

Amendment 64 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: 10/02/2023

Amendment No. 64

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

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

*2023 Council Draft Route
1 Corridor Plan*

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

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

*Technical Appendix B:
Character Areas*

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

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

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

10

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

14

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

18

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

22

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

4
5 On page Route 1 Corridor Plan 75, the map of the North Laurel District shall be amended to
6 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
7 the Industrial character area.

8
9 On page Route 1 Corridor Plan 83, the map of the Dorsey Station District shall be amended to
10 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
11 the Industrial character area.

12
13 On page Route 1 Corridor Plan 91, the map of the Elkridge South District shall be amended to
14 remove all Industrial Mixed Use Activity Center character areas and, in each instance, substitute
15 the Industrial character area.

16
17 Correct all page numbers, numbering, and formatting within this Act to accommodate this
18 amendment.

19

Elements Of The Organizational Framework throughout the General plan

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

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

Focus Area Studies technical appendix

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



Character Area typologies

The General Plan uses the term “character areas” to describe unique and discernible areas of the community depicted in the FLUM. The categories describe important elements that work together to instill a sense of place (or visitor experience) for residents, customers, or employees in the character area. A character-based planning approach prioritizes site design, public realm, building form and massing, and architecture over general land use and density. More specific rules and standards for the character areas — including provisions for permitted land uses, densities, block sizes, setbacks, parking, or landscaping considerations — will be addressed in the County’s Zoning Regulations or Subdivision and Land Development Regulations using the guidance and recommendations from the General Plan character descriptions found in Technical Appendix B: Character Areas.






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

Each of the ~~18~~ seventeen character areas are described briefly below. Additional descriptions of the character areas and their typical lot size and building placement; open space and natural resources; building types and massing; transportation network; and street and block patterns are provided in Technical Appendix B: Character Areas.



Character Area typologies

Each of the ~~18~~ seventeen character areas are described briefly on the pages below. Additional descriptions of the character areas and their typical lot size and building placement; open space and natural resources; building types and massing; transportation network; and street and block patterns are provided in Technical Appendix B: Character Areas.

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

INDUSTRIAL

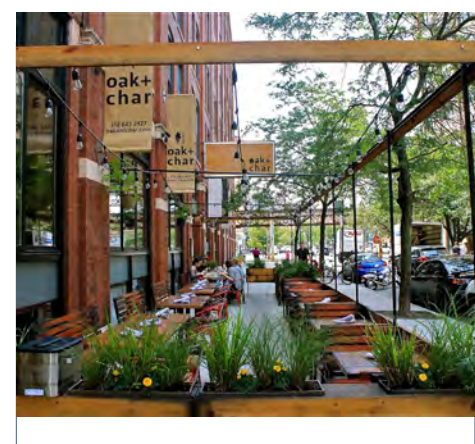
Land providing opportunities to concentrate employment clusters in the County. They support large-scale, single-tenant industrial, warehouse, and flex space buildings, as well as smaller, multi-tenant industrial buildings that are clustered and may support and serve one another.

