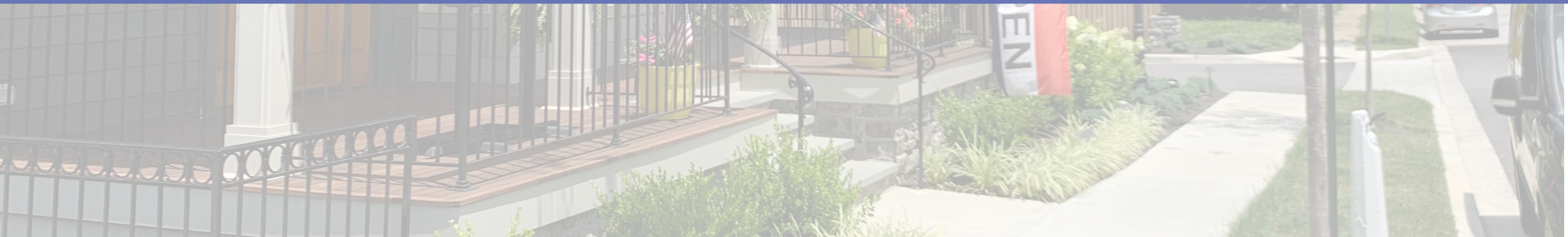




CHAPTER 7

QUALITY BY DESIGN



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.



New Town COLUMBIA

New Town Columbia stands out as a carefully planned community initiated by a single developer with a vision to be carried out over time. In 1967, Columbia’s founder, James Rouse, set out to design and build a city. A conscious, planned approach, this novel endeavor resulted in one of the most talked about New Towns of mid-20th century America, an inspiration for planned communities across the country. Rouse envisioned the planned community of Columbia as a socially responsible, environmentally friendly, and financially successful place in which people of all ages, incomes, and backgrounds could grow as individuals, neighbors, and citizens. Today, Columbia is a thriving unincorporated city with over 100,000 residents living in ten villages, each containing multiple neighborhoods. His strategic vision for what was to be a new kind of community that he applied to the development of New Town Columbia included the following objectives:

1. Provide a real, comprehensive, balanced city.
2. Respect the land and allow the land to impose itself as a discipline on the form of the community.
3. Provide the best possible environment for the growth of people.
4. Realize a profit.

Columbia includes ten villages, each containing multiple neighborhood clusters organized around a village center. The ten villages are organized around Town Center, which includes Downtown Columbia. As “Respect for the Land” was one of the four formative goals for Columbia, clustered development patterns and the curvilinear road network are informed by the open space system, which is defined by the natural drainage patterns. The open spaces and roads, therefore, serve a dual role in both connecting and separating the distinct components of Columbia. Because it follows natural drainage patterns, much of the open space network has historically been located behind structures.

Most of Columbia’s village centers are inward-oriented and located on neighborhood-serving roads. As Town Center and the village centers mature and, in some cases, redevelop, development patterns are following more recent trends that increase the visibility of retail uses and emphasize walkability. Other distinct characteristics of Columbia include the emphasis on landscape; the incorporation of lakes in Town Center and several villages, and the retention of historic features, such as former manor homes, barns, and hedgerows. Despite having an extensive pathway and sidewalk network, Columbia is generally auto-oriented. It is trending, however, toward redevelopment and has begun to incorporate infrastructure improvements that enhance bicycle accommodations and walkability.

DOWNTOWN COLUMBIA

In 2010, Howard County adopted the Downtown Columbia Plan following five years of debate, discussion, and dialogue with a wide array of stakeholders. The plan’s goal is to revitalize downtown, creating a diverse, mixed-use, physically distinctive, and human-scaled place with a rich variety of housing choices, business opportunities, and recreational, civic, cultural, and educational amenities. The plan’s implementation is well underway, with many investments completed or in process to realize this vision.

MAJOR PROVISIONS OF NEW TOWN ZONING

In 2014, Columbia Association’s planning staff (the late Jane Dembner) prepared a New Town Zoning Briefing Paper for the Columbia Association Board of Directors. This briefing paper noted that New Town zoning regulations were adopted in 1965 and remained relatively unchanged until 2009 and 2010, when changes were made to address village center redevelopment and Downtown Columbia revitalization. The briefing paper listed the following as major provisions of New Town zoning regulations:

- **District size:** a New Town zoning district must contain at least 2,500 contiguous acres. (Columbia is the County’s only New Town district and comprises 14,272 acres.)
- **Flexibility in land use:** New Town permits all uses allowed in other county zoning districts except heavy manufacturing and mobile homes.
- **Open space preservation:** New Town zoning requires that 36 percent of the lands zoned New Town be for open space uses. This requirement, combined with the design of Columbia, has resulted in a distinctive tight weave of Columbia’s open space areas, residential neighborhoods, and clustered housing sites. Columbia’s open space is a defining and distinguishing feature of Columbia.
- **Overall housing density:** Overall density (gross density) may not exceed 2.5 dwelling units per acre of New Town zoned land. The maximum number of dwellings permitted by the Downtown Columbia redevelopment process is in addition to this density limit.
- **Mixed-use requirements:** New Town requires a mix of various land uses, with minimum and maximum percentages and allows flexibility in the geographic placement of those uses.

