

Amendment 62 to Council Bill No. 28 -2023

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

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

Amendment No. 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.

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

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

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

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

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

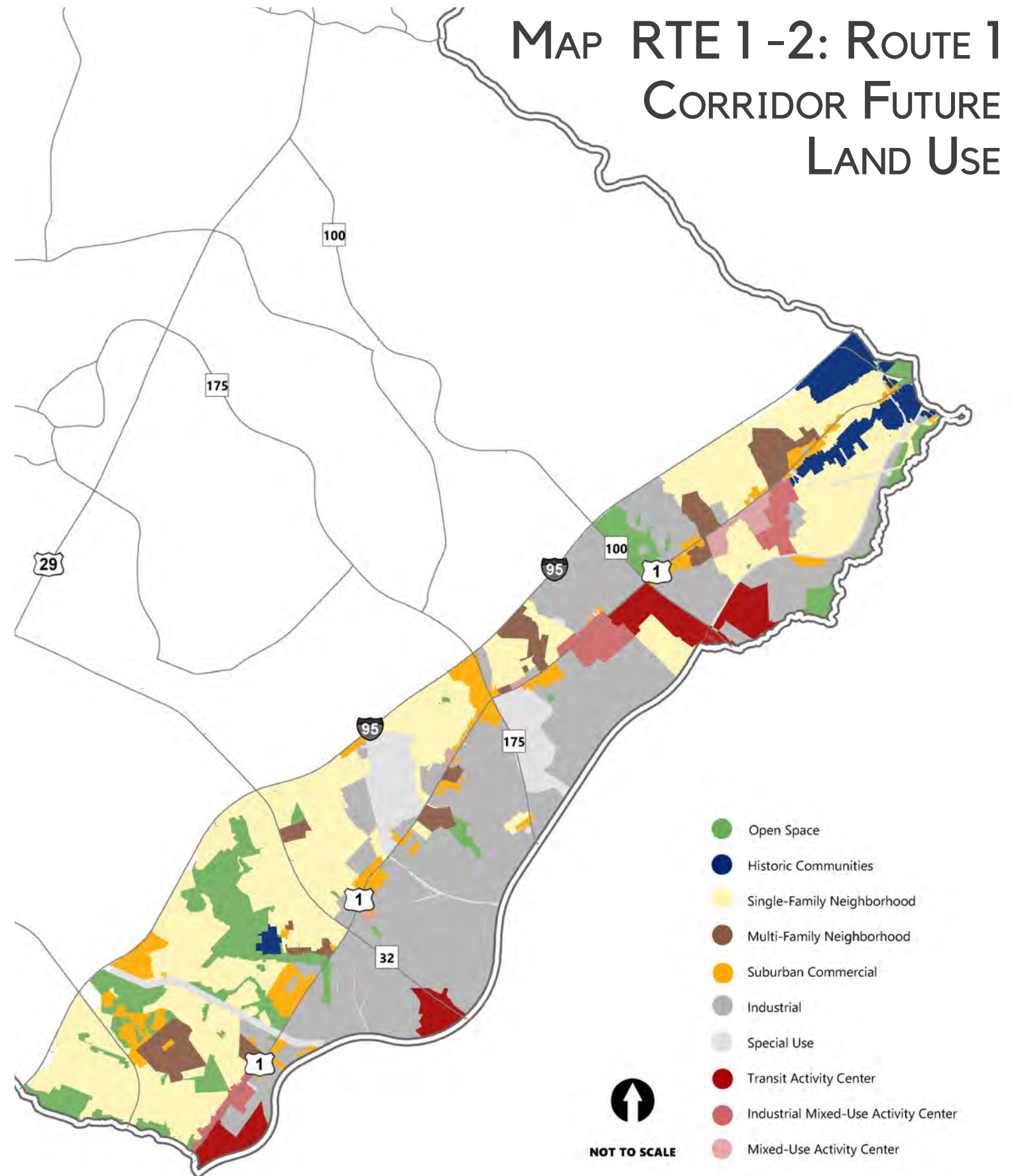
Future Land Use Map and Zoning

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

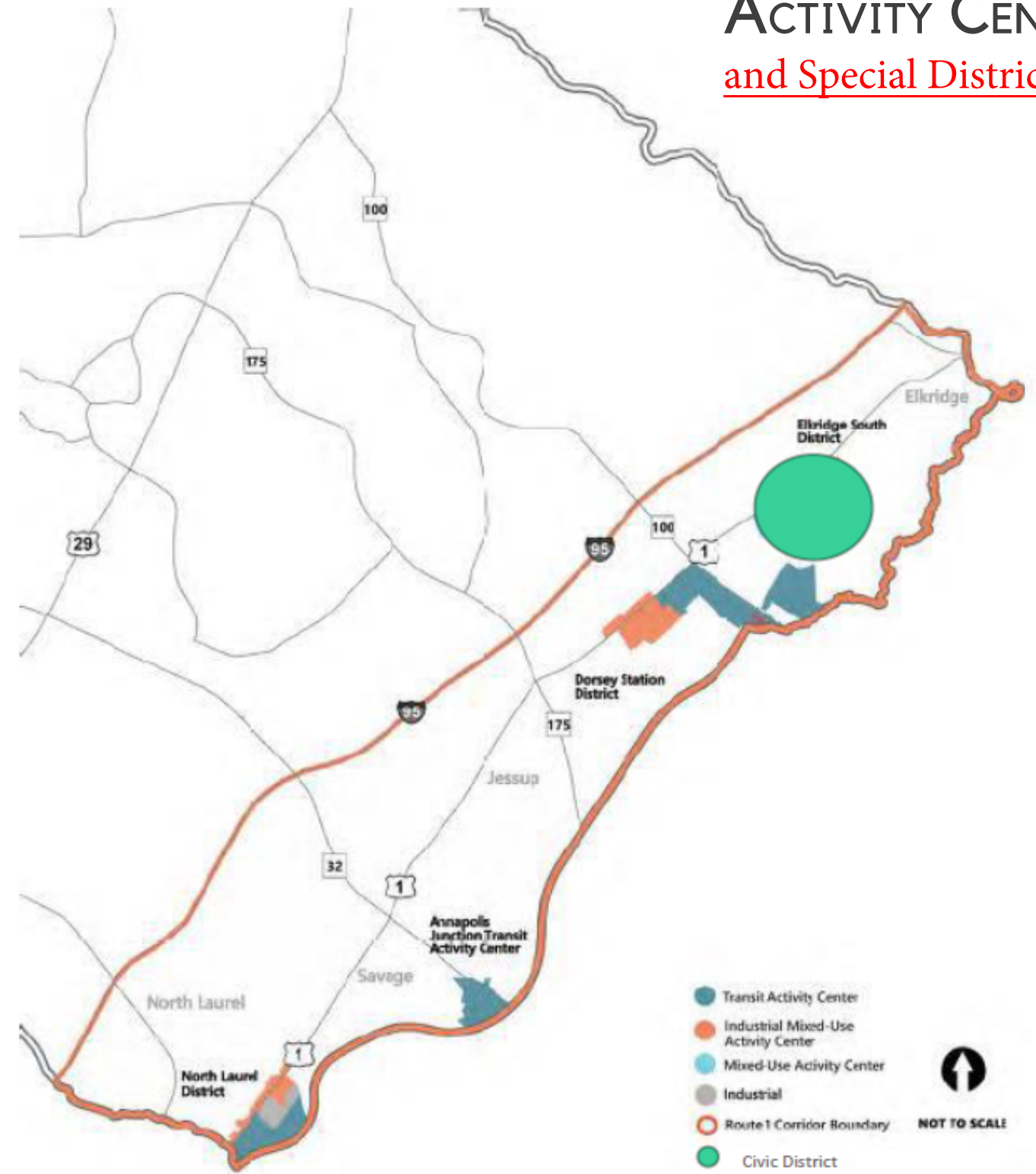
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important “destinations” in the Corridor with a sense of character that is compatible with the industrial uses 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~~ is 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.

