinations that incorporate useable and inviting open space, transportation connections, pedestrian and bike facilities, and other amenities to attract employers.

To be self-sufficient, these activity centers must support a variety of businesses. As noted earlier in this chapter, it is estimated that the existing capacity of 10.1 million square feet of new non-residential space could accommodate 28,300 jobs, based on estimated jobs to building space ratios. This capacity reflects an average of 1,415 new jobs per year, or less than half of the 3,000+ new jobs per year added in Howard County over the last 20 years. The Future Land Use Map (FLUM) contains character areas with land capacity to accommodate approximately 7,800 retail, 23,000 office, and 4,200 industrial jobs (a total of 35,000 jobs and an average of 1,750 new jobs per year over 20 years). Much of this capacity to accommodate job growth is attributed to proposed mixed-use activity centers and industrial/flex centers along the Route 1 Corridor. The capacity for 35,000 jobs would still fall short of the market demand of 59,000 new jobs by 2040, as indicated in the Market Analysis and Demand Forecast prepared for HoCo By Design. **However, these additional jobs could be accommodated in Gateway, which HoCo By Design envisions will serve as a regional activity center with a strong focus on innovation, education, research, and technology.**

There is a close relationship between employment growth and housing demand, with new jobs fueling a need for nearby homes. Howard County has fewer housing units for each job than nearly every other jurisdiction in the region, with an estimated undersupply of more than 20,000 units. This metric does not account for new housing needed to support the targeted 3,000 new jobs per year the County seeks to maintain over the planning horizon.

As described in the Dynamic Neighborhoods chapter, the majority of the homes built in Howard County today are higher-end single-family homes. Without more housing choices, it will become more difficult to recruit workers that may be priced out of the local market. Failure to meet the County's workforce housing demands will exacerbate the housing affordability challenge and cause more of the County's workforce to live in neighboring counties—resulting in increased traffic congestion and sprawl.



Greater housing diversity increases economic diversity, contributes to wealth expansion, creates new investments, and drives community growth by attracting young professionals, entrepreneurs, and workers with varied educational and professional backgrounds. While housing is primarily provided by the private sector, public policies will help to ensure a healthy balance of housing at different price points located in the right places. Map 5-5 shows the current locations of housing types relative to activity center locations. As activity centers grow, they can serve as locations for both jobs and housing and can provide amenities and job opportunities to the existing communities surrounding them.

EP-4 Policy Statement

Create job opportunities through new mixed-use activity centers that serve as destinations and include a mix of uses that compliment and support one another and improve the jobs-housing balance.

Implementing Actions

1. Revise the Zoning Regulations, Subdivision and Land Development Regulations, and other land use regulations and guidelines to ensure that mixed-use activity centers incorporate an array of housing types (possibly including goals for a specific percentage mix of housing types), walkable neighborhoods, open space, and compatible transitions between neighboring uses.
2. Allow sufficient densities in activity centers through the Zoning Regulations to make a wide range of uses economically viable. Encourage densities sufficient to support convenience retail and other local-serving amenities at the neighborhood level.
3. Plan for future transportation connections, including bicycle, pedestrian, and transit, among and between activity centers and other commercial centers.
4. Ensure that growth management tools consider the need for housing growth that keeps pace with employment growth in addition to infrastructure demands.
5. ~~Develop a master plan for Gateway that describes the area's desired future mix of uses, open space network, development phasing and intensity, building height range, and infrastructure approach. Build upon the general considerations included in the HoCo By-Design Focus Areas technical appendix.~~
- 6.5. Create opportunities to house the County's essential workers, including teachers, healthcare workers, and public safety personnel.



Supporting Small, Local, and Minority-Owned Business

Many local businesses provide inviting places to connect with other community members. They are often family-owned and offer fresh, customized approaches that are not found in chains or big-box outlets. However, despite the unique and creative experience these businesses provide, they are traditionally more susceptible to changing economics and redevelopment pressures. Over the past several years, small businesses have faced pandemic disruptions, supply chain problems, and staffing shortages. These recent challenges have left some small businesses struggling to remain afloat, with minority-owned enterprises among the hardest hit.

As technological advances continue to lower the costs of launching new businesses, opportunities for economically-disadvantaged entrepreneurs grow. Ongoing support is critical to assist small local businesses in Howard County as economic changes and redevelopment occur to retain small, culturally diverse businesses that support the local community. Throughout the HoCo By Design public engagement process, small business owners voiced concerns about being priced out of owning a business and noted village centers as ideal locations for small businesses today ~~and a redeveloped Gateway as ideal for the future.~~

EP-8 Policy Statement



Encourage a business climate that supports growth of and opportunities for small and diverse businesses, and values cultural diversity and inclusion.

Implementing Actions

1. Continue to create strategies and prioritize assistance programs to support local, small, and diverse businesses, such as apprenticeship programs.
2. Support small business districts and main streets by creating vibrant spaces through the integration of design, public art, an inviting public realm, historic preservation, cultural spaces, and areas for event programming.
3. Explore and encourage creative uses of commercial space, such as maker spaces, coworking facilities, food halls, community kitchens, and other models, that allow the community to share resources.
4. Continue business support programs through a partnership between the Howard County Economic Development Authority, Ellicott City Partnership, and Maryland Small Business Development Center.
5. Through adaptive reuse and redevelopment, particularly within village centers, provide opportunities for varying sizes of retail, restaurant, and service uses. Smaller spaces could provide opportunities for small start-ups, micro-retail, and food hall type uses.

— “ —
There is a lack of local business growth, and especially businesses owned by people of color. Ownership needs to be within reach and other financial supports to get started as it's currently cost prohibitive.

— “ —
- HoCo By Design process participant

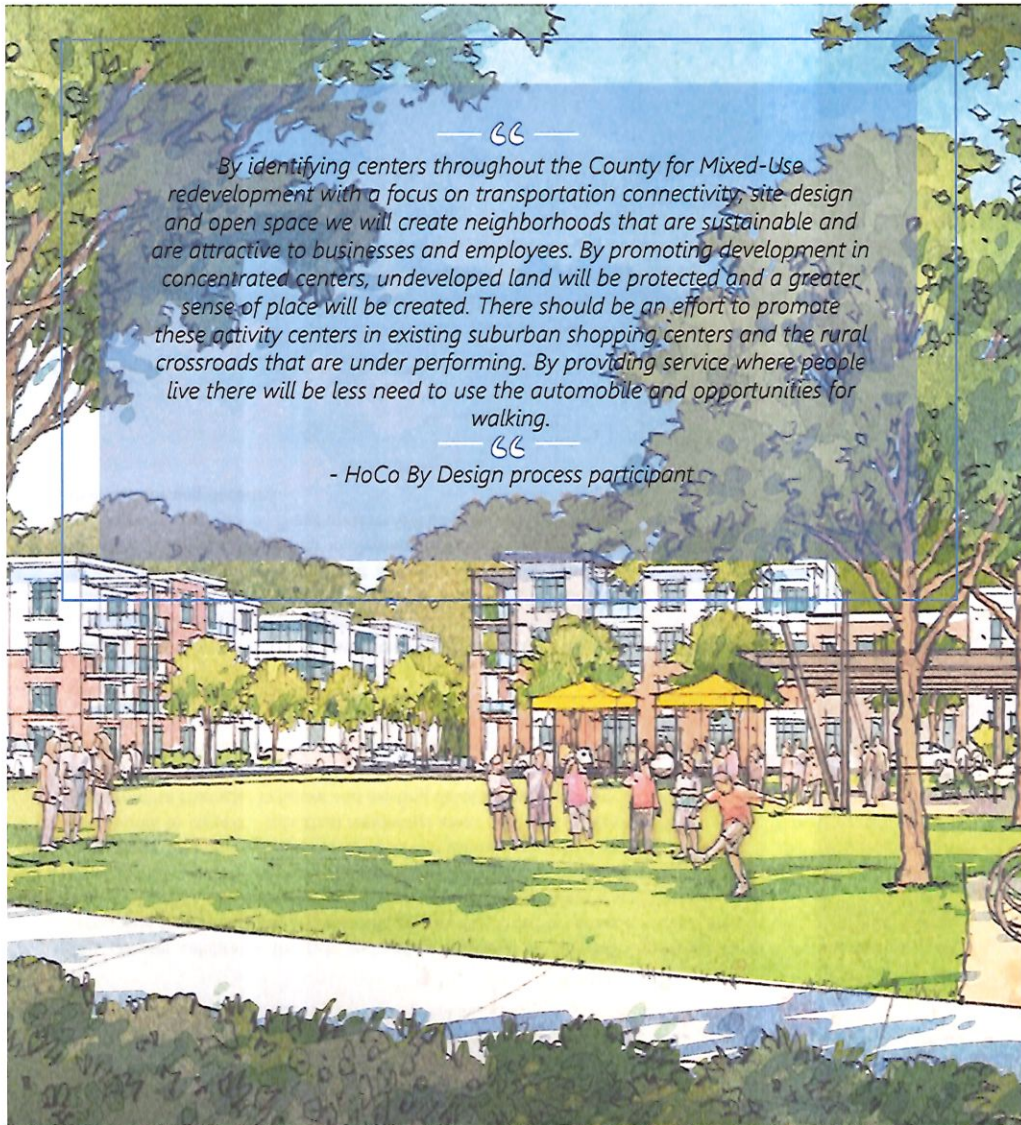


Quality by Design: Respecting and Prioritizing Community Character

This chapter celebrates the rich and varied character of Howard County's built and natural environs. It recognizes that the County is comprised of a variety of distinct areas, each with an individual style and feeling, and attempts to reinforce each area's character while providing a shared sense of place overall. In the East, these distinct areas range from the planned community of Columbia—including the recent redevelopment of Downtown Columbia—to historic districts and established suburban neighborhoods. In the West, areas range from farms to large-lot suburban residential areas and rural crossroads. Recommendations aim to preserve and promote character in future and existing developments, and adopt context-sensitive design standards for varying scales of development. Finally, historic resource preservation is emphasized as an important contributor of community character and tradition. As a supplement to the design-related policies in this chapter, Technical Appendix C presents illustrative concepts for three focus areas: New Town Columbia, Gateway, and Rural Crossroads.

Howard County continues to evolve to meet the growth it has experienced. Stakeholders throughout the HoCo By Design planning process expressed a clear desire to establish more robust guidelines to better describe the character of existing communities and serve as a reference for future development. The community defines its character through both the built and natural environs. These existing patterns should inform land use regulation updates, which will implement recommendations in the Plan and emphasize the continuity of existing neighborhoods. These updates will be used to shape infill and redevelopments as they are proposed over the coming decades.





— CC —

By identifying centers throughout the County for Mixed-Use redevelopment with a focus on transportation connectivity, site design and open space we will create neighborhoods that are sustainable and are attractive to businesses and employees. By promoting development in concentrated centers, undeveloped land will be protected and a greater sense of place will be created. There should be an effort to promote these activity centers in existing suburban shopping centers and the rural crossroads that are under performing. By providing service where people live there will be less need to use the automobile and opportunities for walking.

— CC —

- HoCo By Design process participant

Identifying and Transforming Activity Centers Throughout the County

Traditional suburban communities are changing. As land available for greenfield development runs out, communities, stakeholders, and County government will have to adjust to meet the social, economic, infrastructure, character, and environmental needs of the future. Positioning mature suburban communities for new opportunities requires considering market demands, demographics, regional forces, infrastructure capacity, community actions and reactions, physical planning, and phasing redevelopment in specific areas with fractured land ownership, as well as government rules and policies.

To accommodate growth and continue to provide a high level of service and infrastructure, the County will need to embrace redevelopment opportunities. Several decades of conventional suburban development, combined with land preservation efforts, have resulted in a community with very little developable land remaining, a wide spectrum of character typologies, and a population increasingly reliant on automobiles.