CAMPUS

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

SUBURBAN COMMERCIAL

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



DOWNTOWN COLUMBIA

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

REGIONAL ACTIVITY CENTER

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

TRANSIT ACTIVITY CENTER

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

INDUSTRIAL MIXED-USE ACTIVITY CENTER

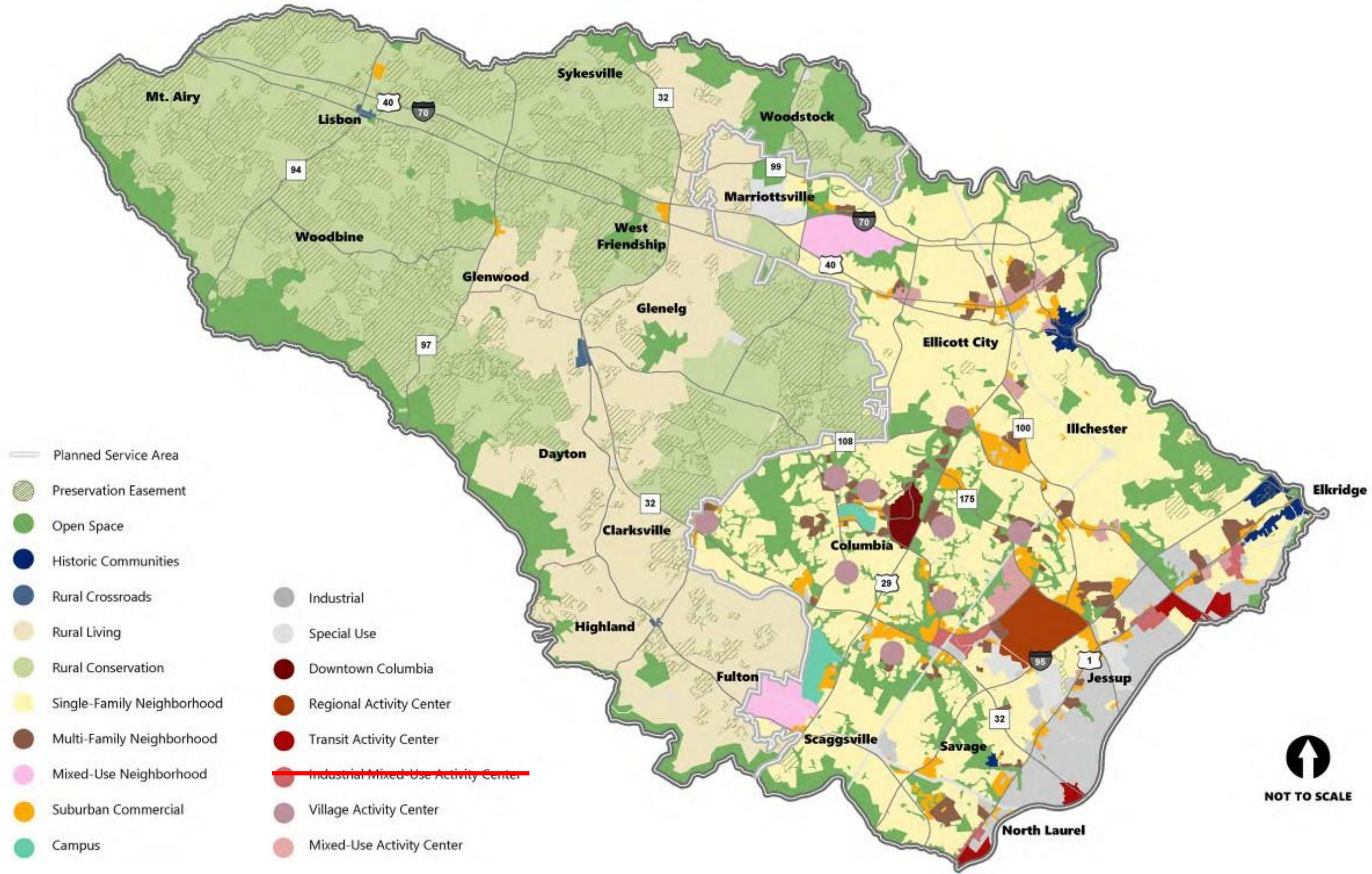
Land contributing to the County's economic viability by providing places where people live, work, create, build, store, and distribute goods and services throughout the County and region.

VILLAGE ACTIVITY CENTER

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

MIXED-USE ACTIVITY CENTER

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



Key Business Districts and Corridors

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

Main Streets

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

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



