



Adequate Public Facilities Amendment

Supplemental Document
General Plan Amendment

September 2008

Introduced _____
Public hearing _____
Council action _____
Executive action _____
Effective date _____

County Council of Howard County, Maryland

2008 Legislative Session

Legislative Day No. _____

Bill No. _____

Introduced by: _____

AN ACT amending the Adequate Public Facilities Act of Howard County generally and establishing procedures and policies related to revitalization within Columbia Town Center.

Introduced and read first time _____, 2008. Ordered posted and hearing scheduled.

By order _____
Sheila M. Tolliver, Administrator to the County Council

Having been posted & notice of time & place of hearing and title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on _____, 2008, and concluded on _____, 2008.

By order _____
Sheila M. Tolliver, Administrator to the County Council

This Bill was read the third time _____, 2008 and Passed ____, Passed with amendments ____, Failed ____.

By order _____
Sheila M. Tolliver, Administrator to the County Council

Sealed with the County and presented to the County Executive for approval this _____ day of _____, 2008 at ____ a.m./p.m..

By order _____
Sheila M. Tolliver, Administrator to the County Council

Approved/Vetoed by the County Executive _____, 2008

Ken Ulman, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN ALL CAPITALS indicates additions to existing law; ~~Strikeout~~ indicates material deleted by amendment; Underlining indicates material added by amendment.

1 **Section 1.** *Be it enacted by the County Council of Howard County, Maryland, that Subtitle 11*
2 *“Adequate Public Facilities” of the Howard County Code, 1977 Edition (as amended) is hereby*
3 *amended as follows:*

4
5 **SUBTITLE 11: ADEQUATE PUBLIC FACILITIES**
6

7 **Section 16.1101. Adequate [[Road]] TRANSPORTATION Facilities.**

- 8 (a) *Requirement to be Tested for Adequate [[Road]] TRANSPORTATION Facilities:* [As a
9 condition of] EACH FINAL DEVELOPMENT PLAN PROPOSING DOWNTOWN
10 REVITALIZATION AND EACH subdivision and site development plan, [approval, all
11 subdivision and site development plans,] except those listed in Section 16.1107,
12 “Exemptions,” [are required to] MUST pass the test for adequate [[road]]
13 TRANSPORTATION facilities.
- 14 (b) *The Test for Adequate [[Road]] TRANSPORTATION Facilities:* A project or a phase of
15 a project will pass the test for adequate [[road]] TRANSPORTATION facilities if, in the
16 scheduled completion year of the project or phase of the project
- 17 *
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- 20 (c) *Traffic Study:* PREPARATION OF A TRAFFIC STUDY IS REQUIRED UNDER THE
21 FOLLOWING CIRCUMSTANCES:
- 22 (1) A traffic study, as specified in the Howard County Design Manual, shall be
23 submitted with each application for approval of a [[project]] SUBDIVISION OR
24 SITE DEVELOPMENT PLAN UNDER THE SUBDIVISION AND LAND
25 DEVELOPMENT REGULATIONS AND WITH EACH APPLICATION FOR
26 APPROVAL OF A FINAL DEVELOPMENT PLAN PROPOSING
27 DOWNTOWN REVITALIZATION. For [[projects]] APPLICATIONS which
28 will not produce additional traffic, an affidavit stating that the [[project]]
29 APPLICATION will not produce additional traffic may be submitted in lieu of a
30 traffic study.
- 31 (2) A GENERALIZED TRANSPORTATION STUDY SHALL ALSO BE
32 SUBMITTED WITH EACH APPLICATION TO AMEND THE GENERAL
33 PLAN. THIS TRANSPORTATION STUDY IS FOR INFORMATIONAL
34 PURPOSES ONLY AND IS TO HELP GUIDE DECISIONS CONCERNING

1 THE PROPOSED GENERAL PLAN AMENDMENT. THE
2 TRANSPORTATION STUDY SHOULD INCLUDE INFORMATION ABOUT
3 ANY PROPOSED CHANGES IN LAND USE OR DEVELOPMENT DENSITY
4 AND ANY RECOMMENDED TRANSPORTATION IMPROVEMENTS.