The General Plan does not propose to change these provisions. New Town embodies much of HoCo By Design’s intended goals: walkability, diverse housing options, and equitable access to open space. Continuity of neighborhoods is critical to the feel and success of New Town.

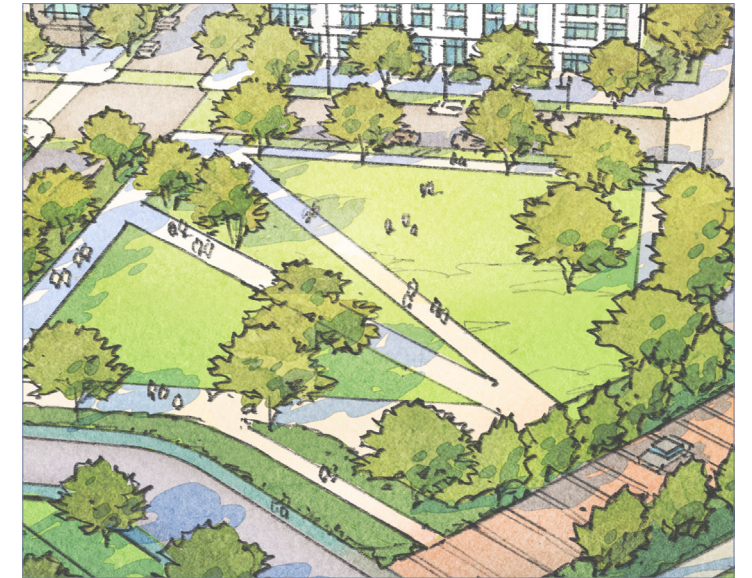
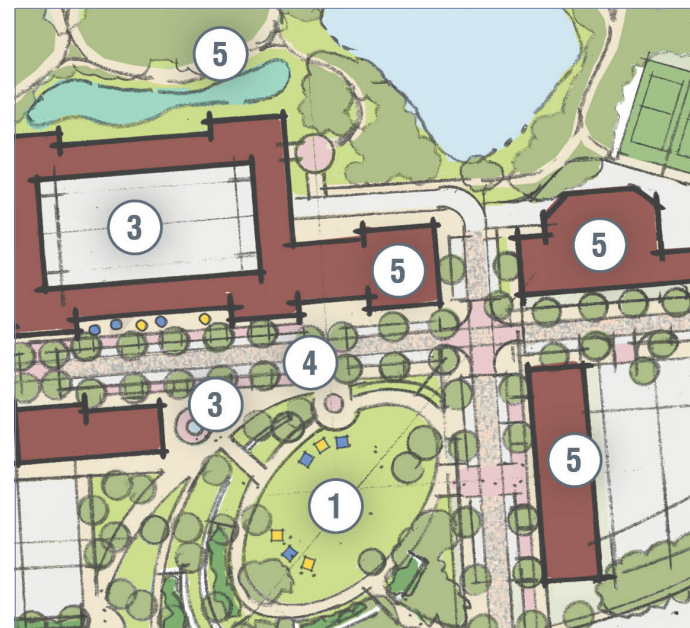
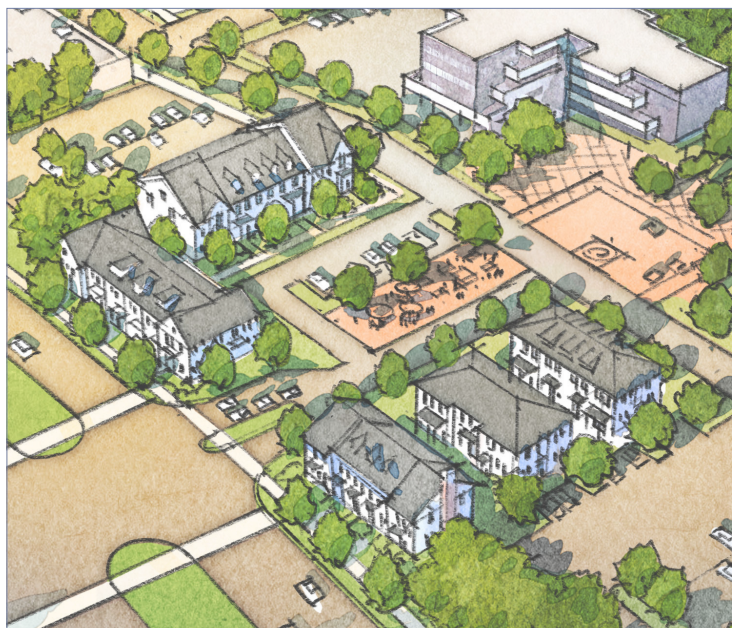