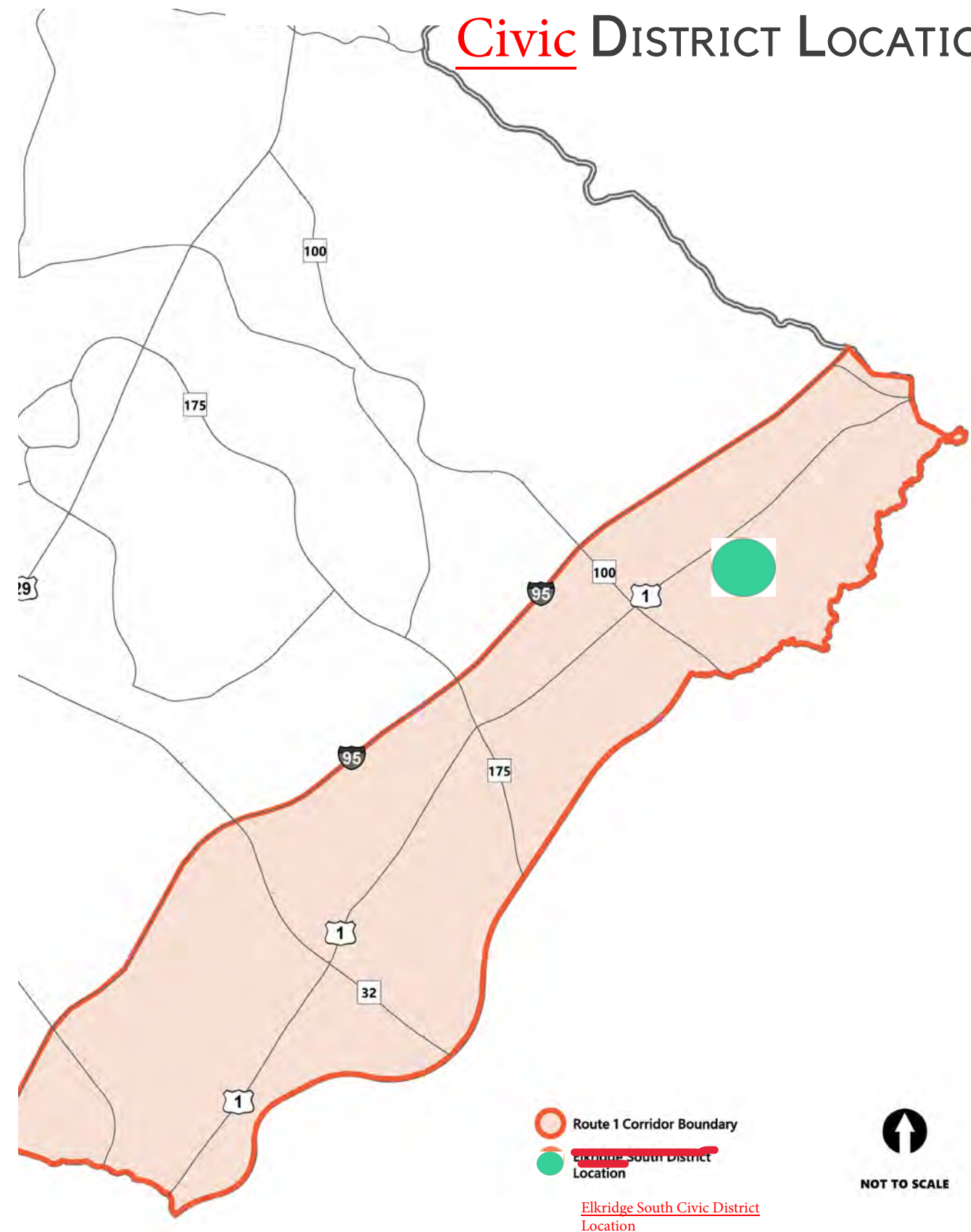
The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the 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.