5 (3) THE TEST FOR ADEQUATE TRANSPORTATION FACILITIES SHALL BE
6 ADMINISTERED PURSUANT TO SECTION 16.1105.

7 (d) *[[Road]] TRANSPORTATION Facilities AND PROGRAMS to be Included in*
8 *Determining Adequacy:* In determining whether a proposed project passes the test for
9 adequate *[[road]] TRANSPORTATION* facilities, the following *[[road]]*
10 TRANSPORTATION facilities AND PROGRAMS shall be considered as existing in the
11 scheduled completion year of the project

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15 (e) *Traffic To Be Considered in Determining Adequacy:* In determining whether a project
16 passes the test for adequate *[[road]] TRANSPORTATION* facilities, the following traffic
17 shall be considered as existing when the subdivision or land development is completed:

- 18 (1) Traffic existing at the time of application
- 19 (2) Background traffic growth.
- 20 (3) Traffic generated by proposed subdivisions which have passed the test for
21 adequate *[[road]] TRANSPORTATION* facilities prior to submission of the
22 application for approval of the project but have not yet been recorded.
- 23 (4) Traffic generated by proposed site developments which passed the test for
24 adequate *[[road]] TRANSPORTATION* facilities prior to submission of the
25 application for approval of the project but have not yet received site development
26 plan approval.
- 27 (5) Traffic generated by subdivisions or site development plans which passed the test
28 for adequate *[[road]] TRANSPORTATION* facilities and were recorded or
29 approved prior to submission of the application for approval of the project and
30 which are scheduled to be completed before or during the scheduled completion
31 year of the proposed project.

32 (6) Traffic generated by the proposed project.

33 (f) *Extent of the Mitigation:*

- 1 (1) Mitigation means the construction and/or the funding of improvements to [[off-
2 site road]] TRANSPORTATION facilities by a developer OR DEVELOPERS
3 OR PROGRAMS INTENDED TO REDUCE TRAFFIC CONGESTION, as
4 approved by the director of planning and zoning, after consultation with the
5 director of public works. Mitigation measures may include any intersection
6 capacity improvements except grade separation of the roadways and ramps
7 within the intersection or improvements to the through lanes of intermediate
8 arterials and higher classified roads.
- 9 (2) Except as otherwise provided in (3) and (4) below, mitigation necessary to pass
10 the test for adequate [[road]] TRANSPORTATION facilities shall increase
11 capacity on each road facility below the minimum level of service in the impact
12 area so that the level of service on each road facility in the impact area after
13 construction of the project would be equal to the level of service if the project
14 [[would be equal to the level of service if the project]] had not been constructed
15 but not more than the minimum level of service.
- 16 (3) In the event that mitigation to an intersection pursuant to (2) above would require
17 the construction of improvements to interchanges or grade-separated intersections
18 or improvements to the through lanes of intermediate arterials and higher
19 classified roads, mitigation necessary to pass the test for adequate road facilities
20 shall increase the capacity of the intersection to the fullest extent possible without
21 constructing such improvements.
- 22 (4) EXCEPT AS SET FORTH IN (5) BELOW, in circumstances where mitigation
23 pursuant to (2) above would have a negative impact on the characteristic(s)
24 (historic, environmental or unique urban) which served as the basis for declaring
25 an intersection constrained, mitigation needed to pass the test for adequate road
26 facilities on a constrained road facility shall increase the capacity on the
27 constrained facility to the fullest extent possible without negatively impacting the
28 characteristic(s) which caused the road facility to be declared constrained.
- 29 (5) *PROVISIONS APPLICABLE TO DOWNTOWN REVITALIZATION.*
30 (i) FOR ALL FINAL DEVELOPMENT PLAN APPLICATIONS
31 PROPOSING DOWNTOWN REVITALIZATION AND ALL
32 SUBDIVISION AND SITE DEVELOPMENT PLAN APPLICATIONS
33 IN DOWNTOWN COLUMBIA, THE INTERSECTION LEVEL OF
34 SERVICE STANDARD IS 1,600 CLV FOR THE OVERALL

