

**Amendment 21**  
**Council Bill No. 26- 2012**

BY: Jennifer Terrasa

Legislative Day No. 10  
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**Amendment No. 21**

*(This amendment separates consideration of Route 40 from consideration of Columbia’s Village Centers.)*

1 In Exhibit A, the General Plan for Howard County:

2

3 On page 58, in Policy 5.7, after “Fort Meade” insert “and consider bicycle connections  
4 where appropriate”.

5

6 In Policy 5.7, add a new Implementing Action:

7 “c. Alternative modes of transportation. Study the feasibility of alternative  
8 modes of transportation, including facilities for bicyclists and pedestrians,  
9 to connect Downtown Columbia, the Snowden River Parkway Area,  
10 Gateway, Route 1, and other major business and residential nodes in and  
11 near the County.”.

12

13 Beginning on page 58, strike beginning with the heading “Route 40 Corridor and  
14 Columbia’s Village Centers” down through before the heading “Agribusiness” on page  
15 59, and substitute:

16

17 “Columbia’s Village Centers

18

19 General Plan 2000 identified older Columbia Village Centers for study regarding  
20 possibilities for redevelopment and enhancements. As Columbia’s Village Centers have  
21 matured, there is increasing potential for new projects that take advantage of growing

1 demand for pedestrian- and transit-friendly development. In 2009, the County adopted  
2 new zoning for the revitalization of Village Centers in Columbia. *PlanHoward 2030*  
3 endorses implementation of these initiatives and supports the continued evolution of the  
4 Village Centers using the frameworks established under the Village Center Revitalization  
5 zoning process.

6  
7 Robust connectivity to and among the Village Centers of Columbia and to Downtown  
8 Columbia is critical to their long-term health and vitality. Consideration must be given to  
9 alternative modes of transportation including maintaining, updating, and expanding  
10 bicycle and pedestrian facilities. Revise the NT Zoning Regulations to ensure  
11 redevelopment is consistent with the well planned evolution of the Preliminary  
12 Development Plan for Columbia, balancing changing market conditions and opportunities  
13 with the need to avoid adverse impacts on Village Centers and surrounding properties.

14  
15 Policies and Implementing Actions

16  
17 **POLICY 5.8. Enhance the vitality and redevelopment of Columbia’s Village Centers**  
18 **and plan for future connections among Village Centers and with other commercial**  
19 **centers.**

20  
21 **Implementing Actions**

- 22  
23 a. **Strengthen Village Centers.** Encourage Village Center property owners,  
24 Village Boards, and residents to develop and implement Village Center  
25 Community Plans for enhancing and redeveloping older Village Centers  
26 as called for in Council Bill 29-2009. Collaborate with the Columbia  
27 Association to undertake market assessments to assist in repositioning  
28 older centers in relation to each other, Downtown Columbia, and other  
29 competing commercial centers.

1           **b. Connect commercial centers.** Study the feasibility of enhanced local bus  
2           service among the Village Centers and to Downtown Columbia.

3  
4           **c. Alternative Modes of Transportation.** Study the feasibility and cost-  
5           benefits of alternative modes of transportation including maintaining,  
6           updating, and expanding bicycle and pedestrian facilities.

7  
8           Route 40 Corridor

9  
10          General Plan 2000 identified the Route 40 Corridor for study regarding possibilities for  
11          redevelopment and enhancements. As the Route 40 Corridor has matured, there is  
12          increasing potential for new projects that take advantage of growing demand for mixed-  
13          use, pedestrian- and transit-friendly development. In 2004, the Route 40 Corridor  
14          Enhancement Study was completed, followed by some rezoning, and adoption of the  
15          Route 40 Design Manual. PlanHoward 2030 endorses implementation of these initiatives  
16          and supports the continued evolution of the Route 40 Corridor using the frameworks  
17          established under Route 40’s Zoning, Design Manual, and Streetscape Master Plan.

18  
19          **Policies and Implementing Actions**

20  
21          **POLICY 5.9 – Continue to enhance the vitality of the Route 40 Corridor.**

22  
23                  **Implementing Action**

24  
25                  **a. Enhance Route 40.** Encourage commercial renovation and, where  
26                  appropriate mixed-use redevelopment by promoting collaboration between  
27                  owners and neighbors to create attractive focal points that serve the  
28                  community.”.

29  
30          On page 60, renumber Policy 5.9 as Policy 5.10.

- 1 On page 168, make the corresponding changes to Appendix A with all priorities being
- 2 “On-going” for new actions created herein..