Maryland Main Street Program

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



Route 1 Corridor

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

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

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

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

Retaining Industrial Lands

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

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

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

Source: Maryland Department of Labor

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

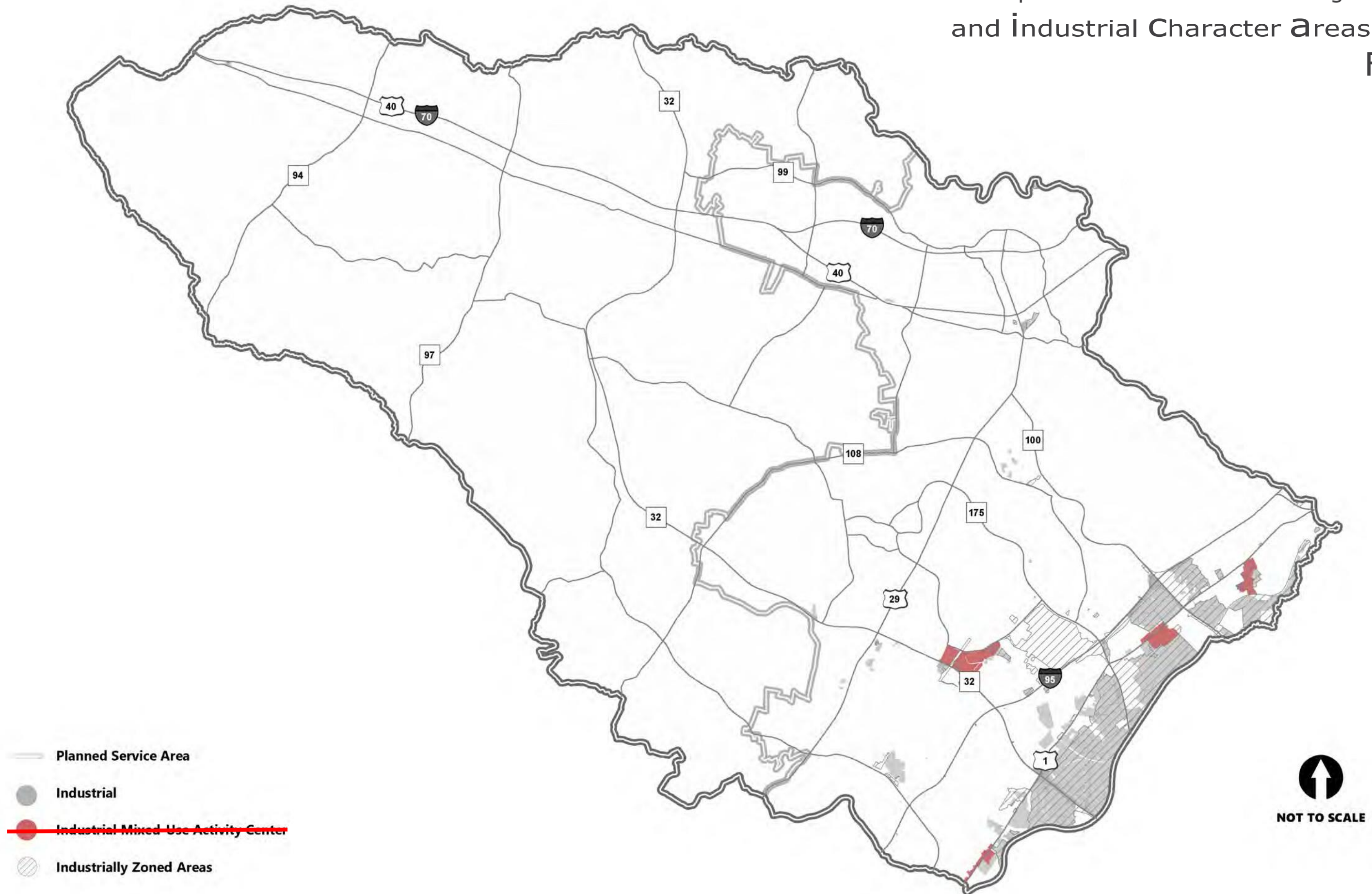
HoCo By Design establishes ~~two an~~ industrial ~~based~~ character ~~area areas: Industrial and Industrial Mixed-Use~~. The Industrial Character Area supports both larger-scale, single-user industrial, warehouse, and flex spaces and smaller, multi-tenant industrial buildings that are clustered and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