NEW TOWN COLUMBIA DESIGN SESSIONS

Recognizing the special nature of Columbia, the HoCo By Design project team hosted discussions about general design principles in Columbia over the course of three different events. In May 2021, the team hosted two virtual meetings to discuss general design principles and how they contribute to Columbia's overall community character and sense of place. Through interactive polling, meeting attendees helped identify and prioritize aspects of community character to preserve, enhance, transform, or strengthen. At an in-person open house in July 2021, residents had a chance to view concepts that emerged from feedback at the May meetings and speak directly with the design team.



These concepts applied to village centers, commercial corridors, and employment centers. Following the in-person open house, the public was invited to share feedback on the illustrated concepts through a survey. In September 2021, the HoCo By Design team hosted a Draft Plan Workshop Series. As part of this series, the team presented more detailed drawings that highlighted the application of specific design concepts in Columbia. A selection of these drawings is provided below. The full set of drawings are included in HoCo By Design's Technical Appendix C: Focus Areas.



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.



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.

Columbia's original master plan contained a focus on open space in proportion to other land uses that has been preserved over the decades and results in a wooded suburban community. The architectural character, although representing an earlier era, is also part of the community's signature feel. One of Columbia's founding principles was to provide a full-spectrum of housing that still exists today and provides the majority of affordable housing options in the County. Older parts of Columbia have some of the County's highest proportion of multi-family units and more affordable older single-family homes and townhouses. This relationship should be acknowledged and considered when determining locations for new affordable housing.

The New Town Zoning District represents more than 14,000 acres and 28,000 parcels in Columbia. Created as a planned community by a visionary developer over 50 years ago, it is today frequently cited as one of the best places to live in the country. Columbia has a unique sense of place that its residents want to preserve, enhance, and strengthen. 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.

The regulatory framework of New Town zoning establishes minimum and maximum proportions of open space, residential, commercial, industrial, and other land uses in addition to an overall density cap. Past General Plans evaluated and recommended updates to this framework resulting in the 2009 Village Center Revitalization zoning process update and the 2010 Downtown Columbia Master Plan which added residential units above this cap and established different land use percentages for Downtown. The New Town District is comprised of 268 approved Final Development Plans (FDPs) that enumerate parcel-specific regulations and cross-reference use and bulk provisions of non-New Town zoning districts. The FDP structure was designed to provide significant flexibility to the master developer and majority land owner of this planned community as it was developing. This regulatory structure and associated processes could be evaluated to ensure more efficient administration of the New Town Zone.

A review of the New Town Zoning District and its character-defining elements by a task force would provide an opportunity to ensure that the regulatory structure is calibrated to successfully carry forward New Town zoning.



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. Evaluate the existing historic district zones and consider replacing them with new historic zoning district overlays or form-based districts.
3. 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.
4. Create a taskforce that is appointed by County Council and the County Executive to evaluate and make recommendations on how to carry forward New Town's planned community framework.



TECHNICAL APPENDIX B

CHARACTER AREAS








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	Village Activity Center			
Open Space	Multifamily Neighborhood			
Rural Conservation	Single Family Neighborhood	Industrial	Downtown Columbia	
Rural Living	Mixed Use Neighborhood	Campus	Regional Activity Center	
	Rural Crossroads	Suburban Commercial	Transit Activity Center	
Historic Community				Industrial Activity Center
				Mixed-Use Activity Center

Building Types and Massing

Buildings are generally one to five stories tall. Building footprints will vary from small to large depending on the use. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

Streets in existing Suburban Commercial areas are generally auto-oriented without dedicated infrastructure for pedestrians or bicycles internal to the site. New or redeveloped areas must accommodate safe and efficient pedestrian or bicycle movements into and within the site using a “park-once” design concept for surface parking lots. Landscaped sidewalks with protective curbs and dedicated pathways with seating are encouraged.



CHARACTER AREA: DOWNTOWN COLUMBIA

Land comprising Downtown Columbia. The Downtown Columbia Plan, adopted in 2010, creates a 30-year master plan for the revitalization and redevelopment of Downtown Columbia. The Downtown Columbia Plan states “Downtown Columbia will be a diverse, mixed-use, livable, physically distinctive and human-scaled place with a range of housing choices and recreational, civic, cultural and educational amenities.” As part of the Downtown Columbia Plan, Neighborhood Design Guidelines ensure a consistent and high level of design standard for Downtown Columbia. For more information on the character of Downtown Columbia, refer to the Downtown Columbia Plan.¹



¹ A copy of the Downtown Columbia Plan is available from the Department of Planning and Zoning.