HoCo By Design seeks to identify activity centers that promote mixed-use, walkable development areas throughout the community as areas for transformation. These activity centers are depicted in the Future Land Use Map (FLUM) presented in the Growth & Conservation Framework Chapter. Character areas that provide opportunities for the County to grow and innovate with future activity centers include Downtown Columbia, **Regional Activity Center (Gateway)**, Transit Activity Center, Industrial Mixed-Use Center, Village Activity Center, and Mixed-Use Activity Center. The FLUM and character areas aim to create more predictability around what type of development will occur in these targeted areas. These activity centers provide opportunities to reimagine Howard County's future and introduce new mixed-use employment centers, regional shopping centers, entertainment areas, and upper-story or adjacent residential units in appropriate locations.

The overall goal is to allow and promote compact mixed-use development patterns in county activity centers that create places where people live, work, shop, and play as a cohesive community—furthering the economic vitality and sustainability of the area. Mixed-use development also increases the efficiency of the utilities and transportation serving the area and enhances the sense of community experienced by residents, business owners, and visitors.

These new activity centers in the County will evolve over time in terms of land use mix, density and intensity, home choices, and transportation options. Each activity center's design will be unique, resulting in a variety of mixed-use places. These are the areas where the County should emphasize public and private investment—increasing allowable densities and intensities, adding infrastructure capacity (such as public schools, fire stations, and other public facilities), improving access from nearby neighborhoods, investing in streetscape improvements, and encouraging affordable housing.

Regulatory Process

The County's Subdivision and Land Development Regulations allow for land in a subdivision or building development to be reserved for public facilities, such as schools, if it is not being used as open space. The SAG explored this process as a tool to increasing the Land Bank. The SAG's discussions revealed that the regulations are not aligned well to current development patterns, HCPSS facilities and budget planning timelines, and the County's development review process. The SAG concluded that the reservation process should be evaluated, and regulation changes recommended to increase use of this tool. Further, these regulations were recently expanded to allow for reservation of buildings. If properly timed, such building reservations could allow HCPSS to purchase available properties in the near term with leaseback options to tenants to hold land or buildings for future school needs. Activity center redevelopment and Route 1 redevelopment provide excellent opportunities to exercise building reservations, especially in areas where existing commercial is struggling.

Finally, HCPSS staff have reported challenges with regulations, such as setback, height limits, and other bulk regulations, that limit the developable footprint for buildings, athletic fields, and other site amenities. The Zoning Regulations should be updated to allow for administrative approval of variances to bulk regulations as they relate to school facility development.

Co-locating Facilities

In the face of dwindling land supply, opportunities to co-locate school facilities with other public amenities, like libraries, park and recreational facilities, community centers, affordable housing, police or fire stations, and athletic fields, allow for optimal use of limited greenfield space and leverage additional funding opportunities. As Blueprint implementation is evaluated, government and commercial centers should be considered to house mandatory prekindergarten programs that are conveniently located, accessible, and/or create opportunities to provide wrap-around services to families and students. These options should be considered during the capital planning process and coordinated with HCPSS to ensure educational programming standards are maintained.

Finally, educational facilities can be integrated into mixed-use activity centers and can serve nearby residences through safe convenient pedestrian connections. ~~Specifically, redevelopment of Gateway into a Regional Activity Center must thoroughly evaluate impacts to school capacity and ensure that the requisite number of schools are integrated and appropriately phased into the redevelopment program.~~ A public-private partnership model may be considered as part of an innovation district design.



PS-3 Policy Statement

The County and Howard County Public School System (HCPSS) should collaborate on future school siting and develop tools that provide the flexibility needed to allow for alternative school designs, flexible site requirements, and adaptive reuse of underutilized properties.

Implementing Actions

1. Consider adaptive reuse of commercial real estate for school buildings or HCPSS office space.
2. Consider leasing space for early childhood or other HCPSS programming.
3. Evaluate integrating public prekindergarten into government and commercial centers that encourage convenience for working parents, increase access to communities, and/or create opportunities to provide wrap-around services to families and students.
4. Evaluate the efficacy of using smaller existing HCPSS-owned properties for regional programs and/or shared athletic facilities.
5. Examine alternative school design models that establish a variety of forms to maximize available land resources. This may include higher capacity buildings, smaller footprints, shared site amenities, modular design, and/or vertical construction.
6. Explore opportunities for co-location of school facilities with other public amenities, like libraries, parks, affordable housing, and athletic fields, to make use of limited greenfield space and leverage additional funding opportunities.
- ~~7. Ensure future redevelopment of Gateway into a Regional Activity Center includes a thorough evaluation of school capacity and that any deficiencies created through its redevelopment are mitigated by providing requisite school facilities.~~
- ~~8. Ensure development of activity centers includes a review of school capacity needs and opportunities to address those needs within the activity center.~~

PS-4 Policy Statement

Revisions to the County's Zoning Regulations and Subdivision and Land Development Regulations should provide more flexibility for school site development and remove barriers to efficient use of school site property.

Implementing Actions

1. The Zoning Regulations update should allow administrative approval of zoning variances as they relate to school facility development.
2. Evaluate the applicability of the Subdivision and Land Development Regulations governing reservations of land for public facilities to determine appropriate changes that would increase utilization.

Residential growth targets, 2020-2040

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

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

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



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

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

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

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



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 1,580 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 1,580 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 1,580 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 1,580 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	150
2027	335	600	365	100	1,400	150	150
2028	335	600	365	100	1,400	150	150
2029	335	600	365	100	1,400	150	150
2030	335	600	365	100	1,400	150	150
2031	155	600	365	100	1,220	150	150
2032	155	600	365	100	1,220	150	150
2033	155	600	365	100	1,220	150	150
2034	155	600	365	100	1,220	150	150
2035	154	600	365	100	1,219	150	150
2036	154	600	365	100	1,219	150	150
2037	154	600	365	100	1,219	150	150
2038	154	600	365	100	1,219	150	150
2039	154	600	365	100	1,219	150	150
2040	154	600	365	100	1,219	150	150
Total	3,219	9,000	5,475	1,500	19,194	2,250	2,250
Annual Average	215	600	365	100	1,280	150	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)
EP-3 - Support and diversify the local job market to maximize opportunities to grow regional employment.		
1. Develop tools and strategies to support long-term job diversity initiatives, emerging industries, and job opportunities accessible to a variety of skill and educational levels.	HCEDA	Mid-Term
2. Promote green industries by creating incentives to attract new businesses demonstrating sustainable practices or developing sustainable technologies, materials, and products.	HCEDA	Mid-Term
3. Support new investment and job creation in emerging markets, especially those that reveal new opportunities for renewable energy and green technologies, including but not limited to solar arrays and canopies.	HCEDA	Long-Term

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
EP-4 - Create job opportunities through new mixed-use activity centers that serve as destinations and include a mix of uses that compliment and support one another and improve the jobs-housing balance.		
1. Revise the Zoning Regulations, Subdivision and Land Development Regulations, and other land use regulations and guidelines to ensure that mixed-use activity centers incorporate an array of housing types (possibly including goals for a specific percentage mix of housing types), walkable neighborhoods, open space, and compatible transitions between neighboring uses.	DPZ	Mid-Term
2. Allow sufficient densities in activity centers through the Zoning Regulations to make a wide range of uses economically viable. Encourage densities sufficient to support convenience retail and other local-serving amenities at the neighborhood level.	DPZ	Mid-Term
3. Plan for future transportation connections, including bicycle, pedestrian, and transit, among and between activity centers and other commercial centers.	DPZ OOT	Ongoing
4. Ensure that growth management tools consider the need for housing growth that keeps pace with employment growth in addition to infrastructure demands.	DPZ	Ongoing
5. Develop a master plan for Gateway that describes the area's desired future mix of uses, open space network, development phasing and intensity, building height range, and infrastructure approach. Build upon the general considerations included in the HoCo By-Design Focus Areas technical appendix.	DPZ	Mid-Term
5. Create opportunities to house the County's essential workers, including teachers, healthcare workers, and public safety personnel.	DHCD DPZ Non-profit sector Private Partners	Ongoing

Table 10-1: Implementation Matrix

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

Table 10-1: Implementation Matrix

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

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.

— 66 —
— 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.

Gateway Illustrative Concept Map

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

General Considerations

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



General Considerations for a Future Master Plan at Gateway

1. Plan for Significant Growth and Development in Gateway

Gateway is referred to by some as “the last frontier” for significant growth in Howard County. The County should maximize its development potential as a major employment hub and plan for housing, open space, and civic uses as essential components to building a “complete community” for the twenty-first century. The footprint of Gateway—over 1,000 acres—offers a significant opportunity to plan a special place in Howard County that will evolve over decades.

Building heights and development densities in Gateway should be comparable to Downtown Columbia in some areas within the activity center. Taller buildings with smaller footprints could provide more land for open space or civic uses. One goal for the Gateway Master Plan should be to accommodate a population that could readily support the businesses within the activity center.

2. Showcase Industrial Uses in a Reimagined Gateway

Industrial, warehouse, and flex space uses in Gateway should be considered important to the long-term economic viability of the activity center—and the County as a whole. The master plan should evaluate opportunities to incorporate industrial uses into the overall development framework, with an emphasis on new or emerging industries and technologies where the County has, or can gain, a competitive advantage for business recruitment in the Baltimore–Washington region.

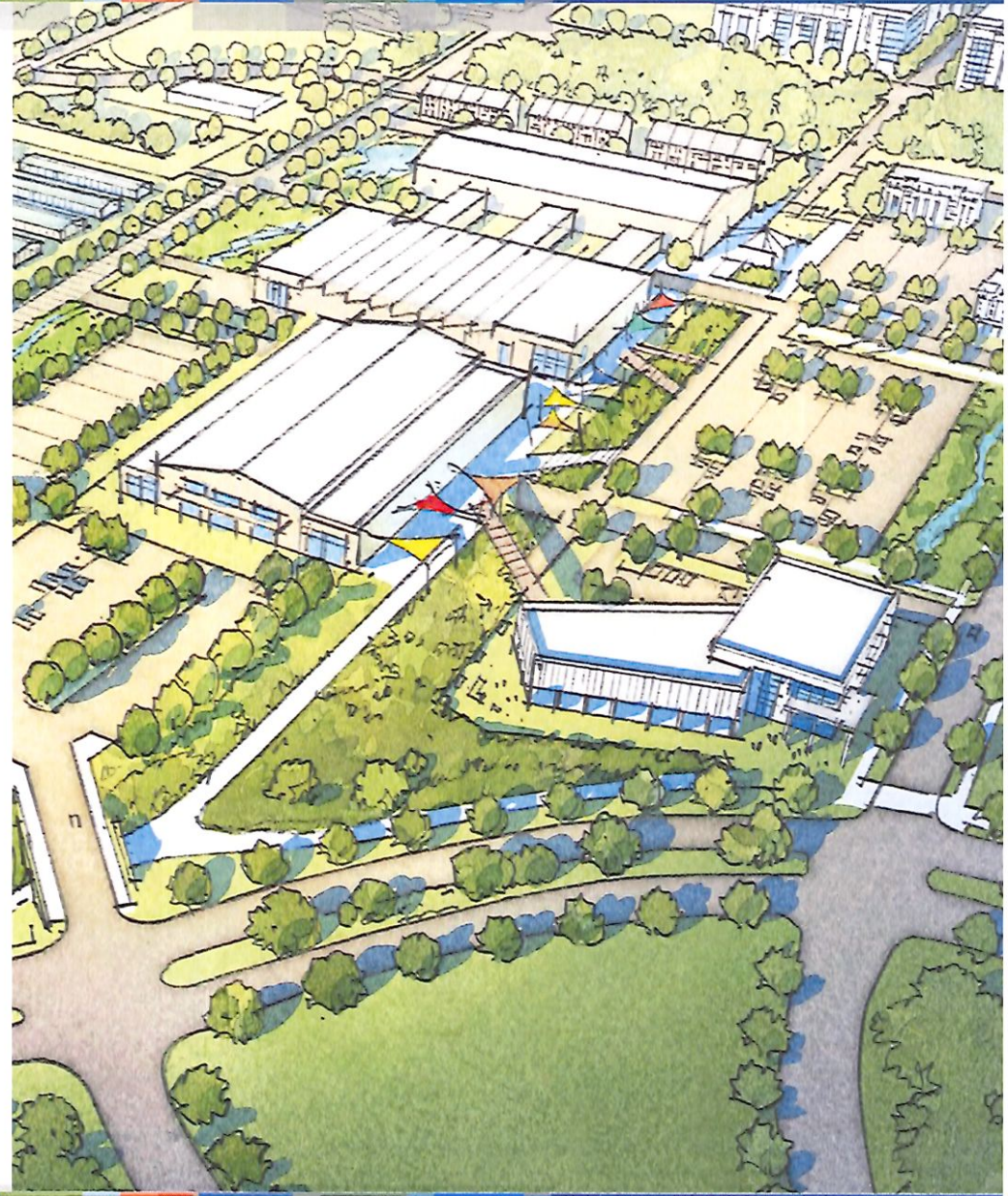
New or improved industrial areas in Gateway should include amenities that better integrate the sites into the overall development framework for the activity center. Small event venues, parks, greenways, or streets accessible to the public will energize the spaces between buildings and offer opportunities to build better relationships between some businesses and customers (such as breweries and food halls).