1 INTERSECTION. THE LIMITED INTERSECTION MITIGATION
2 AUTHORIZED IN (4) ABOVE DOES NOT APPLY IN DOWNTOWN
3 COLUMBIA NOTWITHSTANDING THE DECLARATION OF AN
4 INTERSECTION AS CONSTRAINED BECAUSE OF ITS HISTORIC,
5 ENVIRONMENTAL OR UNIQUE URBAN CHARACTER. TO PASS
6 THE TEST FOR ADEQUATE TRANSPORTATION FACILITIES,
7 EACH INTERSECTION SERVING A PROJECT LOCATED IN
8 DOWNTOWN COLUMBIA MUST OPERATE AT NOT LESS THAN
9 1,600 CLV, SUBJECT TO THE PROVISIONS IN (1) - (3) ABOVE.

10 (ii) ALL INTERSECTIONS SERVING A PROJECT LOCATED WITHIN
11 DOWNTOWN COLUMBIA ARE SUBJECT TO POTENTIAL
12 MITIGATION, INCLUDING MODIFICATION OF TRAFFIC SIGNAL
13 EQUIPMENT, TIMING, PHASING AND/OR COORDINATION;
14 CONSTRUCTION OF NEW SIDE STREET THROUGH LANES;
15 EXTENSION OF EXISTING TURN LANES; CONSTRUCTION OF
16 NEW TURN LANES; RE-ALIGNMENT; AND SIMILAR
17 IMPROVEMENTS.

18 (iii) BACKGROUND TRAFFIC GROWTH IN DOWNTOWN COLUMBIA
19 SHALL BE ESTABLISHED BY THE LEVELS OF DEVELOPMENT
20 IN EACH APPROVED FINAL DEVELOPMENT PLAN PROPOSING
21 DOWNTOWN REVITALIZATION

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23 (6) FOR ALL FINAL DEVELOPMENT PLAN APPLICATIONS PROPOSING
24 DOWNTOWN REVITALIZATION, A PEDESTRIAN IMPACT STATEMENT
25 MUST BE PREPARED AS PART OF THE TRAFFIC STUDY TO ASSURE
26 SAFE AND EFFICIENT PEDESTRIAN AND BICYCLE ACCESS AND
27 CIRCULATION WITHIN DOWNTOWN COLUMBIA. THE STATEMENT
28 SHOULD INCLUDE A DESCRIPTION OF EXISTING AND PROPOSED
29 PEDESTRIAN AND BICYCLE FACILITIES, PEDESTRIAN AND BICYCLE
30 INTERSECTION COUNTS, AND THE IMPACT OF ANY PROPOSED ROAD
31 IMPROVEMENTS ON PEDESTRIAN AND BICYCLE SAFETY AND
32 CONVENIENCE.

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(g) *Mitigation Involving Funding of Capital Projects:*

(3) If the Director of Planning and Zoning, after consultation with the Director of Public Works, determines that a road facility is subject to mitigation plans from multiple projects, the director may apportion the mitigation requirements among the developers of the projects, assigning to each project its prorated share of the construction costs. If timing of the mitigation plans is not concurrent or presents other practical difficulties, the director shall require each developer to enter into a major facilities agreement to make a payment in lieu of mitigation. The moneys collected shall be used to fund the costs of a capital project to improve the road facility sufficiently to mitigate the traffic generated by the multiple projects.