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

Transportation Considerations

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



CHARACTER AREA: VILLAGE ACTIVITY CENTER

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

The design of Village Activity Centers should transition effectively between residential and nonresidential uses. Active public spaces should be included between buildings. Residential units or office space may be found above storefronts. Homes in and surrounding the center of development may offer several choices to live and experience the Village Activity Center. These housing types should include, but are not limited to, missing middle homes. Parking could be satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. Sites should effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access and circulation away from adjacent neighborhoods.

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

Transformation of these areas to support mixed-use development will require deliberate planning and phasing to keep the areas viable during their period of change. Redevelopment of Village Activity Centers should instill the principles from the original vision for Columbia, and the focus on Village Activity Centers to serve the needs of residents within, and surrounding, the centers.



Street and Block Pattern

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

Open Spaces and Natural Resources

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

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

Building Types and Massing

Building types should mix uses horizontally and vertically, and should include residential, office, and commercial uses to support the needs of those who live and work in and around the Village Activity Center. Buildings should be of a scale and design compatible with nearby development. Residential units or office space may be found above storefronts in the core of the development. Apartments or condominiums should be stacked over ground floor commercial. Village Activity Centers should provide a wide variety of housing choices including missing middle



housing types. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

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





TECHNICAL APPENDIX C

FOCUS AREAS

INTRODUCTION

This appendix presents the results of several focus area studies conducted as part of the HoCo By Design General Plan update. The concept plans, illustrations, and precedent images presented in this appendix depict redevelopment and infill approaches in different settings. Focus areas presented include New Town Columbia, Gateway, and Rural Crossroads.

The illustrative design concepts are supplementary to the design-related policies presented in the Quality By Design chapter, as well as the character area descriptions presented in the Growth and Conservation Framework chapter and the Character Areas technical appendix. The concepts illustrate hypothetical approaches and do not represent proposals for development.

Information presented in this appendix should inform different implementation activities that will follow adoption of the General Plan, including, but not limited to, forthcoming regulation updates, a master plan for Gateway, and/or new design guidelines and character-based or form-based codes.

The Design Process

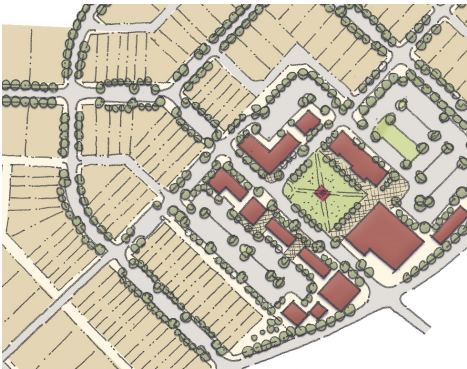
The design process for these focus areas varied; a brief summary of the process used for each area follows.

Columbia: New Town and Gateway

A series of design sessions for the New Town and Gateway areas in Columbia were held to study community character and possible approaches to redevelopment, should it occur. Each event built upon the previous effort to do the following: 1) identify design principles important for different areas; 2) present draft illustrative design concepts for comments, based on prior community feedback; and 3) present final illustrative design concepts.

Rural Crossroads

The HoCo By Design consultant team created two illustrative concepts to communicate potential design approaches for the Rural Crossroads character area. Public comments from a community workshop in the Rural West influenced some of the design principles depicted in the illustrations.



APARTMENT COMPLEX REDEVELOPMENT ILLUSTRATIVE CONCEPT

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

Design and Planning Principles Illustrated in the Concept

1. Greater Housing Options

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

2. Designed with the Grade

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

3. More Meaningful Open Space

- a. Preserve garden-style green space and large setback areas with frontage to the road as an important design feature of New Town.
- b. Public frontage for the village green is highly visible and accessible.
- c. Buildings front onto open space, providing “eyes on the park” and helping activate the space.
- d. Open spaces accommodate a mix of active and passive recreation.

4. Enhanced Natural Systems and Energy Efficiency

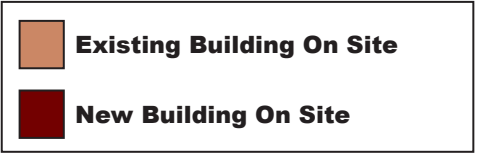
- a. Natural open space corridors extend into the redevelopment site.
- b. Stormwater management serves as an aesthetic and educational feature of the site design.
- c. Tree canopy is increased and new woodland plantings extend into the site to connect to the broader woodland system.
- d. Beneficial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

5. Multi-modal Connections

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

6. Sensitivity to Context and Development Transitions

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



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

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

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

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

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



The illustration highlights one of many possible concepts to develop a large, active community green for a residential community.

In this concept drawing, the green is large enough to host events for community members and may include formal and informal gathering areas. Residential buildings along the community green help frame the space and provide “eyes on the street” during all periods of the day.