Considerations in the master plan should still accommodate needs for routine industrial operations (such as truck traffic and outdoor storage).

3. Create a Public Realm Framework for Organizing New Development and Open Space in Gateway

The public realm, which includes the spaces around, between, and extending from buildings, helps instill a specific impression or sense of place for a visitor and a distinct identity for an area. Factors important to the public realm may include the street network; size and scale of buildings; number and quality of public spaces; connections between destinations; and streetscape elements such as outdoor seating, lighting, landscaping, and public art.

The Gateway Master Plan should address the public realm. It should emphasize logical extensions or expansions of natural spaces in the activity center, including opportunities to reintroduce natural spaces or stormwater features on redeveloped parcels. A hierarchy of useable parks and open space in the activity center should also be identified with destinations connected via a network of open space corridors or tree-lined streets. Open space in Gateway should be leveraged to activate specific areas in the center, with public street frontage or buildings that front onto an energized community green or public plaza.





Green streets in the area may be used to manage stormwater and add new design elements. Other elements of green stormwater infrastructure—such as bioswales, planter boxes, rain gardens, vegetative walls, and green roofs—should be used in the public realm or individual building designs. In addition to environmental benefits, these elements can include interpretive displays that educate the public about green stormwater management. Canopy trees may be used to define spaces in the activity center while increasing overall canopy for the area. Open space designs may increase habitat diversity through beneficial landscape elements like meadows, pollinator gardens, and limited mow areas. These open space elements could provide habitat connections to the Green Infrastructure Network’s Guilford Branch Forest Hub on the southern border of Gateway. Solar panels and energy efficient or green buildings should be used as well to reduce carbon footprints.



4. Consider Impacts of Flight Paths for BWI Airport in the Design of Gateway

Gateway is located within certain flight paths for Baltimore/Washington International-Thurgood Marshall Airport. The master plan should consider the impact of low-flying airplanes when siting specific land uses or densities for the activity center, especially in light of new policies, procedures, and technologies being introduced by the Federal Aviation Administration for the Next-Generation Air Transportation System (NextGen).

5. Take Green Design to the Next Level

Embrace the opportunity to substantially improve existing environmental conditions through future redevelopment of Gateway, and integrate green design throughout the 1,000-acre activity center. As Gateway redevelops, sensitive resources—floodplains, streams, wetlands, and steep slopes—will be protected, stormwater management will be enhanced, and there will be opportunities to increase native tree canopy.



6. Emphasize Civic Uses and Community Facilities

The long-term vision for Gateway should include schools, libraries, cultural facilities, parks, recreation areas, and other community amenities located inside the activity center that will serve a growing residential population. Some facilities may be developed and operated through public-private partnerships.

The community, elected officials, and design professionals should consider new and interesting methods for providing civic services in the area to help make Gateway a center of excellence and innovation during the master plan process.



7. Increase Mobility Options Within and Leading to Gateway

Transforming Gateway into a self-sustaining community should emphasize an environment where people prefer to walk, bike, or take transit between destinations instead of driving by automobile. In the master plan, a comprehensive and connected network should be identified that addresses each transportation mode. This network should include a combination of off-street facilities and on-street space prioritized for different travel modes. Conscious decisions about the type and location of parking provided in the activity center may also influence walking and driving patterns in the area.

Destinations in Gateway should be connected to the larger pedestrian, bicycle, and transit networks envisioned for Howard County, following recommendations in the Walk Howard and Bike Howard Master Plans. The CSX rail corridor immediately



south of Gateway provides promising opportunities to connect the activity center with Downtown Columbia, Route 1, and Fort Meade by foot, bicycle, or transit. Bridge crossings for bicycles and pedestrians along Snowden River Parkway or Route 175 near Dobbin Center also promote non-automobile visits to Gateway. Autonomous transit should be considered a viable long-term solution for moving people to and within the Gateway area.

8. Build an Interconnected Street Network that Follows Existing Property Lines and Creates Walkable Blocks

Use and enhance the existing parkway street system in Gateway to create a gridded network of connected, walkable streets throughout the activity center that are designed in accordance with the County's Complete Streets Policy and design standards. New streets should be located with sensitivity to existing property lines. Larger redevelopment sites in Gateway may consider one or more new internal streets to create smaller, more walkable blocks. New streets should stub out to adjacent properties that will redevelop in the future to extend the network incrementally.

Additional connections between Gateway and the regional transportation system should also be considered, including new or improved access to Route 108 or Route 1 via Mission Road or the CSX rail corridor no longer in service.

9. Phase Development with Consideration for Existing Development Patterns and Property Ownership

Reimagining the future of Gateway will occur incrementally as property owners decide to infill or redevelop their properties over time. The long-term framework of streets, open space, or topography envisioned for the activity center should be planned with this understanding in mind and recognize that development may occur as a patchwork of individual projects that must fit into an overall vision and framework at the end.

Redevelopment of obsolete buildings or underutilized parcels (surface parking lots) in the area should be considered for a long-term, phased development plan. Similarly, high-performing buildings in the area should be protected and integrated alongside new buildings in Gateway.

10. Provide a Mix of Housing Options in Gateway

Residential development should be considered essential to the long-term viability of Gateway as a self-sustaining community within Howard County. A housing strategy for the area created in the master plan should focus on different home choices and price points, including, but not limited to, high-rise apartments or condominiums, medium to low-profile multiplex buildings, and stacked townhomes. Home options described in the master plan should also target workforce and affordable housing needs.

The location and design of homes in Gateway should emphasize site integration versus isolated neighborhoods with perimeter buffers. Home sites should be physically connected to complementary land uses and promote walking and bicycling between destinations. To provide a range of home choices in the same neighborhood, residential development in Gateway is encouraged to provide different home types on a variety of lot sizes.



Building architecture used in Gateway should complement surrounding areas, where appropriate. The three buildings shown on this page demonstrate how structures of different sizes use brick, steel, and glass to convey a specific style of (industrial) architecture. In Gateway, building design features like these may be appropriate along Interstate 95, as the buildings create a backdrop to the low-profile, industrial character of the Route 1 Corridor.

11. Showcase Innovative Design and Insist on High-Quality Building Architecture Throughout Gateway

The County's vision of Gateway as a center of excellence and innovation should be exemplified by high-quality site design and building architecture. Rules or incentives to encourage high-quality site design and building architecture should target all land uses envisioned for the development framework.

Improvements targeted for specific sites may vary in type, scale, or technology. Investments in the public realm adjacent to certain properties or uses may reinforce intended outcomes, which showcase technologies or demonstrate best practices for a specific business line, industry sector, or environmental initiative. For example, a short segment of the street network may be designed as a "smart street," which can be used to test and demonstrate innovative ideas for solar lighting, wind power, digital communication, and other technologies being developed by adjacent or nearby businesses.

Building architecture used in Gateway should reinforce creativity and innovation. In some cases, buildings at the edge of the activity center may incorporate specific design elements from adjacent areas to better support transitional uses, site design principles, or nearby building architecture.



Amendment 67 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 67

(This Amendment amends HoCo By Design Chapter 2: Growth and Conservation Framework by removing Map 2-3: Future Land Use Map and substituting a new Future Land Use Map with less specificity and more focus on the location of Activity Centers.)

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

4 • Chapter 2, Growth and Conservation Framework: 39 and 40;

5

6 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to remove
7 the map and substitute the new Future Land Use Map as attached to this amendment.

8

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

11

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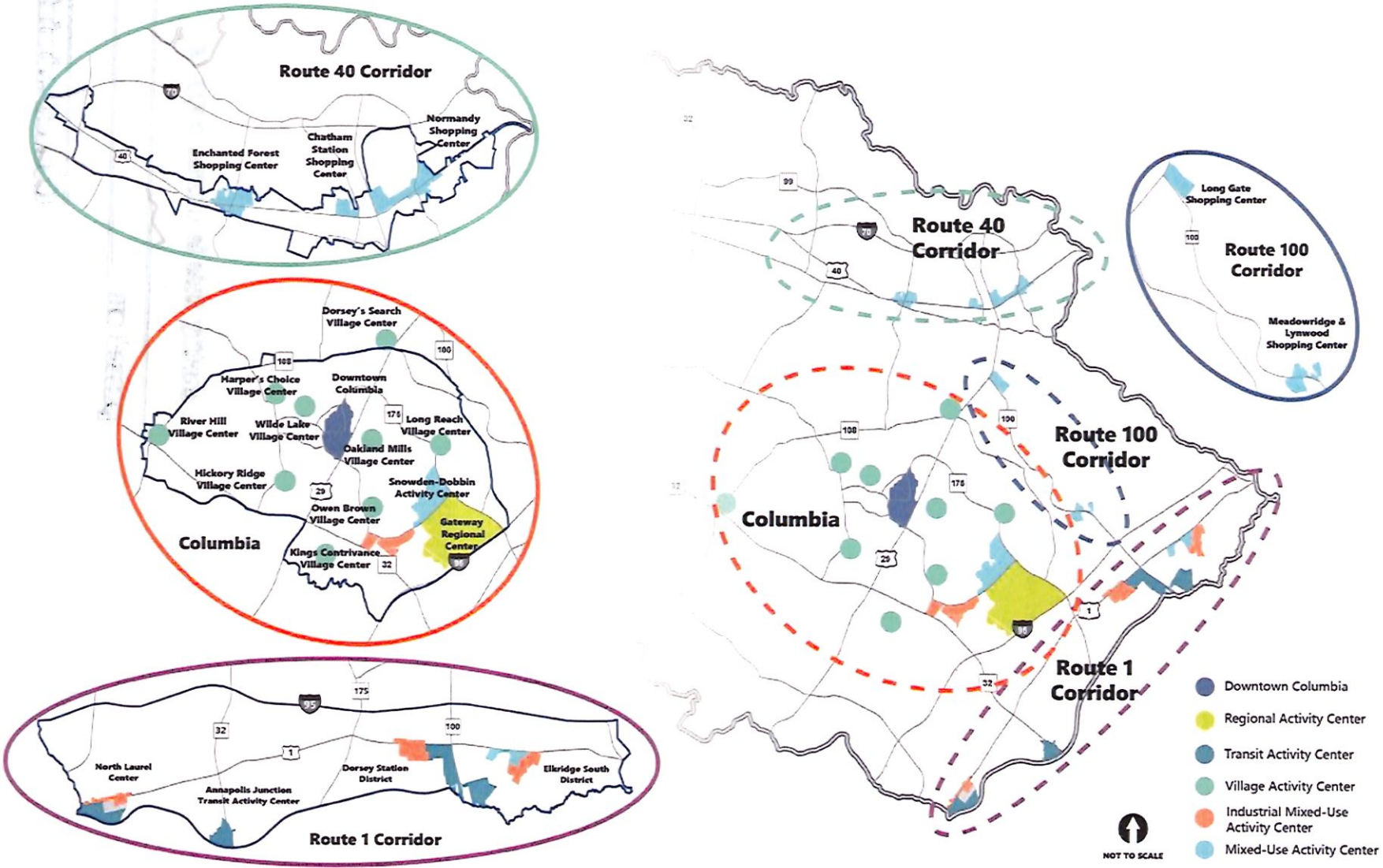
passed on