(4) IF THE DIRECTOR OF PLANNING AND ZONING, AFTER CONSULTATION WITH THE DIRECTOR OF PUBLIC WORKS, DETERMINES THAT A MITIGATION PLAN TO BE IMPLEMENTED BY A SINGLE DEVELOPER WILL CREATE ROAD CAPACITY IN EXCESS OF THE NEEDS OF THE PROJECT, THE DIRECTOR OF PLANNING AND ZONING SHALL REQUIRE THE DEVELOPER OF EACH SUBSEQUENT PROJECT THAT PROPOSES TO MEET ITS ADEQUATE TRANSPORTATION FACILITIES REQUIREMENTS BY UTILIZING ALL OR A PORTION OF THE EXCESS ROAD CAPACITY TO MAKE A PAYMENT IN AN AMOUNT EQUAL TO THE ESTIMATED PRO RATA SHARE OF THE CONSTRUCTION COSTS OF THE IMPROVEMENT(S). THE MONEYS COLLECTED SHALL BE USED BY THE COUNTY TO FUND TRANSIT INITIATIVES TO MITIGATE TRAFFIC GENERATED BY THE PROJECT. FOR PURPOSES OF THIS SUBSECTION, "SUBSEQUENT PROJECT" DOES NOT INCLUDE A PROJECT PROPOSED BY THE DEVELOPER RESPONSIBLE FOR THE INITIAL CONSTRUCTION OF THE IMPROVEMENT THAT CREATES THE EXCESS ROAD CAPACITY.

(5) ALTERNATIVELY, THE DEVELOPERS OF MULTIPLE PROJECTS MAY JOINTLY PROPOSE A MITIGATION PLAN FOR PURPOSES OF MEETING THE ADEQUATE TRANSPORTATION FACILITIES REQUIREMENT.

1 EACH MITIGATION PLAN PROPOSED UNDER THIS SUBSECTION (5)
2 MUST INDICATE THE PARTICIPANTS IN THE PLAN; WHICH
3 PARTICIPANT(S) WILL BE RESPONSIBLE FOR IMPLEMENTING THE
4 PLAN AND CONSTRUCTING ANY REQUIRED TRANSPORTATION
5 IMPROVEMENTS; AND HOW THE TRANSPORTATION CAPACITY TO
6 BE CREATED WILL BE APPORTIONED AMONG THE PLAN
7 PARTICIPANTS.

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11 ***Section 16.1102. Housing Unit Allocation Concept; Housing Unit Allocation Chart.***

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15 (b) *Housing Unit Allocation Chart:*

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19 (8) DOWNTOWN COLUMBIA HOUSING UNIT ALLOCATIONS: TO
20 ENCOURAGE MIXED USE DEVELOPMENT IN DOWNTOWN
21 COLUMBIA; TO DIRECT DEVELOPMENT TO THE LARGEST OF THE
22 COUNTY'S MIXED USE CENTERS; TO ENCOURAGE DOWNTOWN
23 COLUMBIA'S CONTINUING EVOLUTION AND GROWTH AS THE
24 COUNTY'S URBAN CENTER; AND TO INCREASE THE NUMBER OF
25 HOUSING UNITS AND PEOPLE LIVING IN DOWNTOWN COLUMBIA TO
26 MAINTAIN ACTIVITY AND SUPPORT RESTAURANTS, SHOPS AND
27 ENTERTAINMENT USES, BEGINNING IN FISCAL YEAR 2010:

28 (i) THE ANNUAL HOUSING UNIT ALLOCATION CHART SHALL
29 INCLUDE SUFFICIENT ALLOCATIONS PER YEAR TO ALLOW
30 GENERAL PLAN HOUSING TARGETS FOR DOWNTOWN
31 REVITALIZATION TO BE MET. THE DOWNTOWN COLUMBIA
32 HOUSING UNIT ALLOCATIONS ARE TO BE USED SOLELY FOR
33 RESIDENTIAL AND MIXED USE DEVELOPMENT IN
34 DOWNTOWN COLUMBIA.

1 (ii) A PROJECT IN DOWNTOWN COLUMBIA MAY UTILIZE ANY
2 CURRENT DOWNTOWN COLUMBIA HOUSING UNIT
3 ALLOCATIONS AND ANY ALLOCATED BUT UNUSED
4 DOWNTOWN COLUMBIA HOUSING UNIT ALLOCATIONS FROM
5 PREVIOUS YEARS.