PARKING LOT INFILL DEVELOPMENT ILLUSTRATIVE CONCEPT

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

Design and Planning Principles Illustrated in the Concept

1. New Land Uses

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

2. Infill Development

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

3. Parkway Design

- Parkways are enhanced through continued understated commercial centers.
- Landscape and expanded tree canopy minimize visual impact of parking areas.

4. Enhanced Public Realm

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

5. Reinforced Connections

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

6. Enhanced Natural Systems and Energy Efficiency

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



The illustration highlights one of many possible approaches to infill new buildings and open space on surface parking lots, with sensitivity to existing neighborhoods across the street.

In this concept drawing, the large surface parking lot between Broken Land Parkway and the buildings at the Woodmere Office Park is replaced with a mix of residential and small format retail and office uses. A parking deck is added to accommodate parking needs. Small public spaces are added in between buildings.

Reimagining the area respects the parkway character (tree-lined streets) of Columbia with larger setbacks from the road. The building architecture used on the site complements the height, material, and roof design of the buildings in the lakeside neighborhood across the street (bottom left portion of the drawing).



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

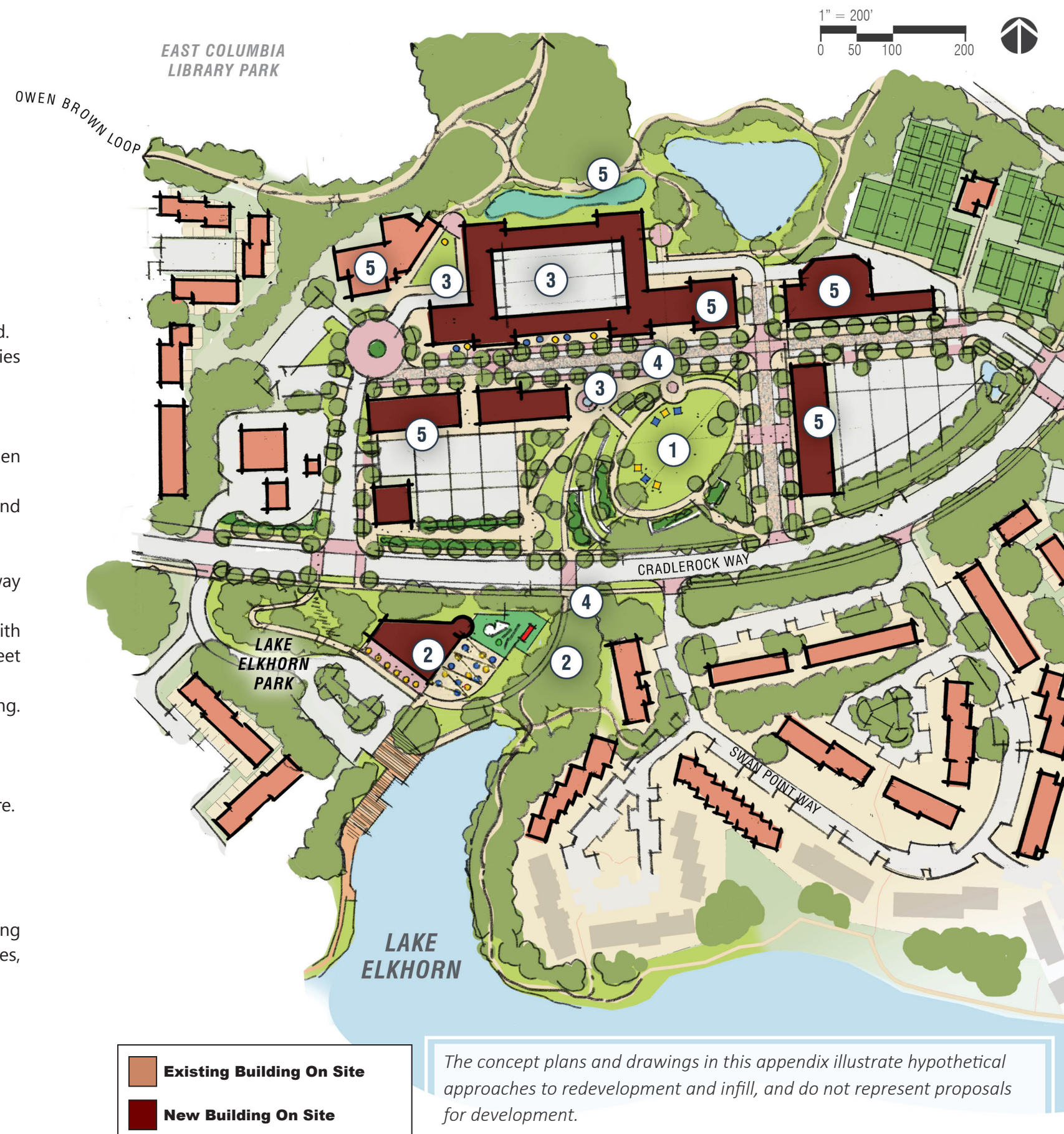
- The village center is established as a visible and meaningful destination along the open space and pathway network and from nearby neighborhoods.
- Multiple destinations are located within the village center, including gathering places adjacent to interfaith centers, places for cultural expression 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).