10/11/2023

Michelle Hertz
Council Administrator

Not moved

Map 2-3: Future Land use Map



Amendment 68 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 68

(This Amendment makes the following changes to HoCo By Design Chapter 3, Chapter 5, Chapter 7, Chapter 10, and Chapter 11:

- Chapter 3: Ecological Health
- Removes the entire section titled "Incentivizing Natural Resource Protection and Restoration," including the subsections titled "Green Neighborhood Program," "Zoning Regulations," and "Additional Incentives";
 - Removes the EH-4 Policy Statement and Implementing Actions;
 - Amends the EH-8 Policy Statement Implementing Actions to remove consideration of an overlay zoning district to target resource protection measures for the Green Infrastructure Network;
- Chapter 5: Economic Prosperity
- Removes a reference to the 2018 Land Development Regulations Assessment's recommendation for the TNC overlay district to be eliminated and the Future Land Use Map's recommendation for replacing the TNC overlay district,
 - Amends the EP-1 Policy Statement Implementing Actions to remove consideration of industrial overlay zoning for prime industrial land;
- Chapter 7: Quality by Design
- Removes a paragraph about opportunities to revise the historic district zones by replacing them with overlay zones;
 - Amends the QBD-1 Policy Statement Implementing Actions to remove consideration of replacing historic zoning districts with new historic zoning district overlays or form based districts;
- Chapter 10: Managing Growth
- Removes a reference to a specific Affordable Housing Overlay Zoning District and substitutes a reference to a general affordable housing overlay zoning district;
- Chapter 11: Implementation
- Removes the EH-4 Policy Statement and Implementing Actions;
 - Amends the EH-8 Policy Statement Implementing Actions to remove consideration of an overlay zoning district to target

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Approved on 10/11/2023

Michelle [Signature]
Council Administrator

resource protection measures for the Green Infrastructure Network;

- *Amends the EP-1 Policy Statement Implementing Actions to remove consideration of industrial overlay zoning for prime industrial land; and*
- *Amends the QBD-1 Policy Statement Implementing Actions to remove consideration of replacing historic zoning districts with new historic zoning district overlays or form based districts.)*

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

- 3 • Chapter 3, Ecological Health: 19, 20, and 49;
- 4 • Chapter 5: Economic Prosperity: 25 and 33;
- 5 • Chapter 7: Quality by Design: 25 and 30;
- 6 • Chapter 10: Managing Growth: 7;
- 7 • Chapter 11: Implementation: 17, 21, 28; and 46.

8

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

11

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Incentivizing Natural Resource Protection and Restoration

The County currently has few incentives to encourage resource protection and restoration measures that go beyond the minimum requirements of the Subdivision and Land Development and Zoning Regulations.

Green Neighborhood Program

The Subdivision and Land Development Regulations include the Green Neighborhood Program, which is a voluntary, point-based program that provides housing allocations as an incentive for more environmentally friendly and sustainable development. Under Plan Howard 2030, up to 150 housing unit allocations were set aside annually for projects that meet Green Neighborhood requirements. HoCo By Design continues this important incentive.

The Green Neighborhood Program is divided into separate Site and Home requirements. Applicants earn Site points for a wide variety of green practices, such as designing a walkable community; exceeding minimum requirements for stormwater management, stream and wetland buffers, or forest conservation; using native plants for landscaping; restoring and creating wetlands; and restoring in-stream habitat. Applicants earn Home points for green practices such as using energy and water-efficient appliances and fixtures, providing on-site renewable energy, and building with wood from sustainably managed forests.

Only two developments with a total of 1,458 dwelling units have qualified as Green Neighborhoods since the program's inception in 2008. Program participation has been limited by a major national recession that slowed development shortly after the program's inception, and the wide availability of housing allocations, which has reduced their value as an incentive. In addition, the development community has reported the need for greater flexibility and options for earning points to qualify for the program. The County has also experienced challenges in enforcing long-term implementation and maintenance for some of the Green Neighborhood features, such as habitat management plans and native landscaping. The program would benefit from an evaluation and update to address these issues and to incorporate new options, such as protecting the Green Infrastructure Network and/or increasing moderate-income housing units.



Zoning Regulations

The Zoning Regulations include a Density Exchange Overlay (DEO) District for the RC and RR Districts, which provides an opportunity and incentive to preserve significant blocks of farmland and rural land in the West. An overlay district is a district established to respond to special features or conditions of an area, such as historic value, physical characteristics, or location. An overlay district may also supplement or provide an alternative to the regulations of the underlying zoning district. The DEO District allows residential density in the RC and RR Districts to be exchanged between parcels. Density exchanges are intended to preserve large parcels in perpetuity, while residential development is directed toward parcels that can more readily accommodate the additional dwellings. Use of this district has been successful in permanently preserving large tracts of open space and environmental and agricultural land, and should be continued under any new zoning regime. Additionally, an overlay district may be an appropriate approach to further protect watersheds with unique conditions or resources, as well as the Green Infrastructure Network.

Additional Incentives

Additional incentives could be employed to supplement changes to the Subdivision and Land Development Regulations and Zoning Regulations for enhanced resource protection and restoration. These could include density bonuses, tax credits, housing allocations, and private-public partnerships.

EH-4 Policy Statement

Incentivize additional resource protection and restoration measures within new development and redevelopment.

Implementing Actions

1. Consider increased use of a density exchange overlay district, in both the West and the East, to protect sensitive resources in areas with unique conditions or resources.
2. Consider incentives to encourage environmental protection and restoration when properties are developed or redeveloped, such as tax credits, density bonuses, housing allocations, and public-private partnerships.
3. Evaluate and strengthen the Green Neighborhood Program to ensure adequate incentives will increase program use and incorporate new options, such as increased moderate-income housing units.

additional actions are still needed, such as integrating the GIN Plan into county planning processes, establishing a new easement/land acquisition program, amending development regulations and design standards for increased protection, and instituting financial incentives to support more costly best management practices on private property. Additional studies are also needed on existing resource conditions and on how wildlife use the GIN, so that informed management of the network helps optimize the many benefits provided by the GIN.

While the GIN is intended to provide a connected system of large areas of significant habitat that supports native plants and wildlife, other natural resources and habitats outside the network are also valuable and worthy of protection and restoration. The GIN is part of the larger ecosystems in the County, so the health of these ecosystems supports the health of the network. There may also be value in protecting smaller forest and wetland habitats that could provide 'stepping stones' to the network to strengthen the ecological function of the GIN.

EH-8 Policy Statement

Expand implementation of the Green Infrastructure Network Plan.

Implementing Actions

1. Integrate the Green Infrastructure Network Plan implementation actions into the relevant county plans and programs.
2. Consider ~~use of an overlay zoning district or other~~ regulatory measures to target resource protection measures for the Green Infrastructure Network.
3. Establish an easement or land purchase program to protect uncommitted parcels within the Green Infrastructure Network.
4. Amend county design standards for roads, bridges, and culverts to facilitate safe passage for wildlife at county road crossings within the Green Infrastructure Network.
5. Conduct studies of existing resource conditions and wildlife use within the network to enhance management of the Green Infrastructure Network.
6. Consider expansion of the Green Infrastructure Network to include smaller habitat areas that provide 'stepping stones' to the primary network.



PrEsErving Farmland

Howard County preserves farmland in the Rural West primarily through its Agricultural Land Preservation Program (ALPP), in which a property owner, whose land meets certain size and soil criteria, can offer to sell a perpetual easement to the County, while holding fee simple title to the land. The land may be sold, but the easement, which restricts the development of the property, remains with the land and binds future owners. Howard County had one of the first local purchase of development rights programs in the nation and began acquiring agricultural preservation easements in 1984.

The Maryland Agricultural Land Preservation Foundation (MALPF) program also purchases agricultural easements and was particularly active in Howard County in the early 1980s, prior to the establishment of the ALPP. As of September 2022, there were 4,046 acres under a MALPF easement in the County. MALPF easements established since 2004 are perpetual. MALPF easements established prior to 2004 allow a property owner to petition to terminate their easement and buy back their development rights from MALPF after 25 years. To terminate their easement, the property owner must demonstrate that profitable farming is no longer feasible on the property and both MALPF and the Howard County Council must approve the owner's request. When reviewing the request, MALPF considers the economic feasibility of farming and the County considers local land use priorities, including consistency with comprehensive planning goals and impacts to vicinal properties.

As provided for in the Zoning Regulations, land may be dedicated to the ALPP by way of preservation parcels created through the cluster subdivision or Density Exchange process. No county funds are used to acquire the dedicated easements because they result from private market transactions between the property owner and a developer. Like the ALPP purchased easements, the restrictions on the dedicated parcels against development remain with the land and bind all future owners.

As of September 2022, there were 18,979 acres of preserved farmland through the ALPP Purchased and ALPP Dedicated programs. There is additional farmland that is protected as county-dedicated environmental preservation parcels and some that is held under conservation easements between the landowner and one or more local land trusts, though many of these parcels contain more environmentally sensitive areas than active agricultural land. Local land trusts, such as the Howard County Conservancy and the Rockburn Land Trust, accept donated easements from private property owners and the property owner may receive tax benefits based on the value of the donation. The County recently entered into a partnership with the Howard County Conservancy to create a new purchased easement program for nonprofit landowners with environmentally sensitive areas on their land who cannot derive tax benefits from a donated easement. The Preservation Easements Map (see Map 3-8) shows farmland and other lands preserved in the County through the diverse options available to landowners seeking to preserve their land.

For information about efforts to support the agricultural economy, including agriculture in the East, please see the Economic Prosperity chapter.

Route 40 Corridor

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

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

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



Downtown Columbia

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

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

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



EP-1 Policy Statement

Retain and expand the use of industrial land to support employment opportunities that pay a living wage.

Implementing Actions

1. As part of the Zoning Regulations update, consider protective measures to ensure an adequate long-term supply of industrial land, such as additional requirements or impact statements for rezoning industrial land, zoning that discourages incompatible uses in heavy industrial areas, or heavy buffer requirements for non-industrial users locating near heavy industrial land, ~~or industrial overlay zoning for prime industrial land.~~
2. Determine how compatible uses can co-locate in designated Industrial Mixed-Use character areas to support industrial operations and create an active sense of place.
3. Prioritize for retention industrial land that is uniquely accessible to regional highways for continued industrial use.
4. During the Zoning Regulations update or via Zoning Amendments, favorably consider context-sensitive industrial uses along the Interstate 70 corridor.

EP-2 Policy Statement

Ensure redevelopment is consistent with the character of industrial areas.

Implementing Actions

1. Update the Route 1 Design Manual to include Industrial Mixed-Use character areas and incorporate buffers between redevelopment areas and industrial areas.

— “ —

The Plan needs to anticipate a changing economy and create economic opportunities for new enterprises and a diverse economy.

— “ —

- HoCo By Design process participant

Growing Emerging and Significant Industries

Howard County has a strong local economy and serves as a regional employer. As shown in Table 5-2, Howard County's major employers represent a diverse set of industries. Strong and significant industries in the County include cybersecurity, information security, information technology, green technology, higher education, research and development, and finance. The nonprofit sector also plays an important role in the County; according to Maryland Nonprofits, Howard County was home to 2,094 nonprofits in 2019 (the largest of which was the Columbia Association). To maximize Howard County's economic competitiveness in the region, economic development should support emerging and significant industries to continue to diversify employment opportunities. By keeping apprised of changing economic trends, Howard County will be able to attract new and diverse industries that support expected job growth. This economic development focus should include the manufacturing, distribution, and logistics industries, which are responding to changes in consumer trends.