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9 **Section 16.1104. Housing Unit Allocation Process**

10 (a) Granting of Housing Unit Allocations:

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14 (2) This subsection deals with the granting of housing unit allocations to
15 comprehensive projects. Upon initial application of a sketch plan or preliminary
16 equivalent sketch plan UNDER THE SUBDIVISION AND LAND
17 DEVELOPMENT REGULATIONS, A FINAL DEVELOPMENT PLAN
18 PROPOSING DOWNTOWN REVITALIZATION UNDER THE ZONING
19 REGULATIONS, or a site development plan for comprehensive projects that do
20 not require subdivision, tentative housing unit allocations shall be granted if
21 available. Tentative housing unit allocations remain valid, provided the
22 developer continues to meet all required milestones and become permanent upon
23 THE FIRST TO OCCUR OF (i) recordation of the FINAL DEVELOPMENT
24 PLAN PROPOSING DOWNTOWN REVITALIZATION; (ii) RECORDATION
25 OF THE subdivision; or (iii) signature approval of the site development plan,
26 except as provided in Section 16.1106(H)(2) of this Subtitle.

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30 **Section 16.1105. Processing of plans subject to test for adequate [[road]]**
31 **TRANSPORTATION facilities and/or tests for adequate school facilities and/or test for**
32 **housing unit allocations**

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2 (b) *Processing Applications for Approval of Non-residential Projects:*

3 (1) *Review of application by Subdivision Review Committee:* Upon receipt of a
4 complete application for approval of a nonresidential project, the Department of
5 Planning and Zoning shall distribute the application to the Subdivision Review
6 Committee for recommendations as to whether the project meets the
7 requirements of the subdivision regulations and passes the test for adequate
8 [[road]] TRANSPORTATION facilities.

9 (2) *Approval.* If the nonresidential project meets the requirements of the subdivision
10 regulations and passes the test for adequate [[road]] TRANSPORTATION
11 facilities, the Director of Planning and Zoning shall approve the project for
12 adequate road facilities (see (d) below).

13 (c) *Processing Applications for Approval of Residential Projects AND PROJECTS*
14 *CONTAINING RESIDENTIAL AND NON-RESIDENTIAL USES:*

15 (1) *Adequate [[road]] TRANSPORTATION facilities test:* Upon receipt of a
16 complete application for approval of a residential project OR A PROJECT
17 CONTAINING RESIDENTIAL AND NON-RESIDENTIAL USES, the project
18 shall be tested for adequate [[road]] TRANSPORTATION facilities.

19 (2) *Test for allocations:*

20 (i) *Conventional residential projects:* If the conventional residential project
21 meets the requirements of the subdivision regulations and passes the test
22 for adequate [[road]] TRANSPORTATION facilities, the project will
23 then be tested for availability of housing unit allocations.

24 (ii) *Comprehensive [residential] projects:* Upon receipt of a complete
25 INITIAL PLAN STAGE application for approval of a comprehensive
26 [residential] project

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30 (d) *Approvals:*

31 (1) *[[Road]] TRANSPORTATION facilities – subdivision:* Once a subdivision has
32 been approved for adequate [[road]] TRANSPORTATION facilities, no further
33 approval for adequate [[road]] facilities for that project is required during the
34 subdivision or site development plan approval process, provided that:

- 1 (i) The developer continues to meet all required milestones;
- 2 (ii) The developer executes a major facilities agreement for any proposed
- 3 mitigation;
- 4 (iii) The subdivision project proceeds to recordation and is recorded; and
- 5 (iv) The project’s traffic volume in the site development plan traffic study
- 6 does not exceed the project’s traffic volume in the traffic study which
- 7 formed the basis for passing the test for adequate [[road]]
- 8 TRANSPORTATION facilities during the subdivision plan approval
- 9 process. If the traffic volume in the site development plan traffic study
- 10 exceeds the traffic volume in the subdivision traffic study, the site
- 11 development plan will be tested for the excess traffic only.
- 12 (2) *[[Road]] TRANSPORTATION FACILITIES – site development plan:* Once a site
- 13 development plan has been approved for adequate [[road]] TRANSPORTATION
- 14 facilities, no further approval for adequate [[road]] TRANSPORTATION
- 15 facilities is required, provided that the developer executes a major facilities
- 16 agreement for any proposed mitigation.
- 17 (3) *[[ROAD]] TRANSPORTATION FACILITIES – FINAL DEVELOPMENT PLANS*
- 18 *PROPOSING DOWNTOWN REVITALIZATION: ONCE A FINAL*
- 19 *DEVELOPMENT PLAN PROPOSING DOWNTOWN REVITALIZATION*
- 20 *HAS BEEN APPROVED FOR ADEQUATE TRANSPORTATION*
- 21 *FACILITIES, NO FURTHER APPROVAL FOR ADEQUATE FACILITIES*
- 22 *FOR THAT PROJECT IS REQUIRED DURING THE SUBDIVISION OR SITE*
- 23 *DEVELOPMENT PLAN APPROVAL PROCESS, PROVIDED THAT:*
- 24 (i) THE DEVELOPER CONTINUES TO MEET ALL REQUIRED
- 25 MILESTONES;
- 26 (ii) THE DEVELOPER EXECUTES A MAJOR FACILITIES
- 27 AGREEMENT FOR ANY PROPOSED MITIGATION;
- 28 (iii) THE FINAL DEVELOPMENT PLAN IS RECORDED; AND
- 29 (iv) THE DEVELOPER HAS SUBMITTED AN AFFIDAVIT STATING
- 30 THE PROJECT’S TRAFFIC VOLUMES IN THE SUBDIVISION AND
- 31 SITE DEVELOPMENT PLAN TRAFFIC STUDY DO NOT EXCEED
- 32 THE PROJECT’S TRAFFIC VOLUMES IN THE TRAFFIC STUDY
- 33 WHICH FORMED THE BASIS FOR PASSING THE TEST FOR
- 34 ADEQUATE TRANSPORTATION FACILITIES DURING THE

1 INITIAL PLAN STAGE APPROVAL PROCESS. IF THE TRAFFIC
2 VOLUMES IN THE SUBDIVISION OR SITE DEVELOPMENT
3 PLAN TRAFFIC STUDY EXCEED THE TRAFFIC VOLUMES IN
4 THE INITIAL PLAN STAGE TRAFFIC STUDY, THE SUBDIVISION
5 OR SITE DEVELOPMENT PLAN, AS APPLICABLE, WILL BE
6 TESTED FOR THE EXCESS TRAFFIC ONLY.
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8 **Section 16.1106. Milestones**

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12 (e) ***Timing for Nonresidential Projects AND DOWNTOWN REVITALIZATION:*** For
13 nonresidential projects AND ALL DOWNTOWN REVITALIZATION, each milestone
14 occurs 9 months after the starting date.
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16 **Section 16.1110. Definitions**

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20 ***INITIAL PLAN STAGE:*** AN INITIAL PLAN STAGE MEANS EITHER (i) A SKETCH PLAN
21 OR PRELIMINARY EQUIVALENT SKETCH PLAN UNDER THE SUBDIVISION AND
22 LAND DEVELOPMENT REGULATIONS; (ii) A FINAL DEVELOPMENT PLAN
23 PROPOSING DOWNTOWN REVITALIZATION UNDER THE ZONING REGULATIONS;
24 OR (iii) A SITE DEVELOPMENT PLAN IF SUBDIVISION IS NOT REQUIRED.

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28 ***FINAL DEVELOPMENT PLAN PROPOSING DOWNTOWN REVITALIZATION:*** A DRAWING
29 OR SERIES OF DRAWINGS, AT AN APPROPRIATE SCALE, AND RELATED TEXT
30 COVERING ALL OR A PORTION OF DOWNTOWN COLUMBIA THAT PROPOSES
31 DEVELOPMENT PURSUANT TO SECTION 125.E OF THE ZONING REGULATIONS.