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


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



Map 5-4: Industrial Zoning districts and Industrial Character areas in the FLUM



EP-1 Policy Statement

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

Implementing Actions

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

EP-2 Policy Statement

Ensure redevelopment is consistent with the character of industrial areas.

Implementing Actions

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

— “ —

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

— “ —

- HoCo By Design process participant

Growing Emerging and Significant Industries

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


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

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

EP-3 Policy Statement

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

Implementing Actions

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

Identifying and Transforming Activity Centers throughout the County

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

— “ —
- HoCo By Design process participant

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

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

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

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

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

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

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

Vision for the Corridor

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

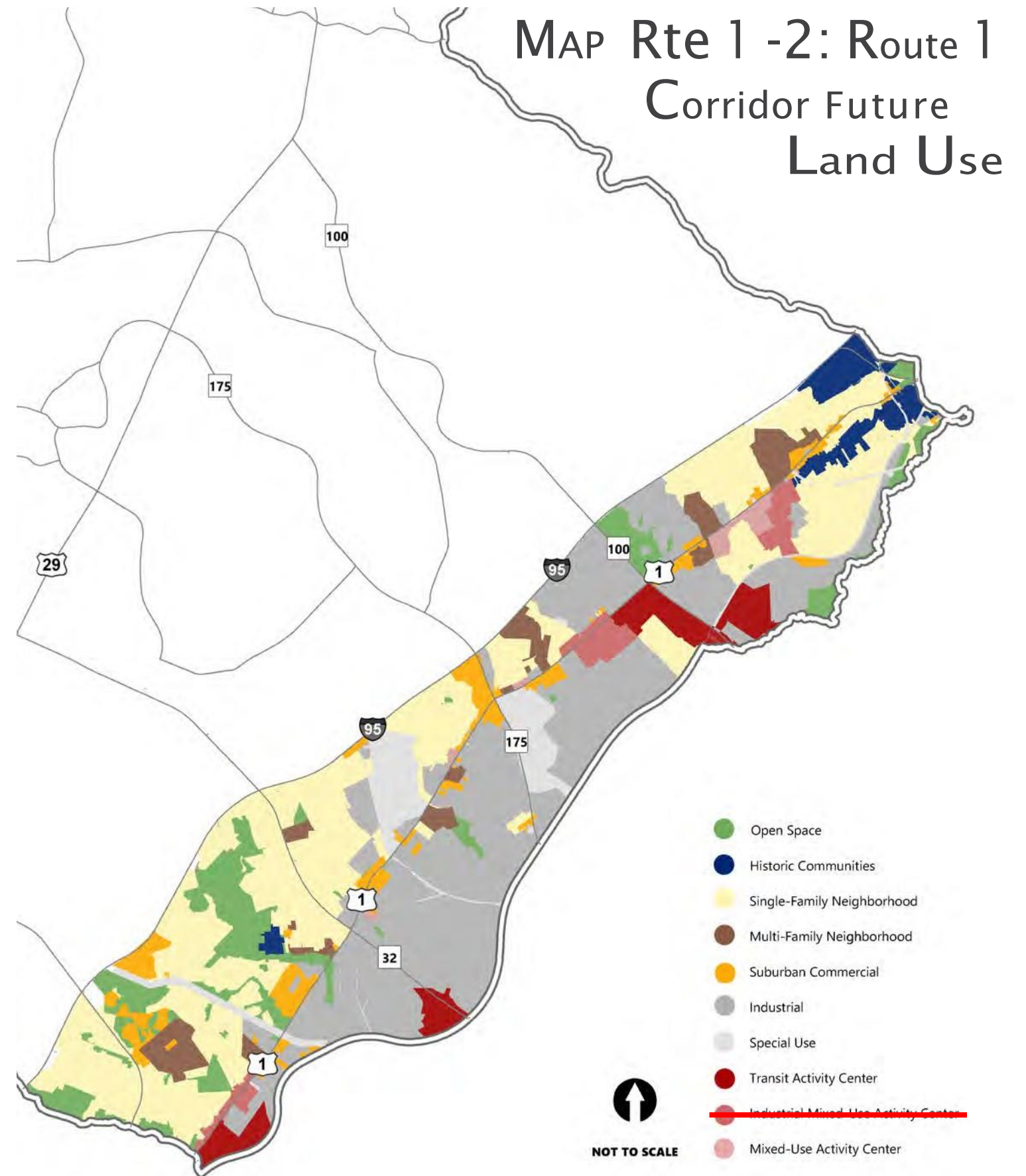
Future Land Use Map and Zoning

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

Current Land Use and Zoning Overview

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

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



Disconnected Neighborhoods and Inaccessible Amenities

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

The current commercial uses in the Corridor lack modern amenities that attract people and create a cohesive connected community, such as walking paths, open gathering places, restaurants, and proximity to public transit. Supporting new public places for special events in the Corridor would give people a “third place” (other than work or home) to connect and socialize.

Better integration of public gathering spaces and plazas are encouraged in any new development or redevelopment. These spaces should be usable and well-placed, and should include a combination of hardscape, landscaped plantings, and amenities such as public art. The formal gathering spaces need to have the right edges to create places that encourage community interaction in a shared environment.

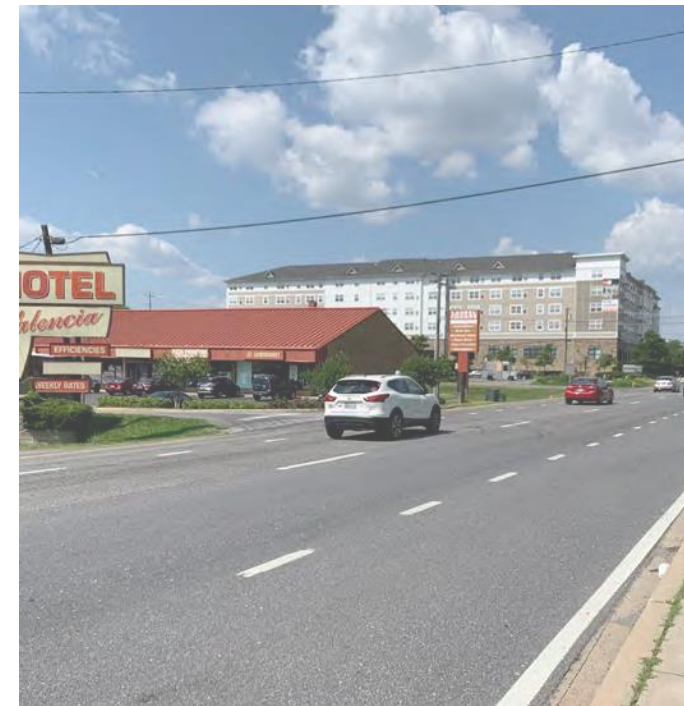


In addition, the absence of neighborhood-serving commercial uses, such as restaurants (fine dining, family style, and cafes), clothing stores, shoe stores, department stores, and electronics and appliance stores, requires

residents to travel outside the Corridor to meet daily needs. To function like a “complete community,” the Corridor needs a strong portfolio of these services and requires neighborhoods to be connected to nearby shopping, recreation, open space, and entertainment destinations.