The green or environmental industry is another important and emerging employment sector. According to the Bureau of Labor Statistics, green jobs are “jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources” or “jobs in which workers' duties involve making their establishment's production processes more environmentally friendly or use fewer natural resources.” Investment in the environmental sector accomplishes multiple sustainability goals. The environmental sector tends to endure through economic downturns, bolstering a sustainable economy. This sector traverses multiple industries and creates a significant job pool accessible to a variety of skill sets. By creating opportunities for workers without a college degree, green jobs promote economic mobility and help to close the opportunity gap. Importantly, green jobs also promote environmental sustainability through more efficient energy consumption, reduced greenhouse gas emissions and waste, ecosystem protection, and climate mitigation and adaptation.

Policies and the Zoning Regulations should support these emerging and significant industries to ensure a healthy and diverse local economy. This support will ensure that the County will be able to meet the future job demand, as indicated in the market study conducted for this General Plan. Deliberate efforts and investments would demonstrate the County is committed to being competitive to attract and grow emerging industry sectors.

EP-3 Policy Statement

Support and diversify the local job market to maximize opportunities to grow regional employment.

Implementing Actions

1. Develop tools and strategies to support long-term job diversity initiatives, emerging industries, and job opportunities accessible to a variety of skill and educational levels.
2. Promote green industries by creating incentives to attract new businesses demonstrating sustainable practices or developing sustainable technologies, materials, and products.
3. Support new investment and job creation in emerging markets, especially those that reveal new opportunities for renewable energy and green technologies, including but not limited to solar arrays and canopies.

Preserving Character in Future Development

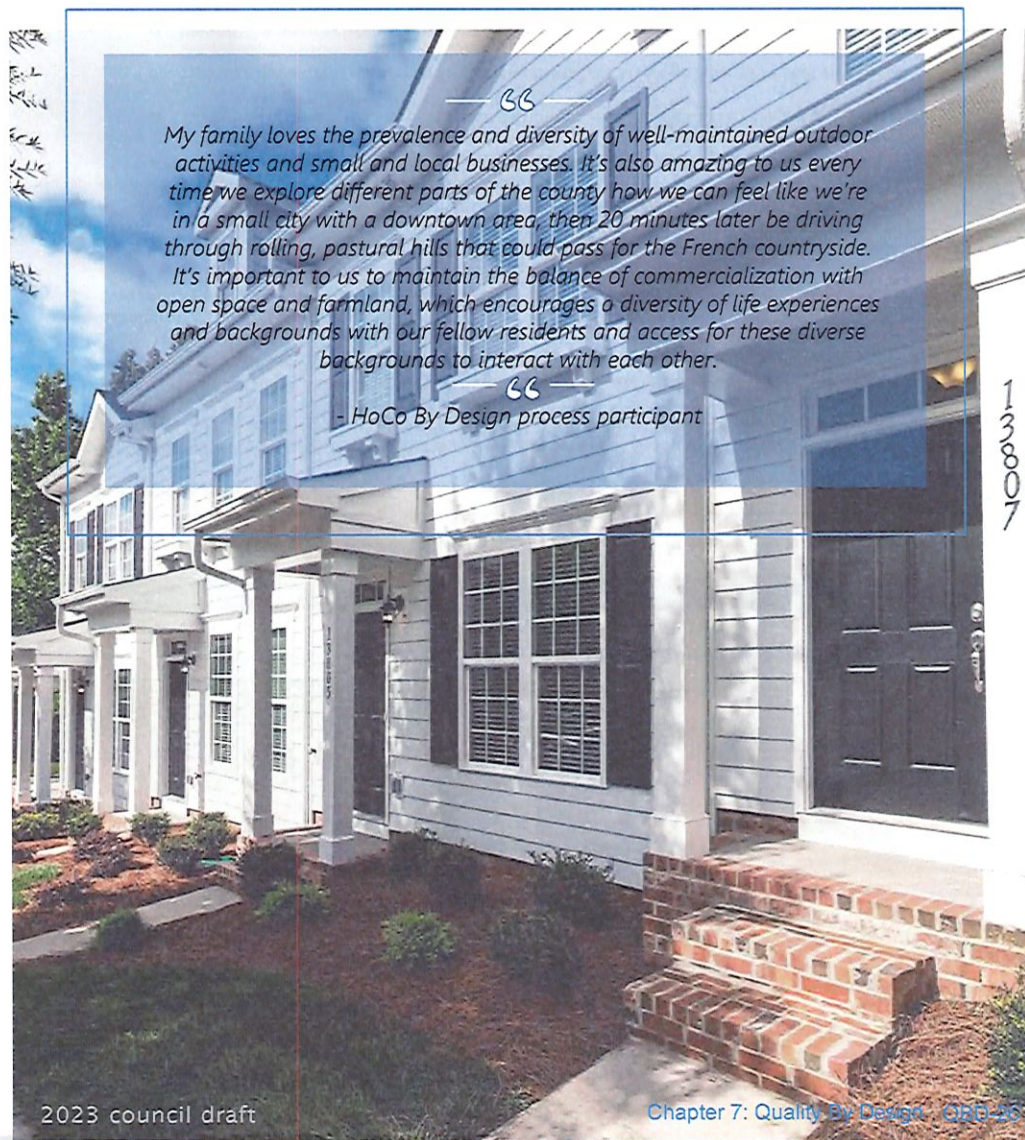
Development standards can and should encourage high-quality future development. These standards should clearly articulate the community's desired vision for an area targeted for development or redevelopment to help the County obtain the type and quality of development it seeks. New developments, redevelopments, and infill developments should use best practice placemaking and urban design principles to achieve high-quality built environments, preserve and incorporate natural features, and establish transitions between the built and natural realms. Key design elements could include the use of building articulation, building placement and site planning principles, building design transitions across landscapes, landscape design, plantings, stormwater management, and open spaces.

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

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

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

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



hoWARD County's Design advisoRy panel

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

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

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

The DAP also provides guidance regarding the following:

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



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

QBD-1 Policy Statement

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

Implementing Actions

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

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 1,580 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 1,580 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 1,580 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 1,580 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~~ [an 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	150
2027	335	600	365	100	1,400	150	150
2028	335	600	365	100	1,400	150	150
2029	335	600	365	100	1,400	150	150
2030	335	600	365	100	1,400	150	150
2031	155	600	365	100	1,220	150	150
2032	155	600	365	100	1,220	150	150
2033	155	600	365	100	1,220	150	150
2034	155	600	365	100	1,220	150	150
2035	154	600	365	100	1,219	150	150
2036	154	600	365	100	1,219	150	150
2037	154	600	365	100	1,219	150	150
2038	154	600	365	100	1,219	150	150
2039	154	600	365	100	1,219	150	150
2040	154	600	365	100	1,219	150	150
Total	3,219	9,000	5,475	1,500	19,194	2,250	2,250
Annual Average	215	600	365	100	1,280	150	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)
EH-3 - Ensure the Subdivision and Land Development Regulations and Zoning Regulations provide adequate protection for sensitive environmental resources within new development and redevelopment.		
1. Evaluate and enhance protections, including sediment and erosion control, where needed for sensitive environmental resources, such as water resources, steep slopes, and rare, threatened, and endangered species, in the Subdivision and Land Development Regulations.	DPZ HSCD	Mid-Term
2. Explore whether cluster development may also be appropriate in other residential zoning districts during the zoning regulation update process.	DPZ	Mid-Term
EH-4—Incentivize additional resource protection and restoration measures within new development and redevelopment.		
1. Consider increased use of a density exchange overlay district, in both the West and the East, to protect sensitive resources in areas with unique conditions or resources.	DPZ	Mid-Term
2. Consider incentives to encourage environmental protection and restoration when properties are developed or redeveloped, such as tax credits, density bonuses, housing allocations, and public-private partnerships.	DPZ HCEDA Private-Partners	Mid-Term
3. Evaluate and strengthen the Green Neighborhood Program to ensure adequate incentives will increase program use and incorporate new options, such as increased moderate-income housing units.	DPZ DILP OCS	Mid-Term

Table 10-1: Implementation Matrix

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

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

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

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-8 - Actively plan for and evaluate the impact of technology and climate change on the transportation system.		
1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.	DPZ OOT	Mid-Term
2. Amend design standards and asset management approaches to ensure resilience.	DPW OOT DPZ	Mid-Term
3. Support the installation of electric vehicle (EV) charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.	DPW OCS OOT Private Partners	Ongoing
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.	DPW OOT OCS	Long-Term
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.	OOT	Ongoing
CIM-9 - Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.		
1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.	OCS OOT	Long-Term
2. Develop a plan to transition the County's fleet (including school buses and contracted services) to low/no emission vehicles.	OOT OCS	Mid-Term
3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.	OOT	Ongoing
4. Consider targeted financial incentives to property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.	OOT OCS Private Property Owners	Mid-Term
5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.	OOT	Long-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-10 - Advance transportation planning and transportation investments to support an economically and environmentally sustainable transportation system that moves people safely and efficiently throughout the County and supports the land use and equity goals in HoCo By Design, including its emphasis on mixed-use activity centers.		
1. Develop a countywide transportation plan and conduct a focused transportation study for each activity center in the Route 1 Corridor.	OOT DPW	Mid-Term
2. Continue to use the Functional Road Classification Map to guide the design, capacity, and function of roads as they are built or improved.	DPW OOT DPZ	Ongoing
3. Implement HoCo By Design's recommendations for transit service through future transit service functional plans or master plans.	OOT DPZ	Long-Term
4. Continue to implement recommendations from WalkHoward and BikeHoward as methods to advance the broad concepts and recommendations in the General Plan.	OOT	Ongoing
5. Ensure the Design Manual is consistent with the General Plan as part of the regular update process for the Design Manual.	OOT	Long-Term
EP-1 - Retain and expand the use of industrial land to support employment opportunities that pay a living wage.		
1. As part of the Zoning Regulations update, consider protective measures to ensure an adequate long-term supply of industrial land, such as additional requirements or impact statements for rezoning industrial land, zoning that discourages incompatible uses in heavy industrial areas, or heavy buffer requirements for non-industrial users locating near heavy industrial land, or industrial overlay zoning for prime industrial land.	DPZ	Mid-Term
2. Determine how compatible uses can co-locate in designated Industrial Mixed-Use character areas to support industrial operations and create an active sense of place.	DPZ	Long-Term
3. Prioritize for retention industrial land that is uniquely accessible to regional highways for continued industrial use.	DPZ	Mid-Term
4. During the Zoning Regulations update or via Zoning Amendments, favorably consider context-sensitive industrial uses along the Interstate 70 corridor.	DPZ	Mid-Term
EP-2 - Ensure redevelopment is consistent with the character of industrial areas.		
1. Update the Route 1 Design Manual to include Industrial Mixed-Use character areas and incorporate buffers between redevelopment areas and industrial areas.	DPZ	Long-Term