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1 *DOWNTOWN COLUMBIA*: THE GEOGRAPHIC AREA LOCATED IN THE FOLLOWING
2 APPROVED AND RECORDED FINAL DEVELOPMENT PLAN PHASES: PHASE 4,
3 PHASE 4-A-5, PHASE 21, PHASE 47-A-7, PHASE 52, PHASE 62-A-1, PHASE 95, PHASE
4 101-A, PHASE 105, PHASE 111-A-1, PHASE 115, PHASE 121, PHASE 122-A, PHASE 139-
5 A-3, PHASE 140-A-1, PHASE 192-A, PHASE 211, PHASE 217-A-1, PHASE 219, PHASE 234,
6 AND THE AREA WITHIN THE FOLLOWING DESCRIBED LIMITS:

7
8 **ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN HOWARD COUNTY,**
9 **MARYLAND AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:**

10
11 A PORTION OF THE RESIDUE OF THE 801.198 ACRE PARCEL OF LAND
12 CONVEYED BY G & S ENTERPRISES, INC. TO THE HOWARD RESEARCH AND
13 DEVELOPMENT CORPORATION BY DEED DATED OCTOBER 14, 1963 AND
14 RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY IN LIBER
15 409, FOLIO 8, AND THE 53 ACRE PARCEL OF LAND CONVEYED BY SEBRING,
16 INC. TO THE HOWARD RESEARCH AND DEVELOPMENT CORPORATION BY
17 DEED DATED NOVEMBER 7, 1963 AND RECORDED AMONG THE AFORESAID
18 LAND RECORDS IN LIBER 409, FOLIO 549.

19
20 MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

21
22 BEGINNING AT A POINT ON THE EASTERN RIGHT-OF-WAY LINE OF
23 BROKEN LAND PARKWAY, AS RECORDED IN PLAT NO. 6598 AMONG THE
24 LAND RECORDS OF HOWARD COUNTY, MARYLAND, SAID POINT BEING ON
25 THE SOUTHERN RIGHT-OF-WAY LINE OF LITTLE PATUXENT PARKWAY,
26 ROUTE 175, WIDTH VARIES, AS RECORDED IN PLAT BOOK 12, PLAT NO. 60;
27 THENCE DEPARTING SAID BROKEN LAND PARKWAY AND RUNNING WITH
28 THE SOUTHERN LINES OF SAID LITTLE PATUXENT PARKWAY

29 174.04 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A
30 RADIUS OF 676.29 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH
31 87°37'00" EAST 173.56 FEET TO A POINT; THENCE

32 NORTH 85°00'39" EAST 665.90 FEET TO A POINT ON THE EASTERN
33 LINE OF LOT 9B, AS RECORDED IN PLAT BOOK 15, PLAT NO. 32; THENCE
34 DEPARTING SAID LITTLE PATUXENT PARKWAY AND RUNNING WITH THE
35 WESTERN LINE OF SAID LOT 9B