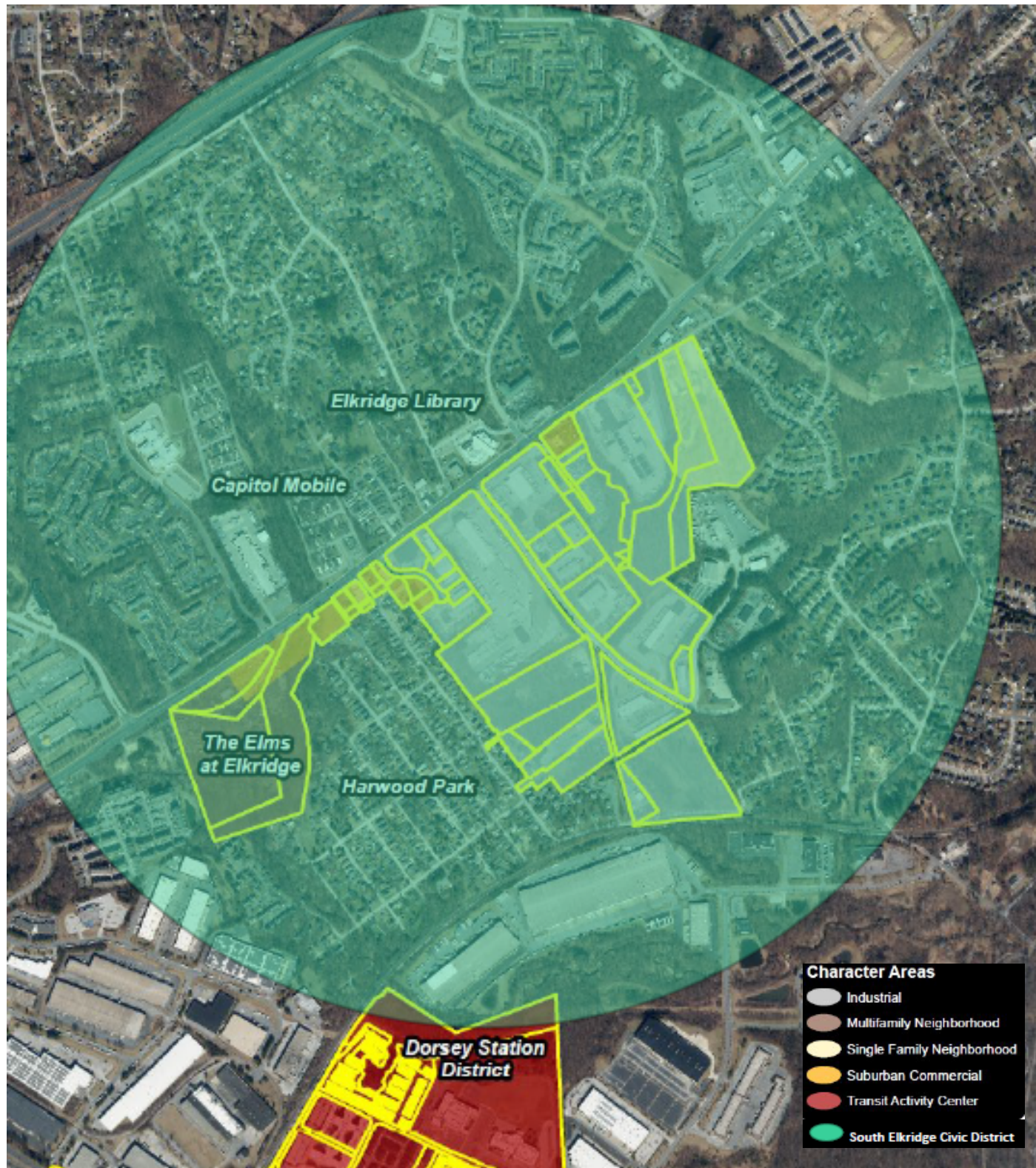
The character of development within the District’s boundary today is primarily industrial in nature, with wide setbacks, and an established single-family neighborhood wedged between the industrial areas and the stream corridor to the west.