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

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

Amendment 69 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 69

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

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

I certify this is a true copy of

Am 69 CB28-2023

10/11/2023

Leg 1840

Failed

Michael [Signature]
Council Administrator

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

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

8

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

11

Future Land Use Map

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

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

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

Future Land Use Map Guidelines

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

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

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

~~The development regulations Assessment And the FLUM~~

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

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

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

Key Business Districts and Corridors

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

Main Streets

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



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

Maryland Main Street Program

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



Route 1 Corridor

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

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

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

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

Route 40 Corridor

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

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

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



Downtown Columbia

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

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

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



Preserving Character in Future Development

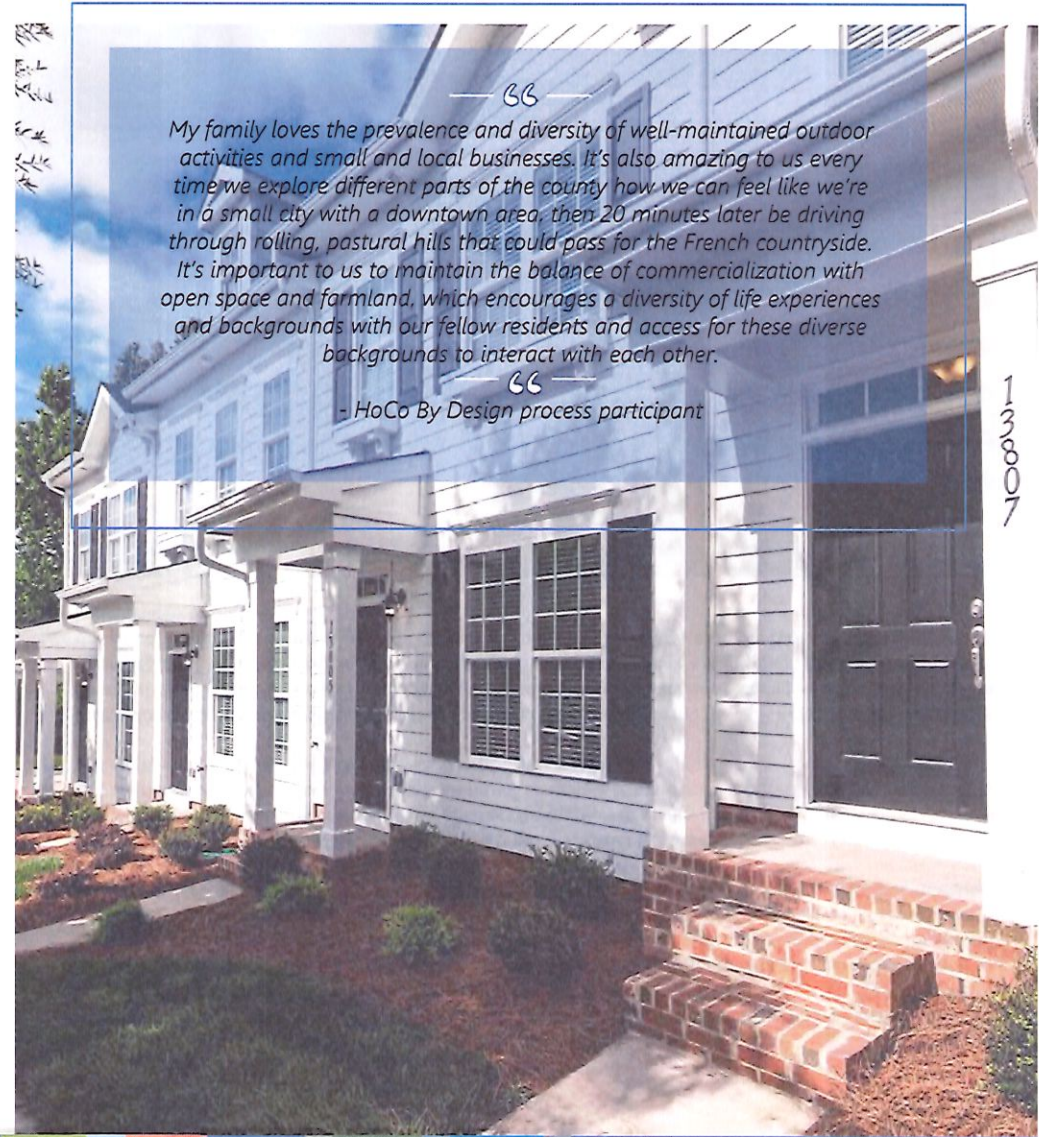
Development standards can and should encourage high-quality future development. These standards should clearly articulate the community's desired vision for an area targeted for development or redevelopment to help the County obtain the type and quality of development it seeks. New developments, redevelopments, and infill developments should use best practice placemaking and urban design principles to achieve high-quality built environments, preserve and incorporate natural features, and establish transitions between the built and natural realms. Key design elements could include the use of building articulation, building placement and site planning principles, building design transitions across landscapes, landscape design, plantings, stormwater management, and open spaces.

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

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

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

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



Character-Based Elements

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

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

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

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

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

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

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

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



hoWARD County's Design aDvisoRy panel

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

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

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

The DAP also provides guidance regarding the following:

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



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

QBD-1 Policy Statement

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

Implementing Actions

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

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

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

Howard County Landscape Manual

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



Nature and Context-Sensitive Design

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

QBD-4 Policy Statement

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

Implementing Actions

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

Table 10-1: Implementation Matrix

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

Table 10-1: Implementation Matrix

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



Challenges to Corridor Revitalization

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

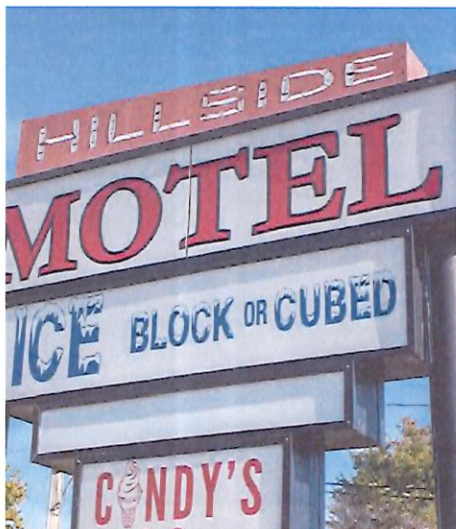
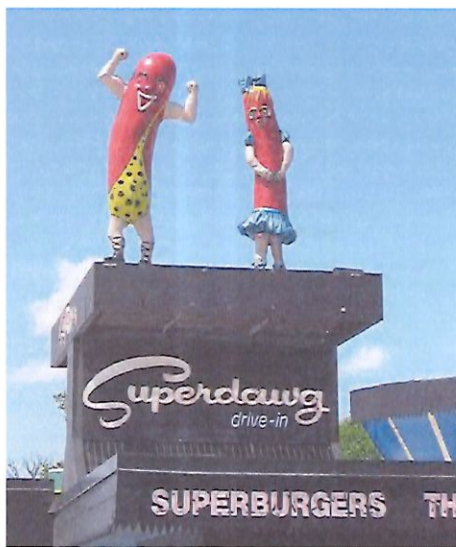
1. Residential-commercial mix imbalance
2. Disconnected neighborhoods and inaccessible amenities
3. Conflicting and nonconforming uses
4. A need for land assemblage to foster redevelopment

Residential-Commercial Imbalance

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

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

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



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

Development Standards and Review

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

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

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

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

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

RTE 1-6 Policy Statement

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

Implementing Actions

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

RTE 1-7 Policy Statement

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

Implementing Actions

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

RTE 1-8 Policy Statement

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

Implementing Actions

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

RTE 1-9 Policy Statement

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

Implementing Actions

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

Protecting Environmental Health in the Corridor

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

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

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

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

Amendment 70 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 70

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

Chapter 6: Dynamic Neighborhoods

- Amends the DN-3 Policy Statement Implementing Actions to require the production of housing units beyond what is required by the MIHU to ensure at least one-for-one replacement of affordable housing within or proximate to the redevelopment, and require the production of housing units that meet the needs of different levels of ability;
- Creates a requirement that at least 25% of all new housing units should be affordable;
- Creates a requirement that at least 10% of new affordable housing units should be accessible for persons with disabilities;
- Creates a requirement that optional compliance for the affordability and accessibility requirements should be limited to payment of a fee in leu equivalent to the cost of the County siting and building comparable units;
- Amends the DN-5 Policy Statement to ensure the new affordability and accessibility targets are met and the Implementing Actions to require that all new plans include clear policies to meet the 25% affordable housing requirement;
- Amends the narrative section titled "Opportunities for New Multi-Family Communities" to remove references to strategic infill development, redevelopment of older mobile home parks, multi family units, and the HOMP and the Market Research and Demand Forecast;
- Amends the DN-7 Policy Statement Implementing Actions to ensure at least a one-for-one replacement of affordable housing units within or proximate to the redevelopment at a comparable cost;
- Creates a new DN-11 Policy Statement to support existing County resident struggling to maintain a stable household and creates associated Implementing Actions to continue rental assistance programs begun during COVID-19, expand and re-allocate Housing Commission inventory, expand the County right-of-first refusal to include mobile

I certify this is a true copy of

Am 70 CB28-2023

Leg 1884

passed on 10/11/2023

Not Moved

Melinda [Signature]
Council Administrator

home parks and transitional housing, legislate rent stabilization measures, establish corporate landlord and rental property registries, enforce and expand local inclusionary zoning, preserve existing inventory of more affordable privately-held multi-family rental communities, and support State-level reforms to landlord-tenant law;

- *Amends the DN-11 Policy Statement Implementing Actions to require the supply of affordable age-restricted housing units and require builders to adhere to the updated Design Guidelines;*

Chapter 10: Managing Growth

- *Amends the narrative section titled "Adequate Public Facilities Ordinance (APFO)" and the associated Table 10-1 to reduce the Other Character Areas allocations, remove the Green Neighborhood Allocations, remove the Affordable Housing allocations and substitute Housing Affordable to <60% AMI allocations, and amend the total allocations;*
- *Creates a new MG-1 Policy Statement to ensure year-by-year provision of affordability requirement as depicted in Table 10-1 and creates an associated Implementing Action to revise County processes for granting allocations if affordable unit benchmarks are not met each year;*

Chapter 11: Implementation

- *Amends the DN-3 Policy Statement Implementing Actions to require the production of housing units beyond what is required by the MIHU to ensure at least one-for-one replacement of affordable housing within or proximate to the redevelopment, and require the production of housing units that meet the needs of different levels of ability;*
- *Amends the DN-5 Policy Statement to ensure the new affordability and accessibility targets are met and the Implementing Actions to require that all new plans include clear policies to meet the 25% affordable housing requirement;*
- *Amends the DN-7 Policy Statement Implementing Actions to ensure at least a one-for-one replacement of affordable housing units within or proximate to the redevelopment at a comparable cost;*
- *Creates a new DN-11 Policy Statement to support existing County resident struggling to maintain a stable household and creates associated Implementing Actions to continue rental assistance programs begun during COVID-19, expand and re-allocate Housing Commission inventory, expand the County right-of-first refusal to include mobile*

home parks and transitional housing, legislate rent stabilization measures, establish corporate landlord and rental property registries, enforce and expand local inclusionary zoning, preserve existing inventory of more affordable privately-held multi-family rental communities, and support State-level reforms to landlord-tenant law;

- *Amends the DN-11 Policy Statement Implementing Actions to require the supply of affordable age-restricted housing units and require builders to adhere to the updated Design Guidelines; and*
- *Creates a new MG-1 Policy Statement to ensure year-by-year provision of affordability requirement as depicted in Table 10-1 and creates an associated Implementing Action to revise County processes for granting allocations if affordable unit benchmarks are not met each 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 6: Dynamic Neighborhoods: 44, 50, 51, 54, 58, 62
- 4 • Chapter 10: Managing Growth: 7 and 8
- 5 • Chapter 11: Implementation: 37, 39, 41, 42, 43, 59, and 60.

6

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

9

infill development. By seeking opportunities to expand the County's inclusionary zoning policies and encouraging the development of diverse housing types where growth opportunities exist, mixed-income communities will become more prevalent, housing prices will be less constrained, and county tax rates can remain stable. New financially attainable housing opportunities for all, including low- and moderate-income households, will be less concentrated and more available in more communities throughout the County.

As noted in the previous section, the Zoning Regulations do not permit many missing middle housing types or detached ADUs, and proposed policies aim to allow them with appropriate criteria. This section focuses on where opportunities exist for all types of new housing in the County. The section also emphasizes how regulations may need to change within different geographies, or opportunity areas, to accommodate diverse housing types.

Diverse Housing Opportunities in New Activity Centers

Based on the limited amount of land still available for development, a significant amount of future housing will be concentrated in new mixed-use activity centers identified on the Future Land Use Map (FLUM). The new mixed-use activity centers are envisioned to be compact walkable areas with employment opportunities, commercial uses and open space, community services and amenities, and multi-modal transportation connections. Activity centers, refined from PlanHoward 2030's Growth and Revitalization place type, create a predictable and sustainable pattern of growth. This pattern supports existing neighborhoods with retail, services, and job growth; provides greater opportunity for attainable housing; and supports opportunities to reduce environmental impacts of activity centers through redevelopment, including improved stormwater management infrastructure. Medium to high housing densities will likely be necessary to supporting this vision.