Conflicting and Nonconforming Uses

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



Definition of A Nonconforming Use

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

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

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

Need for Land Assemblage

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

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

Activity Centers in the Route 1 Corridor

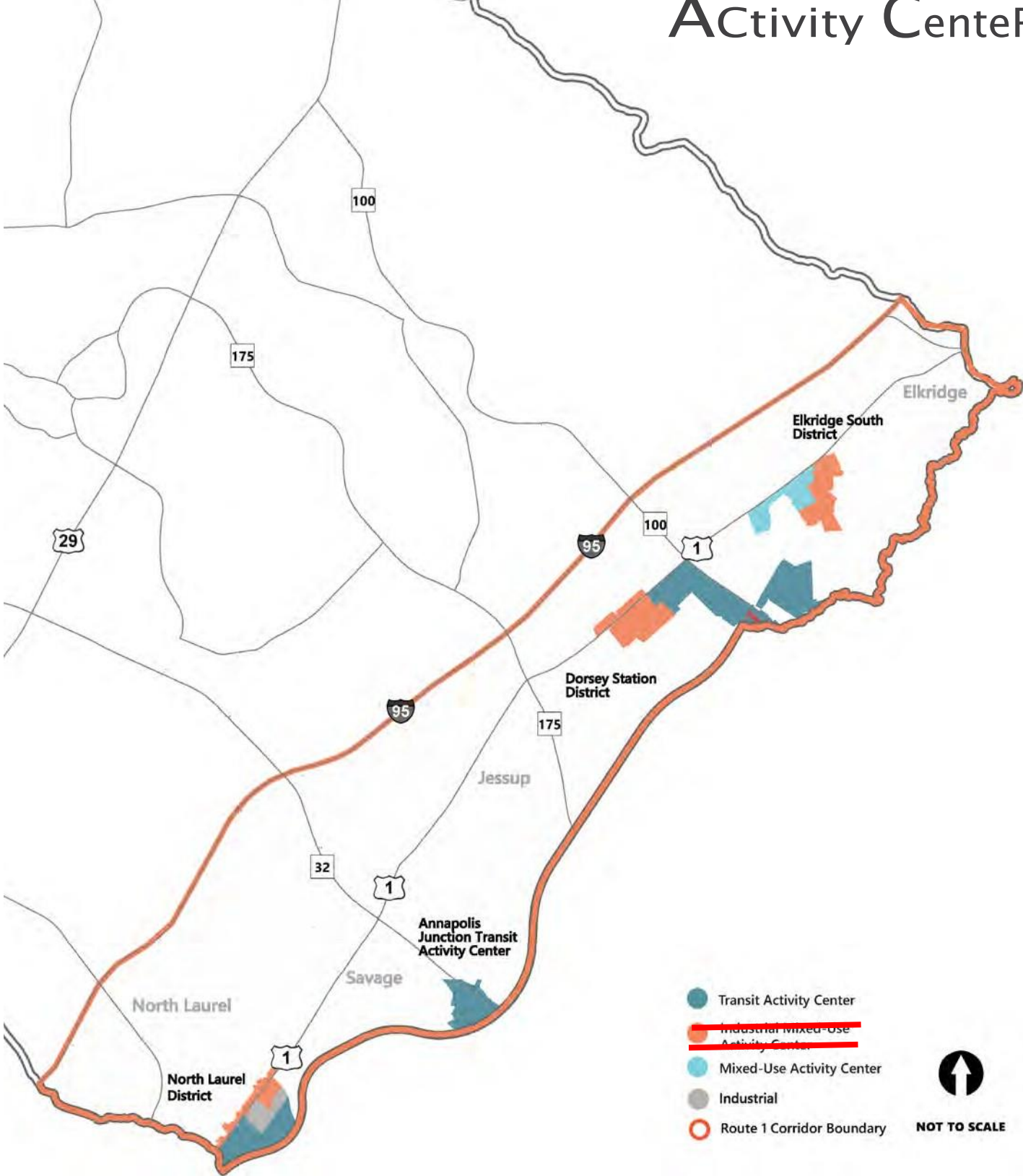
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important “destinations” in the Corridor with a sense of character that is compatible with the industrial uses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

Activity Center Character Areas

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



MAP Rte 1 -10: Route 1 Activity Centers



Transit Activity Centers

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

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

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

Industrial Mixed-Use Activity Centers

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

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

Transit Activity Center Character Area Description

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



Industrial Mixed-Use Activity Center Character Area Description

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



Mixed-Use Activity Centers

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

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

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

Mixed-Use Activity Center Character Area Description

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



Current Zoning in Activity Centers

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

Environmental Health

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

Multi-Modal Transportation

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

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

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

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

Gathering Spaces and Placemaking

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

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



Residential and Commercial Uses

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

Implementing Partners

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

RTE 1-17 Policy Statement

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

Implementing Actions

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

RTE 1-18 Policy Statement

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

Implementing Actions

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

RTE 1-19 Policy Statement

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

Implementing Actions

1. Ensure that future development plans incorporate new public plazas, parks, open spaces, and retail that serve community-wide needs. Gathering spaces will be realized through strategic investments and redevelopment.
- ~~2. Encourage future development in the Industrial Mixed-Use Activity Center character area to maintain the “grit” of an industrial corridor by creating eclectic, creative, or artistic/maker spaces that draw in residents, visitors, and employees.~~
- ~~3.2.~~ Promote the vision of geographic clusters of activity centers as important “destinations” in the Corridor.
- ~~4.3.~~ Improve the streetscape of Washington Boulevard within activity centers with street tree planting, lighting, and signage guidelines.
- ~~5.4.~~ Connect properties through new internal streets or pathways to help achieve a sense of place and feeling of a community.
- ~~6.5.~~ Review and update standards in the Route 1 Manual for sidewalks, crosswalks, and street reconfigurations to promote better internal and external pedestrian and vehicular circulation.

RTE 1-20 Policy Statement

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

Implementing Actions

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

RTE 1-21 Policy Statement

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

Implementing Actions

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



Activity Center Districts

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

Underutilized Properties:

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

Blighted Uses:

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

Other factors:

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

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



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

Redevelopment Vision

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

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

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

Character Areas and the Future Land Use Map

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

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

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

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

RTE 1-24 Policy Statement

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

Implementing Actions

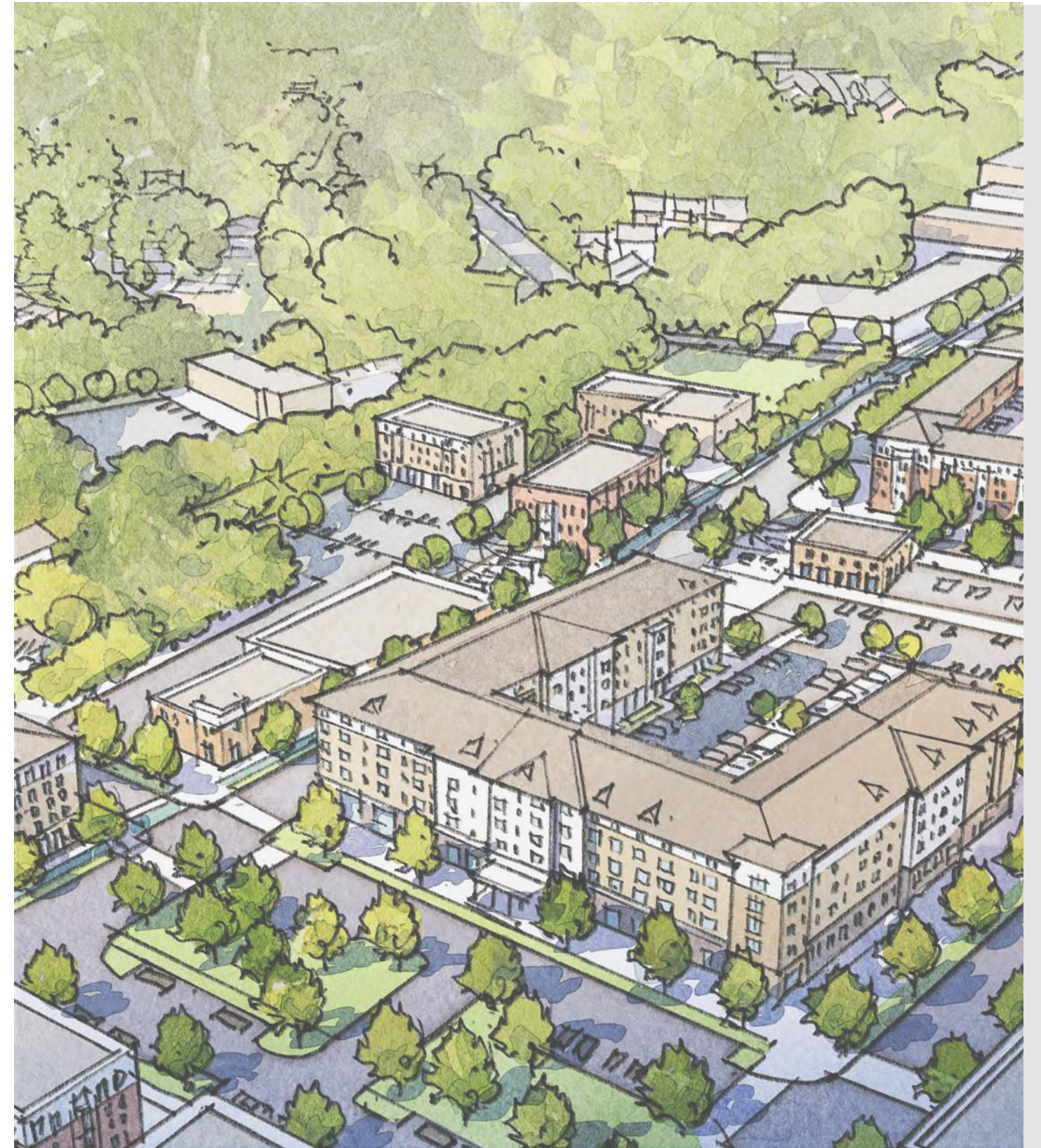
1. Develop design guidelines for the North Laurel District that allow high-quality, mixed-use residential development, support desirable neighborhood businesses, and encourage public gathering spaces. Direction should be outlined for alleys, crosswalks, and street reconfigurations to promote better pedestrian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