36 SOUTH 04°59'21" EAST 27.00 FEET TO A POINT BEING THE
37 NORTHWEST CORNER OF THE EXTERIOR BOUNDARY OF LOT 23,

1 COLUMBIA, TOWN CENTER, SECTION 1, AS RECORDED IN PLAT BOOKS
2 13535 AND 13536; THENCE DEPARTING SAID LOT 9B AND RUNNING WITH
3 THE LINES OF SAID LOT 23
4 200.24 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
5 RADIUS OF 260.75 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH
6 17°00'39" WEST 195.36 FEET TO A POINT; THENCE
7 SOUTH 39°00'39" WEST 20.04 FEET TO A POINT; THENCE
8 358.03 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
9 RADIUS OF 905.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH
10 50°20'39" WEST 355.70 FEET TO A POINT; THENCE
11 SOUTH 61°40'39" WEST 102.79 FEET TO A POINT; THENCE
12 251.98 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A
13 RADIUS OF 225.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH
14 29°35'39" WEST 239.02 FEET TO A POINT; THENCE
15 SOUTH 02°29'21" EAST 272.12 FEET TO A POINT; THENCE
16 SOUTH 82°37'23" EAST 315.92 FEET TO A POINT; THENCE
17 SOUTH 16°14'58" EAST 275.00 FEET TO A POINT; THENCE
18 SOUTH 65°24'27" EAST 516.84 FEET TO A POINT; THENCE WITH THE
19 LINE OF SAID LOT 23, AND THE TERMINUS LINE OF SYMPHONY WOODS
20 ROAD, A PUBLIC RIGHT-OF-WAY, UNIMPROVED, AS RECORDED IN PLAT
21 BOOK 30, PLAT NO. 45, AND THE SOUTHERN LINE OF LOT 11C, RECORDED IN
22 PLAT BOOK 30, PLAT NO. 45
23 NORTH 79°40'05" EAST 891.63 FEET TO A POINT ON A WESTERN LINE
24 OF LOT 1, COLUMBIA TOWN CENTER, SECTION 5, AREA 4, AS RECORDED IN
25 PLAT NO. 14054; THENCE DEPARTING SAID LOT 11C AND RUNNING WITH
26 THE LINES OF SAID LOT 1
27 SOUTH 08°22'37" WEST 199.80 FEET TO A POINT; THENCE
28 SOUTH 56°51'37" EAST 133.42 FEET TO A POINT; THENCE
29 SOUTH 21°05'06" WEST 924.51 FEET TO A POINT ON THE NORTHERN
30 RIGHT-OF-WAY LINE OF BROKEN LAND PARKWAY, AS RECORDED ON
31 MARYLAND STATE HIGHWAY ADMINISTRATION RIGHT-OF-WAY MAPS
32 51703, 51704, 51705 & 52147; THENCE DEPARTING SAID LOT 1 AND RUNNING
33 WITH THE RIGHT-OF-WAY OF SAID BROKEN LAND PARKWAY
34 SOUTH 76°02'42" WEST 239.27 FEET TO A POINT; THENCE
35 SOUTH 86°19'11" WEST 75.00 FEET TO A POINT; THENCE
36 NORTH 39°13'05" WEST 86.02 FEET TO A POINT; THENCE
37 SOUTH 86°19'11" WEST 234.41 FEET TO A POINT; THENCE

1 SOUTH 39°28'56" WEST 53.89 FEET TO A POINT; THENCE
2 339.06 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
3 RADIUS OF 536.62 FEET AND A CHORD BEARING AND DISTANCE OF NORTH
4 77°37'57" WEST 333.45 FEET TO A POINT; THENCE
5 NORTH 60°39'20" WEST 378.19 FEET TO A POINT; THENCE
6 425.83 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
7 RADIUS OF 1,350.00 FEET AND A CHORD BEARING AND DISTANCE OF
8 NORTH 49°20'57" WEST 424.07 FEET TO A POINT; THENCE
9 SOUTH 47°39'26" WEST 33.45 FEET TO A POINT ON THE EASTERN
10 RIGHT-OF-WAY LINE OF BROKEN LAND PARKWAY AS RECORDED IN PLAT
11 NO. 6598; THENCE RUNNING WITH SAID BROKEN LAND PARKWAY
12 346.21 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
13 RADIUS OF 1,070.92 FEET AND A CHORD BEARING AND DISTANCE OF
14 NORTH 23°00'44" WEST 344.70 FEET TO A POINT; THENCE
15 NORTH 13°45'03" WEST 972.71 FEET TO A POINT; THENCE
16 524.31 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A
17 RADIUS OF 806.47 FEET AND A CHORD BEARING AND DISTANCE OF NORTH
18 04°52'27" EAST 515.13 FEET TO A POINT; THENCE
19 NORTH 23°29'57" EAST 147.00 FEET TO A POINT; THENCE
20 NORTH 61°35'15" EAST 123.74 FEET TO THE POINT OF BEGINNING
21 CONTAINING 2,843,633 SQUARE FEET OR 65.2808 ACRES, MORE OR LESS.

22
23 *DOWNTOWN REVITALIZATION: DEVELOPMENT PROPOSED IN DOWNTOWN*
24 *COLUMBIA AFTER [EFFECTIVE DATE].*

25
26 **Section 2. *Be it further enacted*** by the County Council of Howard County, Maryland, that this
27 *Act shall become effective 61 days after its enactment.*

28
29 *L&B 1048547v4/07450.0040*