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~~

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

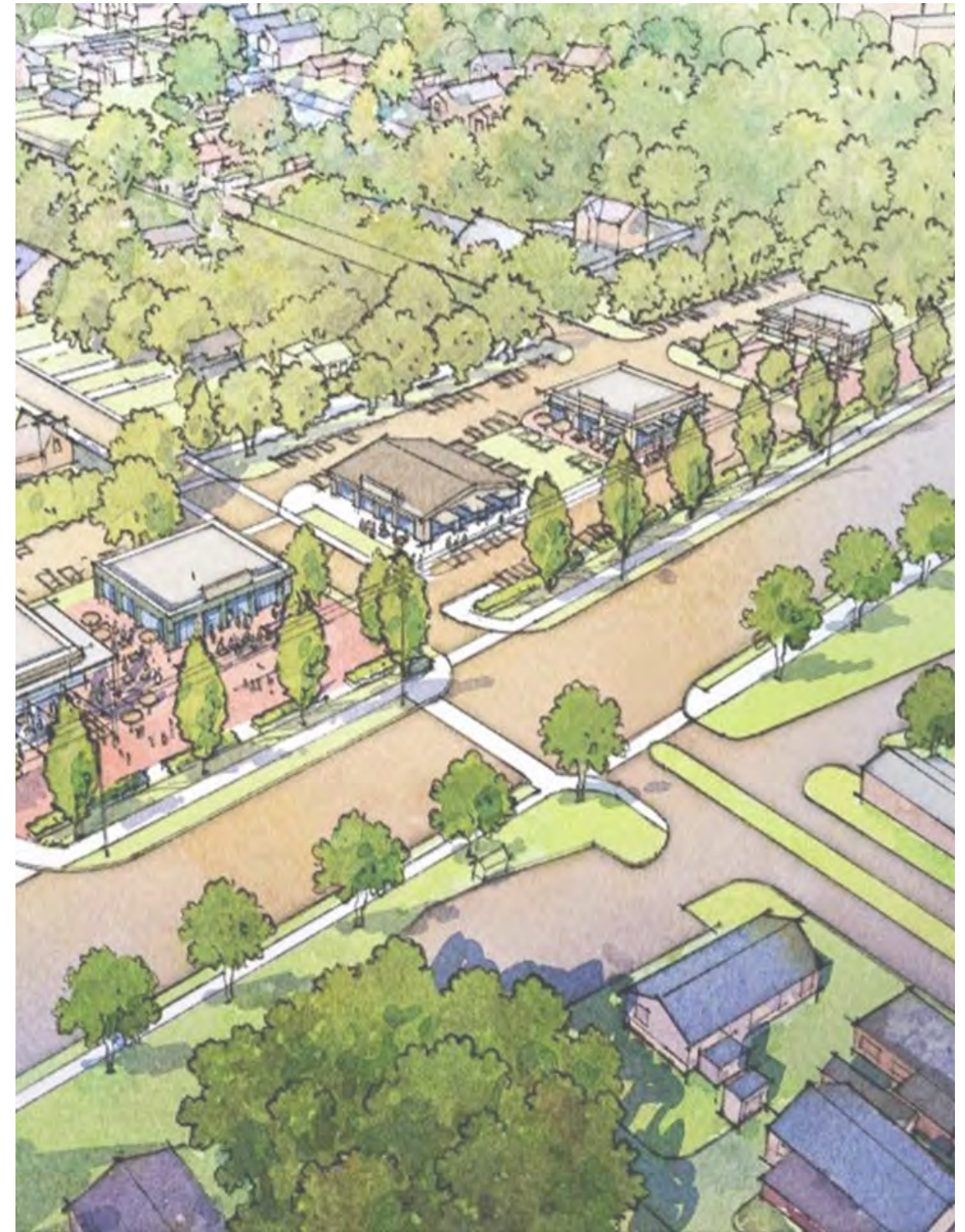
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the ElkrIDGE South Civic District that allow for ~~mixed-use~~ neighborhood-serving commercial development to support existing and planned residential communities.
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.