RTE 1-25 Policy Statement

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

Implementing Actions

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



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



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

Redevelopment Vision

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

Character Areas and the Future Land Use Map

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

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

RTE 1-27 Policy Statement

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

Implementing Actions

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

RTE 1-28 Policy Statement

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

Implementing Actions

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



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

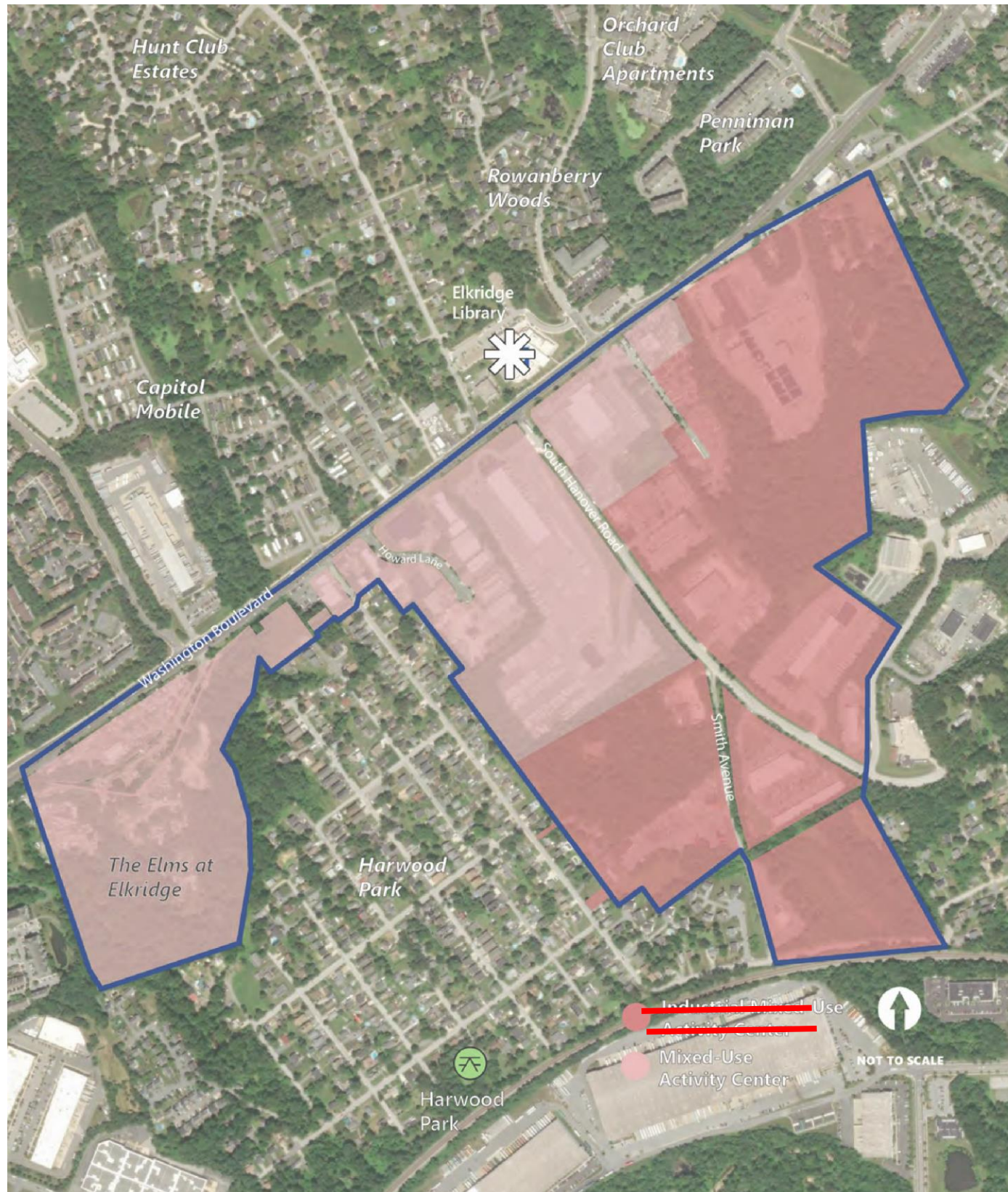
In this concept drawing, dense buildings for residential and office uses are located within walking distance of the commuter rail station. Large parking decks nearby provide commuter lots for transit riders outside the immediate area of the station. Small format retail uses serve some daily needs for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

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



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

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



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

Redevelopment Vision

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

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

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

Character Areas and the Future Land Use Map

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

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

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

RTE 1-29 Policy Statement

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

Implementing Actions

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

RTE 1-30 Policy Statement

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

Implementing Actions

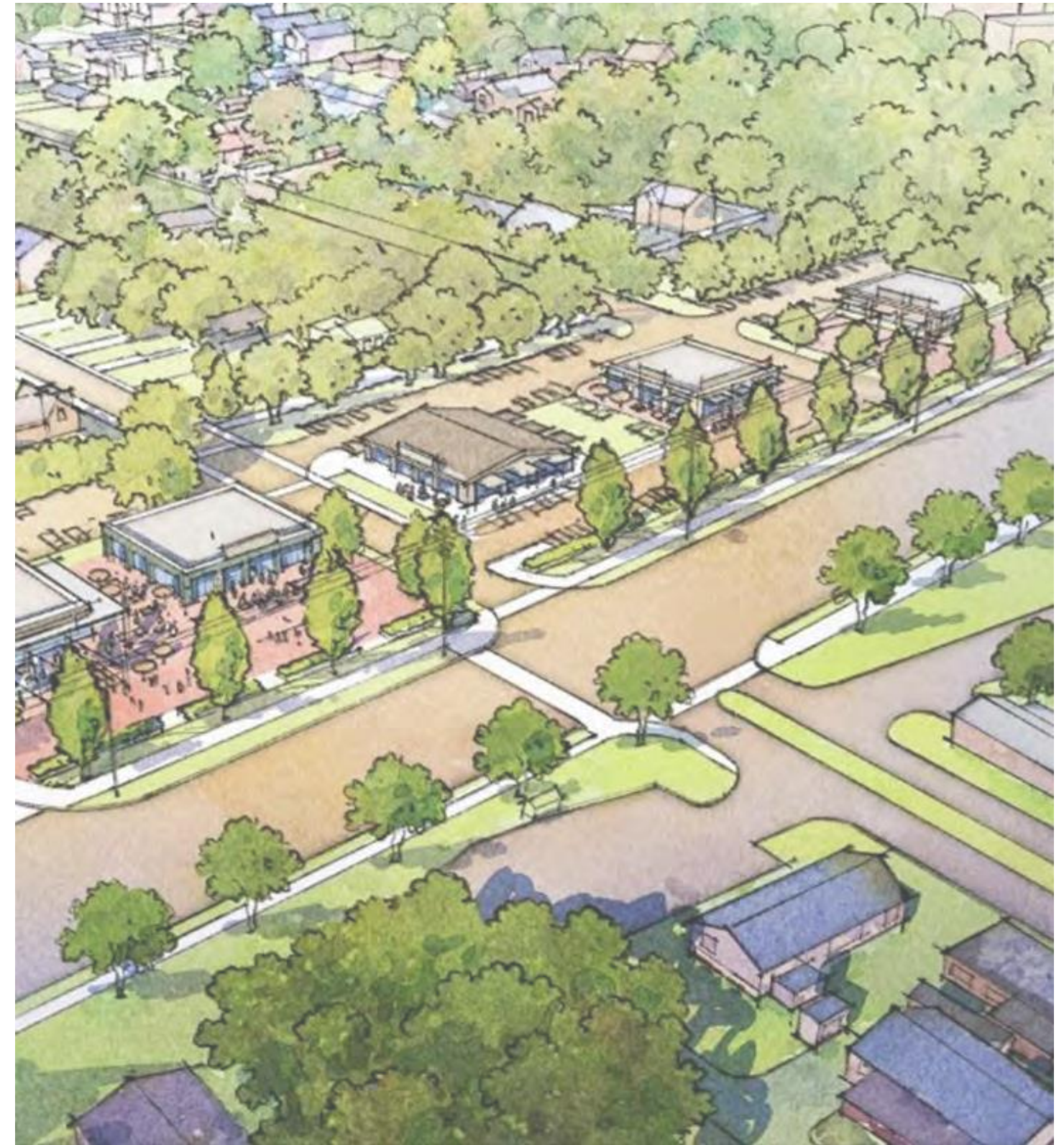
1. Anchor Route 1 intersections in the area with connecting neighborhood streets to create neighborhood gateways.
2. Develop design guidelines for the Elkridge South District that allow for mixed-use, commercial development to support existing and planned residential communities.
3. Consider attracting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