It is anticipated that activity centers will appeal to a wide variety of residents and will support and maintain the County's socioeconomic diversity by offering a multitude of housing options and opportunities to increase the supply of income-restricted affordable housing. Retirees, empty nesters, persons with disabilities, families, and young professionals would likely be attracted to living in more active mixed-use environments. As activity centers are envisioned to be the areas with the greatest potential for growth and are planned to be located along transportation corridors, having an efficient, safe, and well-maintained multi-modal transportation system that connects these places is critical. See the County in Motion chapter for more details about the future of transportation.

Activity centers are envisioned to be varying sizes and scales, which will help inform their infrastructure needs. They will also provide beneficial amenities to adjacent existing neighborhoods. However, they should be sensitive to any unintended impacts they may cause, such as traffic and noise. The Supporting Infrastructure chapter discusses the adequate and timely provision of infrastructure. The Public Schools Facilities chapter discusses opportunities for new models for public schools that could be appropriate in certain locations. The Quality by Design chapter recommends that adverse impacts, such as noise, light, and air pollution, be mitigated and new developments should be contextually-appropriate. It also provides guidance on the public realm and walkability within and around these new mixed-use centers.

DN-3 Policy Statement

Future activity centers—as identified on the Future Land Use Map (FLUM)—should include a unique mix of densities, uses, and building forms that provide diverse, accessible, and affordable housing options.

Implementing Actions

1. Establish a new mixed-density and mixed-use zoning district that encourages diverse housing types and creates opportunities for mixed-income neighborhoods.
2. Allow a vertical (a range of uses within one building) and horizontal (a range of uses within one complex or development site) mix of uses, including housing, employment, and open space, that encourage walkability and transit connections.
3. **Incentivize Require** the production of housing units affordable to low- and moderate-income households, beyond what is currently required by the Moderate Income Housing Unit (MIHU) program, ensuring at least a one-for-one replacement of affordable housing within or proximate to the re-development at comparable cost if the district includes existing affordable units.
4. **Incentivize Require** the production of housing units that meet the needs of different levels of ability (like persons with disabilities) and other special needs households. Ensure that these units are both accessible and affordable.

affordable housing Overlay District Considerations

According to the Housing Opportunities Master Plan, the overlay district should:

- Identify neighborhoods with few existing housing options for low- and moderate-income households.
- Include incentives to encourage the production of additional affordable and/or accessible units beyond the MIHU baseline rules.
- Allow affordable housing development proposals that meet specified criteria to proceed by-right, or without the need for additional reviews and approvals. To qualify, an affordable housing development should reserve a significant portion of units at 60% of AMI and be subject to a long-term use restriction, provide accessible and visitable units beyond the minimum required by law, and fall within a range of parameters related to form, density, massing, setbacks, parking, etc.
- Expand below-AMI housing opportunities in larger areas of the County to address de-concentration of poverty for redevelopment or preservation projects within the wider context of the County as a whole.
- Consider areas of the County where existing infrastructure is underutilized and therefore could support additional residential density with limited new public investment.
- Encourage greater racial and socioeconomic integration by increasing affordable housing opportunities throughout Howard County, especially in locations that do not have them at this time.

There are circumstances in which land and construction costs make it challenging for developers to produce income-restricted units on-site, primarily in the case of single-family detached and age-restricted housing developments. For these two housing types, Howard County therefore allows developers to pay a fee-in-lieu (FIL) instead of providing the units on-site, which is a practice that other jurisdictions also use to advance affordable housing goals. The FIL generates revenue that allows the County to provide gap funding for housing developments with even greater percentages of income-restricted units or even deeper levels of income targeting than what market-rate developments can achieve.

The MIHU and FIL policies are central elements of the affordable housing strategy in Howard County. The Housing Opportunities Master Plan (HOMP) also notes that income-restricted units not only provide housing options for moderate- and low- income households but can also serve the needs of various other household types, including those with extremely low incomes, persons with disabilities and/or receiving disability income, youth aging out of the foster care system, and persons at risk of or experiencing homelessness, among others. These groups

face unique circumstances and challenges. However, the common thread is that many households with these characteristics may disproportionately struggle to find housing that is both affordable to them and meets their specific needs.

To increase the number of income-restricted units in the County and make more units available to special needs households, the HOMP recommends improvements to the MIHU program, such as additional flexibility to accommodate on-site provisions, incentives to encourage the production of more than the required number of units, greater shares of accessible and visitable units for those with disabilities, and/or deeper levels of income targeting. The HOMP also recommends that the County establish various growth and development targets to demonstrate a clear commitment to increasing the supply of homes affordable to low- and moderate-income households and persons with disabilities and special needs, including the following.

- **Affordability Target Requirement:** The greater of at least 15% 25% of all net new housing units should be available to households making less than 60% of AMI each year.
- **Accessibility Target Requirement:** At least 10% of new housing units affordable to households making less than 60% of AMI should be physically accessible for persons with disabilities. This target should be supplemented with concerted efforts to facilitate accessibility improvements to the existing ownership and rental stock to better enable integrated aging in place.
- **Optional compliance for affordability and accessibility should be limited to payment of a fee in lieu equivalent to the cost to the County of siting and building comparable units.**

In addition to the MIHU program, the County encourages affordability with financial incentives to residents. For example, the County currently offers downpayment assistance to low- or moderate-income residents seeking to purchase a home through the Settlement Downpayment Loan Program.

The County could also encourage greater affordability through the Zoning Regulations by providing density bonuses or other incentives to developers and property owners in exchange for meeting affordable housing goals. The County should create a working group to examine the feasibility of a targeted incentive program, such as a zoning overlay district, to increase the supply of affordable and accessible housing. According to the HOMP, a zoning overlay district could be targeted to areas with limited affordable and accessible housing, and offer incentives to encourage an increase in the supply of affordable housing through tools such as density bonuses, a bonus pool of housing allocations within the Adequate Public Facilities Ordinance Allocation chart (refer to the Managing Growth chapter), and an administrative review processes. Such a program should seek to increase the supply of affordable and accessible housing units at different AMI levels, similar to the multi-spectrum market affordable housing provisions for Downtown Columbia.

— ☺ —
I would want to live in Howard County in 10 years if parks, people, and diversity continue to be a priority, but it would be a matter of cost if I could return.

— ☺ —
- HoCo By Design process participant

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. Ensure that at least 25% of all net new for sale and rental housing units should be available to households making less than 60% of AMI each year, and at least 10% of those are physically accessible for persons with disabilities.~~

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 the 25% affordable housing goals requirement.
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.

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.

Opportunities for New Multi-Family Communities

Rising affordability issues and personal lifestyle preferences, nationally and locally, have driven many households towards rentership. Between 2005 and 2018, the homeownership rate in Howard County fell from 77% to 72%, as households in nearly every age category moved away from homeownership. The number of renter households between the ages of 25 and 74 increased by 6,000 between 2010 and 2018 (a 43% increase). However, the number of renter households under the age of 35 decreased by 9% between 2010 and 2018, likely due to affordability issues. The County lacks a sufficient supply of rental units to meet future demand. The HoCo By Design Market Research and Demand forecast cites projected demand for 11,249 multi-family apartment rental units over 20 years (2020-2040). While there is a much greater demand for rental multi-family developments, there is still a projected demand for 1,884 for-sale condominium units over the next 20 years.

The HOMP found that a large share of the County's existing rental market is affordable to households that make 60-80% of the Area Median Income (AMI). However, since there are limited rental options for higher (over 120% AMI) and lower (under 60% AMI) income households, the supply of moderately priced rental units tends to serve all income levels. The HOMP suggests that future rental housing should be available at all price points, especially housing that serves low- and moderate-income households where housing supply is limited.



To remain socioeconomically diverse and support a healthy economy, the County should consider opportunities for new multi-family communities in the Multi-Family Neighborhood, Mixed-Use Activity Centers, and Mixed-Use Neighborhood character areas identified on the Future Land Use Map (FLUM). These opportunities can be realized through redevelopment of existing, aging, multi-family properties, and older suburban shopping centers, ~~strategic infill development, and redevelopment of older mobile home parks.~~ Increasing the supply of ~~multi-family units, to include market rate rental and units~~ affordable to low- and moderate- income households, will help the County meet ~~various its~~ housing supply gaps ~~identified in the HOMP and the Market Research and Demand Forecast completed for HoCo By Design.~~ While multi-family buildings are defined in the County's Zoning Regulations as structures with three or more housing units, multi-family properties can range in size from three to more than 50 units per structure. Various character areas on the FLUM are envisioned to have a range of multi-family housing types; however, Multi-Family Neighborhood, Mixed-Use Activity Centers, and Mixed-Use Neighborhood character areas are envisioned to contain apartment complexes and condominiums with a higher number of units and buildings at a greater scale.

New multi-family communities are encouraged to redevelop using design principles that emphasize an interconnected network of streets, bicycle facilities, and walkways; encourage options to reduce the size and location of surface parking lots; orient buildings toward the street; offer a variety of housing types between larger buildings; and deliver a comprehensive and connected network of open space. For additional details and illustrative concepts about the design and character of new multi-family communities, see Technical Appendix B: Character Areas and Technical Appendix C: Focus Areas.


DN-7 Policy Statement

Support the new development and redevelopment of multi-family communities to meet the County's current and future rental housing demands and ensure that resident displacement is minimized in redevelopment projects.

Implementing Actions

1. Establish new locations and zoning districts as identified on the Future Land Use Map (FLUM) and defined in the character areas appendix for multi-family developments. Prioritize new locations for multi-family housing that are near transit and transit corridors.
2. Support multi-family housing projects that serve a range of income levels and integrate traditional market rate housing with affordable housing opportunities.
3. Ensure that redevelopment of age-restricted housing and housing for residents with disabilities preserves affordability of units for existing residents.
4. ~~Strive for~~ Ensure at least a one-for-one replacement of affordable housing units when within or proximate to the re-development at comparable cost if multi-family communities with affordable units are redeveloped.

DN-8 Policy Statement

 Create opportunities to increase the diversity of home choices in the Rural West, especially missing middle housing types, that preserve the character of the Rural West.

Implementing Actions

1. Allow the development of accessory dwelling units that conform to specific design and site criteria.
2. Locate missing middle housing typologies in the Rural Crossroads, where upper-story residential and small-scale residential infill opportunities exist. Use recommendations found in the Rural Crossroads section of the Focus Areas Technical Appendix for additional guidance.
3. Determine if there are strategic locations in the Rural West where it is feasible to accommodate increased housing development on shared or community well and shared or multi-use sewerage systems while balancing other priorities such as environmental concerns, historical context, and agricultural preservation goals.
4. Evaluate and amend Rural Conservation and Rural Residential Zoning District regulations to allow for duplex and multiplex housing types that fit within the existing neighborhood character.
5. Determine zoning, land development, and other code changes needed for small-scale, context-sensitive, multi-family or mixed-use development in the Rural West.
6. Evaluate and identify barriers to on-site tenant housing for the agricultural workforce.

DN-9 Policy Statement

Facilitate the use of shared and/or multi-use sewerage system technologies to create more diverse housing options in the Rural West.

Implementing Actions

1. Identify best practices for shared and/or multi-use sewerage systems and pursue state and local code changes necessary to facilitate their use.
2. Establish necessary management, operations, and maintenance structures to increase the use of shared and multi-use sewerage systems in the West.
3. Evaluate how accessory dwelling units may be able to safely connect to existing septic systems with capacity.

DN-10 Policy Statement

Establish policies, programs, and planning and zoning practices aimed at reducing farmer-neighbor conflicts.

Implementing Actions

1. Enhance farmer-resident relationships through expansion of educational programs that encourage farm visits and other activities to bridge the farming and non-farm communities and build understanding of allowable farm-related uses.
2. Work with the agricultural and development communities to evaluate, determine, and implement adequate landscape, screening, or other type of buffer requirement on new residential development abutting agricultural uses.
3. Encourage use of the Maryland Agricultural Conflict Resolution Service or other conflict resolution programs to help address farmer-neighbor conflicts.