The illustration highlights one of many possible concepts for creating more active, walkable village centers in Columbia. In this concept drawing, the village center would be redeveloped to focus on a community green large enough to host events for the surrounding neighborhoods.

Destination-based uses are oriented toward the community green with residential uses above storefronts and professional offices. Building heights are sensitive to surrounding neighborhoods. Open space and trees are used to transition between adjacent uses. The village center's design, location, and surrounding infrastructure should promote walking and biking.

COMMERCIAL CORRIDOR REDEVELOPMENT ILLUSTRATIVE CONCEPT

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

Design and Planning Principles Illustrated in the Concept

1. Focal Point Established for the Activity Center

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

2. Expanded Land Uses

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

3. Walkable Public Realm

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

4. Local Transit and Mobility Options

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

5. Parkway Character Enhanced

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

6. Future Flexibility

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

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

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



The illustration highlights one of many possible concepts for repurposing existing shopping centers as new walkable activity centers.

In this concept drawing, existing buildings on individual lots are reoriented to complement each other, and a connected network of open space is used to unify the site. A small green along Snowden River Parkway provides a focal point for the activity center, and an expanded mix of residential and nonresidential uses keeps the area active for longer periods of the day.

Reimagining the activity center respects the tree-lined parkway character with larger setbacks from the road. Site design elements and investments in infrastructure encourage visitors to park once and walk often after arriving at the center.



COMMERCIAL CORRIDOR INFILL DEVELOPMENT ILLUSTRATIVE CONCEPT

The concept illustrates how moderate infill development can occur on surface parking lots that serve existing suburban shopping centers or office parks; activate new open spaces; and foster connections between land uses and the broader open space/pathway network.

Design and Planning Principles Illustrated in the Concept

1. Strategic Infill Development

- a. New land uses leverage the value of activated space—whether natural open space or community gathering areas.

2. Extended Street Network

- a. New internal streets connect the activity center to surrounding neighborhoods and employment centers, provide internal connections to destinations within the activity center, and offer more options for automobiles, bicyclists, and pedestrians moving around the activity center.
- b. Internal streets are realigned to maximize opportunities for infill development and redevelopment.

3. Enhanced Connections

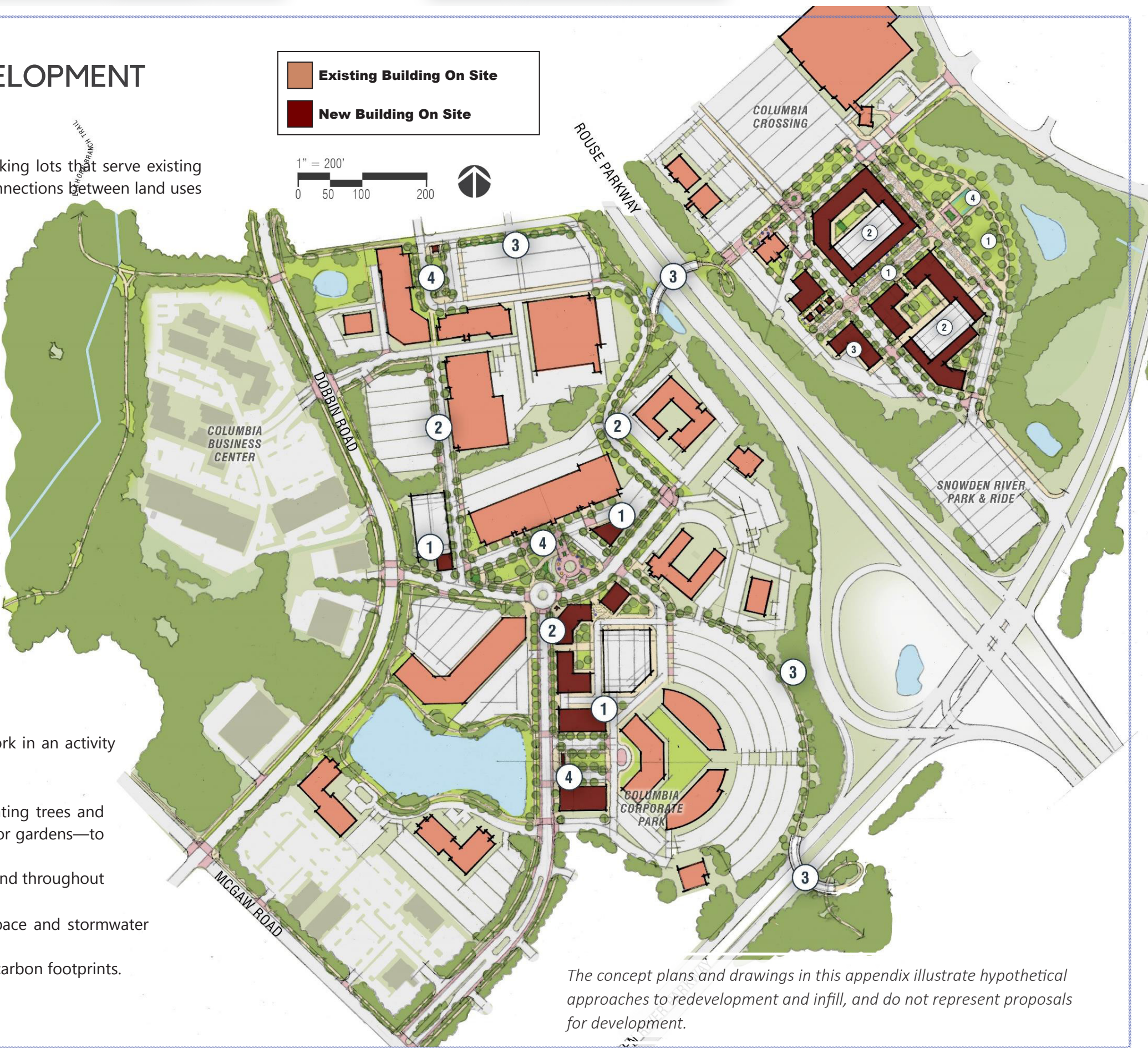
- a. Throughout the activity center, an open space and pathway network is created that connects to a larger regional network.
- b. Employment centers and neighborhoods are linked to new or reimagined activity centers to help reduce the County's dependency on automobiles for short trips.