RTE 1-31 Policy Statement

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

Implementing Actions

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



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

Introduction

HoCo By Design uses the term “character areas” to describe unique and discernible areas of the community depicted on the Future Land Use Map (FLUM) in the Growth and Conservation Framework chapter. The categories describe important elements that work together to instill a sense of place (or visitor experience) for residents, customers, or employees in the character area. A character-based planning approach prioritizes site design, public realm, building form and massing, and architecture over general land use and density.

Included in this appendix are detailed descriptions of the character areas and their typical street and block patterns, open space and natural resources, lot size and building placement, building types and massing, and transportation considerations. While the densities and building heights described for each character area represent intentions for contiguous properties in an area, there may be individual buildings that are larger or smaller than these ranges for a specific parcel. The County’s Zoning Regulations and Subdivision and Land Development

Regulations will provide more specific rules and standards. These will include provisions for permitted land uses, densities, block sizes, setbacks, parking, and landscaping using HoCo By Design’s general character area guidance and recommendations.

Some character areas share commonalities and have cross-cutting land uses. Environmental and agricultural land preservation easements can be found across multiple character areas to preserve farmland and natural resources throughout the County. Areas under a preservation easement are depicted on the FLUM in the Growth and Conservation Framework chapter of HoCo By Design.

Areas to Preserve	Areas to Strengthen	Areas to Enhance	Areas to Transform
			
SPECIAL USE	SINGLE-FAMILY NEIGHBORHOOD	INDUSTRIAL	DOWNTOWN COLUMBIA
OPEN SPACE	MULTI-FAMILY NEIGHBORHOOD	CAMPUS	REGIONAL ACTIVITY CENTER
RURAL CONSERVATION	MIXED-USE NEIGHBORHOOD	SUBURBAN COMMERCIAL	TRANSIT ACTIVITY CENTER
RURAL LIVING	RURAL CROSSROADS		VILLAGE ACTIVITY CENTER
HISTORIC COMMUNITY			INDUSTRIAL MIXED-USE CENTER
			MIXED-USE ACTIVITY CENTER
			MULTI-FAMILY NEIGHBORHOOD

Character Area: Industrial Mixed-Use Activity Center

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

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

Street and Block Pattern

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

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

Open Spaces and Natural Resources

Grading of topography and clearing of vegetation may be necessary to achieve the mixed-use development desired. However, new and redeveloped activity centers must protect steep slopes, floodplains, streams, and wetlands, and meet forest conservation requirements. New and improved centers should promote opportunities to increase native tree canopy and replace lawns with native landscaping, including pollinator gardens and other wildlife habitats. Redevelopment also provides an opportunity to improve stormwater management. Improved open space of various types should be incorporated into Industrial Mixed-Use Activity Centers. Common open spaces such as courtyards or passive landscaped areas, as well as parks and greenways, should be incorporated throughout the center. Buildings that front on open space should orient to common open spaces and include accessible building entrances from the space.



Lot Size and Building Placement

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

Building Types and Massing

The height of buildings depends upon the context in which they are located, however most buildings will be five stories or less. Buildings may be taller in the development core and step lower in height in areas where the center transitions to residential uses. Residential units or office space may be found above commercial or flex spaces. Housing in and around Industrial Mixed-Use Centers may include live-work units, or other missing middle housing types. Small-scale retail, office, and light industrial space should be incorporated into new development to enable small businesses and start-ups to share facilities and amenities with more established businesses. Energy efficient technologies, such as solar panels or green roofs, are encouraged on new or improved buildings.

Transportation Considerations

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

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

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

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



Character Area: Mixed-Use Activity Center

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

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

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