DN-11 Policy Statement

Support existing County residents struggling to maintain a stable household amid escalating increases in rental costs.

Implementing Actions

1. Continue rental assistance programs begun during the COVID-19 pandemic.
2. Expand and re-allocate Housing Commission inventory until housing supply gaps at low-income and moderate-income affordability levels meaningfully diminish.
3. Expand the locally enacted County right-of-first refusal to include mobile home parks and transitional housing, and to make available to the Commission significant additional funding for acquisition and rehabilitation.
4. Legislate rent stabilization measures similar to those already enacted in neighboring counties.
5. Establish corporate landlord and rental property registries, to include disclosure of unit sizes, rental rates, and associated fees assessed.
6. Enforce and expand local inclusionary zoning and other requirements specific to the count and cost of affordable units provided in existing and new rental communities.
7. Preserve, rehabilitate and enhance existing inventory of more affordable privately-held multi-family rental communities by acceptance of payments in lieu of taxes (PILOTs).
8. Support State-level reforms to landlord-tenant law.

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~~ **Require** the supply of ~~missing middle housing and accessory dwelling units, affordable age-restricted housing units~~ as identified in Policy Statements DN-1 and DN-2 **Statement DN-5**.
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,~~ **adhere to** the updated Universal Design Guidelines for new and rehabilitated, remodeled, or redesigned age-restricted housing.

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~~ 1,315 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~~ 1,315 new residential units per year over the 15 years in the chart, including ~~Green Neighborhood and Affordable Housing units Housing Affordable to <60% AMI~~. 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~~ 1,315 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~~ 1,315 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 a~~ set aside ~~incentive for housing affordable to <60% AMI~~ 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.

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: Howard County APFO Allocations Chart - HoCo By Design

Year	Downtown Columbia (1)	Activity Centers	Other Character Areas	Rural West	Total	Green Neighborhood	Affordable Housing Including Housing Affordable to <60% AMI	Total
2026	335	600	365 <u>100</u>	100	1,400	150	150 <u>300</u>	1,435
2027	335	600	365 <u>100</u>	100	1,400	150	150 <u>300</u>	1,435
2028	335	600	365 <u>100</u>	100	1,400	150	150 <u>300</u>	1,435
2029	335	600	365 <u>100</u>	100	1,400	150	150 <u>300</u>	1,435
2030	335	600	365 <u>100</u>	100	1,400	150	150 <u>300</u>	1,435
2031	155	600	365 <u>100</u>	100	1,220	150	150 <u>300</u>	1,255
2032	155	600	365 <u>100</u>	100	1,220	150	150 <u>300</u>	1,255
2033	155	600	365 <u>100</u>	100	1,220	150	150 <u>300</u>	1,255
2034	155	600	365 <u>100</u>	100	1,220	150	150 <u>300</u>	1,255
2035	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
2036	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
2037	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
2038	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
2039	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
2040	154	600	365 <u>100</u>	100	1,219	150	150 <u>300</u>	1,254
Total	3,219	9,000	5,475 <u>1,500</u>	1,500	19,194	2,250	2,250 <u>4,500</u>	19,719
Annual Average	215	600	365 <u>100</u>	100	1,280	150	150 <u>300</u>	1,315

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

MG-1 Policy Statement

Ensure year-by-year provision of affordability requirement as depicted in Table 10-1.

Implementing Actions

1. If the number of affordable units provided in a given calendar year is not either at least 20% of total housing units actually allocated that year or 80% of the total number of affordable units prescribed for that year in Table 10-1, County processes for granting allocations shall be revised to achieve at least that minimum balance through the subsequent year's allocations.

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-2 - Allow attached and detached accessory dwelling units (ADUs) on a variety of single-family attached and single-family detached lots that meet specific site development criteria in residential zoning districts.		
1. Establish a clear, predictable process and location-specific criteria for ADUs.	DPZ	Mid-Term
2. Revise the Zoning Regulations and Subdivision and Land Development Regulations to allow attached and detached ADUs that meet pre-determined location and site criteria. Provide parking requirements as needed.	DPZ DHCD	Mid-Term
3. Establish a clear definition of ADUs in the updated Zoning Regulations.	DPZ	Mid-Term
4. Direct the Adequate Public Facilities Ordinance (APFO) task force to develop recommendations as to the applicability of APFO to accessory dwelling unit creation or construction.	DPZ DHCD	Mid-Term
DN-3 - Future activity centers—as identified on the Future Land Use Map (FLUM)—should include a unique mix of densities, uses, and building forms that provide diverse, accessible, and affordable housing options.		
1. Establish a new mixed-density and mixed-use zoning district that encourages diverse housing types and creates opportunities for mixed-income neighborhoods.	DPZ	Mid-Term
2. Allow a vertical (a range of uses within one building) and horizontal (a range of uses within one complex or development site) mix of uses, including housing, employment, and open space, that encourage walkability and transit connections.	DPZ OOT	Mid-Term
3. Incentivize Require the production of housing units affordable to low- and moderate-income households, beyond what is currently required by the Moderate Income Housing Unit (MIHU) program, <u>ensuring at least a one-for-one replacement of affordable housing within or proximate to the re-development at comparable cost if the district includes existing affordable units.</u>	DHCD DPZ Non-profit Partners	Ongoing
4. Incentivize Require the production of housing units that meet the needs of different levels of ability (like persons with disabilities) and other special needs households. Ensure that these units are both accessible and affordable.	DPZ DHCD Non-profit Partners	Ongoing

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-4 - Allow the development of small-scale missing middle housing and accessory dwelling units (ADUs) that respect the character and integrity of their surroundings and meet specific site conditions in single-family neighborhoods.		
1. Establish design requirements, pattern book or character-based regulations for missing middle housing types and detached accessory dwelling units to ensure that new construction is consistent with the character of the surrounding existing housing.	DPZ	Long-term
2. Establish provisions in the regulations that include dimensional and design standards to ensure neighborhood compatibility, off-street parking requirements, minimum lot sizes, and other standards.	DPZ	Mid-Term
3. Explore zoning and other incentives for minor subdivisions that consist of missing middle housing types and explore form-based or character-based zoning for these types of residential infill developments.	DPZ	Mid-Term
4. Evaluate how accessory dwelling units and other types of new development could enhance or impact stormwater management practices.	DPZ DPW	Mid-Term

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. Ensure that at least 25% of all net new for sale and rental housing units should be available to households making less than 60% of AML each year, and at least 10% of those are physically accessible for persons with disabilities.		
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 meeting the 25% affordable housing goals requirement.	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. 	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-7 - Support the new development and redevelopment of multi-family communities to meet the County's current and future rental housing demands and ensure that resident displacement is minimized in redevelopment projects.		
1. Establish new locations and zoning districts as identified on the Future Land Use Map (FLUM) and defined in the character areas appendix for multi-family developments. Prioritize new locations	DPZ	Mid-Term
2. Support multi-family housing projects that serve a range of income levels and integrate traditional market rate housing with affordable housing opportunities	DHCD DPZ	Ongoing
3. Ensure that redevelopment of age-restricted housing and housing for residents with disabilities preserves affordability of units for existing residents	DHCD	Ongoing
4. Strive for Ensure at least a one-for-one replacement of affordable housing units when within or proximate to the re-development at comparable cost if multi-family communities with affordable units are redeveloped.	HCHC DHCD Private Partners Non-profit Partners	Ongoing
DN-8 - Create opportunities to increase the diversity of home choices in the Rural West, especially		
1. Allow the development of accessory dwelling units that conform to specific design and site criteria.	DPZ	Mid-Term
2. Locate missing middle housing typologies in the Rural Crossroads, where upper-story residential and small-scale residential infill opportunities exist. Use recommendations found in the Rural Crossroads section of the Focus Areas Technical Appendix for additional guidance.	DPZ	Mid-Term
3. Determine if there are strategic locations in the Rural West where it is feasible to accommodate increased housing development on shared or community well and shared or multi-use sewerage systems, while balancing other priorities such as environmental concerns, historical context, and agricultural preservation goals.	DPZ DPW HCHD	Ongoing
4. Evaluate and amend Rural Conservation and Rural Residential Zoning District regulations to allow for duplex and multiplex housing types that fit within the existing neighborhood character.	DPZ	Mid-Term
5. Determine zoning, land development, and other code changes needed for small-scale, context-sensitive, multi-family or mixed-use development in the Rural West.	DPZ	Mid-Term
6. Evaluate and identify barriers to on-site tenant housing for the agricultural workforce.	DPZ	Long-term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
DN-9 - Facilitate the use of shared and/or multi-use sewerage system technologies to create more diverse housing options in the Rural West.		
1. Identify best practices for shared and/or multi-use sewerage systems and pursue state and local code changes necessary to facilitate their use.	DPZ DPW HCHD	Long-Term
2. Establish necessary management, operations, and maintenance structures to increase the use of shared and multi-use sewerage systems in the West.	DPW DPZ	Long-Term
3. Evaluate how accessory dwelling units may be able to safely connect to existing septic systems with capacity.	DPZ HCHD	Ongoing
DN-10 - Establish policies, programs, and planning and zoning practices aimed at reducing farmer-neighbor conflicts.		
1. Enhance farmer-resident relationships through expansion of educational programs that encourage farm visits and other activities to bridge the farming and non-farm communities and build understanding of allowable farm-related uses.	HCEDA OCS	Ongoing
2. Work with the agricultural and development community to evaluate, determine, and implement adequate landscape, screening, or other type of buffer requirement on new residential development abutting agricultural uses.	DPZ	Ongoing
3. Encourage use of the Maryland Agricultural Conflict Resolution Service or other conflict resolution programs to help address farmer-neighbor conflicts.	HCEDA OCS	Ongoing
DN-11 - Support existing County residents struggling to maintain a stable household amid escalating increases in rental costs.		
1. <u>Continue rental assistance programs begun during the COVID-19 pandemic.</u>	DHCD	Ongoing
2. <u>Expand and re-allocate Housing Commission inventory until housing supply gaps at low-income and moderate-income affordability levels meaningfully diminish.</u>	HCHC	Ongoing
3. <u>Expand the locally enacted County right-of-first refusal to include mobile home parks and transitional housing, and to make available to the Commission significant additional funding for acquisition and rehabilitation.</u>	Elected Officials HCHC	Mid-Term
4. <u>Legislate rent stabilization measures similar to those already enacted in neighboring counties.</u>	Elected Officials	Mid-Term
5. <u>Establish corporate landlord and rental property registries to include disclosure of unit sizes, rental rates, and associated fees assessed.</u>	DHCD	Mid-Term
6. <u>Enforce and expand local inclusionary zoning and other requirements specific to the count and cost of affordable units provided in existing and new rental communities.</u>	DPZ	Ongoing
7. <u>Preserve, rehabilitate and enhance existing inventory of more affordable privately-held multi-family rental communities by acceptance of payments in lieu of taxes (PILOTS).</u>	DPZ	Ongoing
8. <u>Support State-level reforms to landlord-tenant law.</u>	DHCD	Mid-Term

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 Require the supply of missing middle housing and accessory dwelling units, affordable age-restricted housing units as identified in Policy Statements DN-1 and DN-2 Statement DN-5.	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 practical, adhere to the updated Universal Design Guidelines for new and rehabilitated, remodeled, or redesigned age-restricted housing.	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

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
MG-1 - Ensure year-by-year provision of affordability requirement as depicted in Table 10-1.		
1. <u>If the number of affordable units provided in a given calendar year is not either at least 20% of total housing units actually allocated that year or 80% of the total number of affordable units prescribed for that year in Table 10-1, County processes for granting allocations shall be revised to achieve at least that minimum balance through the subsequent year's allocations.</u>	DPZ	Ongoing

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe
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: <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. 	DPZ DHCD HCPSS OOT DPW	Mid-Term
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 HCPSS	Mid-Term