4. Meaningful Open Spaces

- a. Surface parking lots are replaced with amenity areas where buildings or uses front and activate open spaces.
- b. Destinations and experiences are provided along the entire pathway network in an activity center.

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

- a. Environmental site conditions are improved through activities such as planting trees and beneficial landscapes—including meadows, limited mow areas, and pollinator gardens—to promote habitat diversity.
- b. Environmental site design practices are used along internal street networks and throughout the site to improve stormwater management.
- c. Some areas of underutilized parking are replaced with expanded green space and stormwater management.
- d. Solar panels and energy efficient or green buildings may be used to reduce carbon footprints.

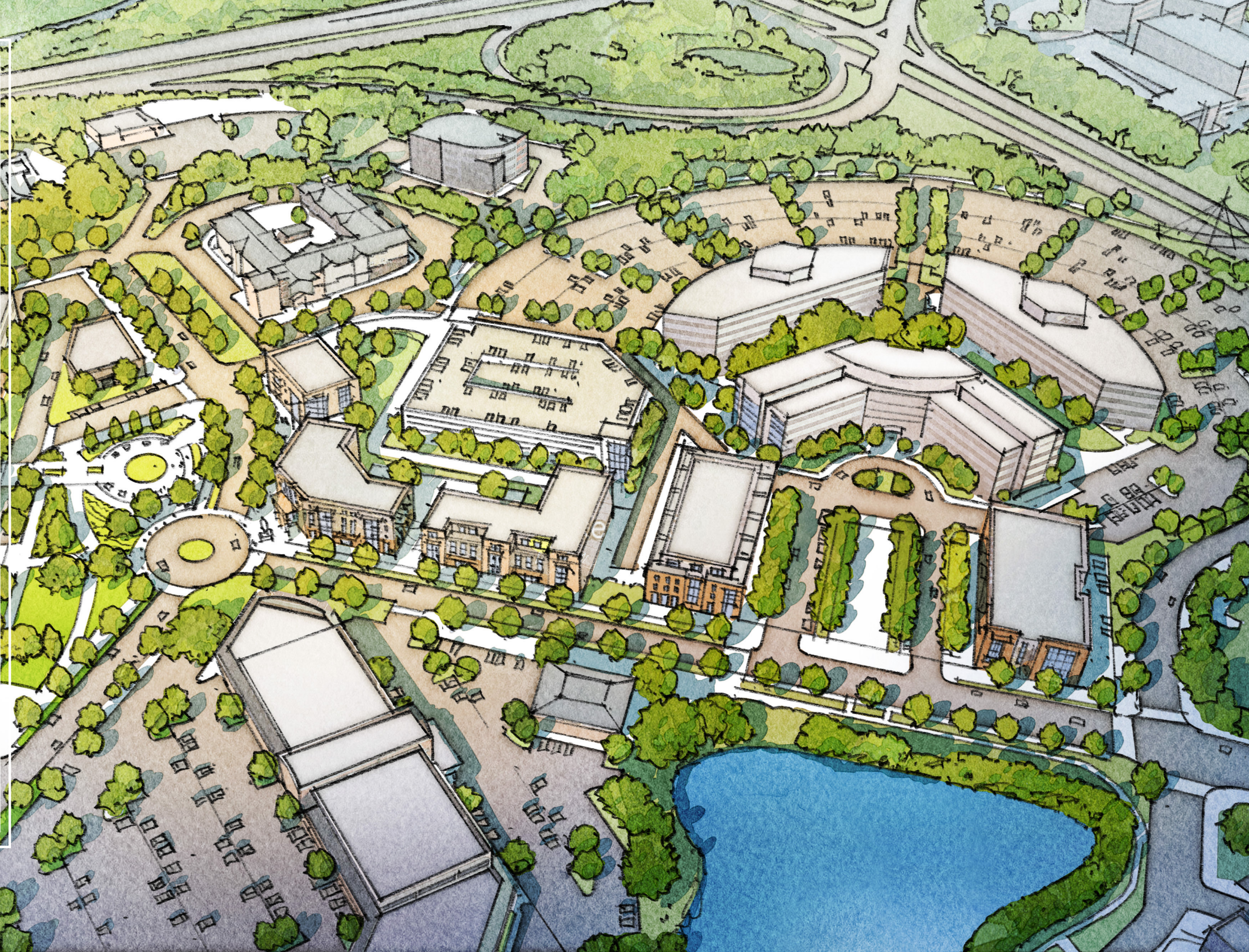


The concept plans and drawings in this appendix illustrate hypothetical approaches to redevelopment and infill, and do not represent proposals for development.

The illustration highlights one of many possible concepts to infill existing office parks with different uses that keep the areas active for longer periods of the day.

In this concept drawing, the existing internal street network is extended in several directions to create a more connected grid of streets that supports non-automobile travel between destinations. A community green provides a focal point for the reimagined activity center. A connected network of open space throughout the center unifies the site and, where appropriate, connects to adjacent development to expand the community's walkshed within and adjacent to the center (see pedestrian bridge over Rouse Parkway on the right side of the drawing).

Over time, changes in transportation technology (such as autonomous vehicles or other technologies that reduce parking demand) may free up more surface parking lots for redevelopment or conversion to green open space.



PARKING LOT REDEVELOPMENT ILLUSTRATIVE CONCEPT

The concept illustrates how large parking lots and underutilized big box uses can be repurposed with mixed-use development organized around an interconnected public realm.

Design and Planning Principles Illustrated in the Concept

1. The Public Realm Serves as an Organizing Element

- a. An internal Complete Street network is established around which redevelopment can occur.
- b. A network of meaningful and useable open spaces is introduced along the street network and connected to the broader natural open space system.
- c. The site is connected to the broader bicycle and pedestrian pathway network to promote mobility options.

2. Infill Development

- a. Infill buildings are designed around and front onto the public realm network.
- b. Parking areas are located behind buildings or in parking structures wrapped with buildings.
- c. Buildings and uses are located near existing or potential transit/mobility stops to support a broader range of mobility options.
- d. Grade changes are used to provide access to multi-level parking while minimizing its visual impact.
- e. New development is sensitive to the context of adjacent development in terms of building massing, height, and form.

3. A Mix of Land Uses is Introduced

- a. Smaller-format retail, office, and a variety of housing choices, including missing middle housing types, are provided.
- b. Public uses may be part of the redevelopment of large sites through adaptive reuse of large buildings.

4. Enhanced Natural Systems and Energy Efficiency

- a. Environmental site conditions are improved through activities such as planting trees and enhancing stream and wetland buffers.
- b. Environmental site design practices are used along internal street networks and throughout the site to improve stormwater management.
- c. Some areas of underutilized parking are replaced with expanded green space and stormwater management (which can assist in reducing heat island effect).
- d. Solar panels and energy efficient or green buildings may be used to reduce carbon footprints.



The illustration highlights one of many possible concepts for infilling surface parking lots at existing suburban shopping centers, featuring new buildings and open space to create unique and recognizable activity centers.

In this concept drawing, the large surface parking lot between Columbia Crossing Shopping Center and the Snowden River Park and Ride Lot is converted into a new activity center with a mix of residential and small format retail and office uses. Parking decks are used to accommodate parking needs after redevelopment of the surface parking lots. Small public spaces throughout the reimagined center are connected by a network of walkable streets that lead to a large community green where a collection of large, sometimes multi-tenant buildings stand currently. The large green included on the site is designed to improve stormwater management in the area.

A large pedestrian bridge over Route 175 connects this activity center to the one immediately south of the limited-access freeway.

