

Amendment 54 to Council Bill No. 28 -2023

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

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

Amendment No. 54

(In the Route 1 Corridor, a Plan for Washington Boulevard, this Amendment substitutes a new Chart RTE 1-1, Zoning Makeup Route 1 Corridor, in order to make the percentages more legible.)

1 In the Route 1 Corridor, A Plan for Washington Boulevard, attached to and incorporated by
2 reference into *HoCo By Design* General Plan, amend the following pages as indicated in this
3 Amendment:

- 4 • Route 1 Corridor: A Plan for Washington Boulevard – On page 17, remove the graphic
5 titled “Chart RTE 1-1: Zoning Makeup Route 1 Corridor” and substitute the graphic as
6 shown on revised page 17

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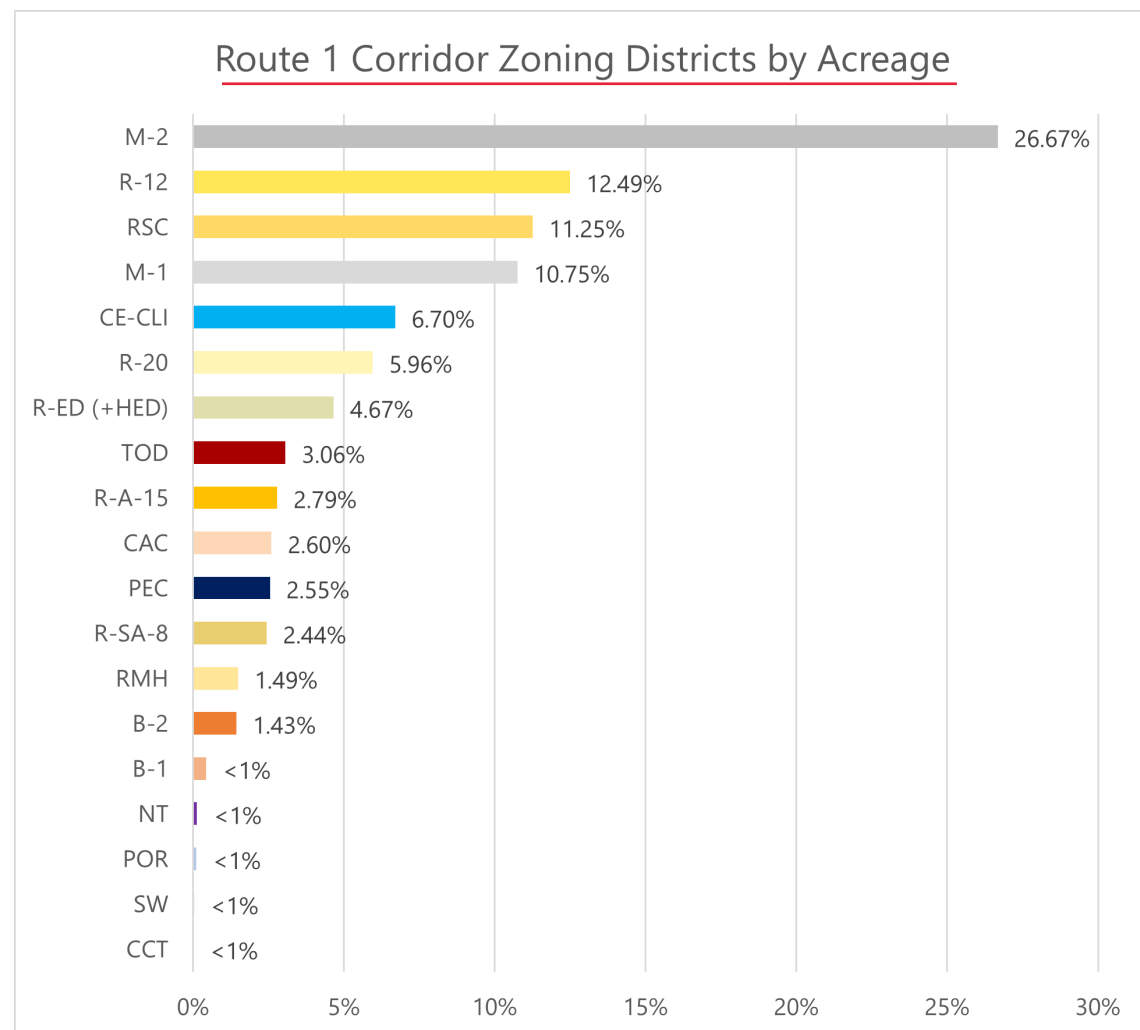
8 Correct all page numbers, numbering, and formatting within this Act to accommodate this
9 amendment.

Commercial

Less than 2% of the Corridor is zoned B-1 or B-2. These parcels host uses that meet the general and commercial service needs of corridor residents. Throughout the Route 1 Corridor, retail and service uses have largely been located on Washington Boulevard frontages and surrounding intersections. Sites are typically small-scale, with few moderate-scale sites located along the Corridor. A large part of retail and service uses in the Corridor are currently made up of a variety of automobile-related businesses, industrial uses, truck terminals, motels, junk yards, and underutilized properties. Redevelopment and infill potential for new neighborhood-serving retail and service uses has been limited by the scattered and small-scale nature of potential commercial parcels.

Commercial office uses are permitted in all Route 1 zones except for residential districts and the Solid Waste (SW) Zoning Overlay District. Office uses are principally found in the Corridor Employment (CE) Zoning District (7% of the total Corridor acreage), which is located primarily on the east side of Route 1, and the Planned Employment Center (PEC) Zoning District (3% of the total acreage), which is found on the west side of Route 1 and located in the more than 100-acre mixed-use Emerson community. Although the CE district is intended to encourage office, flex, and light industrial uses in the Route 1 Corridor, industrial is the main type of use found in this zoning district.

Chart RTE 1-1: Zoning Makeup Route 1 Corridor



Industrial

Approximately one-third of the land in the Corridor is zoned M-1 or M-2, the County's industrial zoning districts. As mentioned above, the CE Zoning District adds another 7% of corridor acreage for industrial uses, however these site could be redeveloped to non-industrial uses under current zoning. Warehouse/distribution, industrial, and auto services have been the major types of new nonresidential developments, as the Corridor struggled to attract other nonresidential development types. Industrial and warehouse/distribution uses are concentrated in the areas east of Route 1 and in between Route 32 and Route 100.



Residential

The area's existing residential zoning includes R-12 (12.5%), R-20 (6%), R-SA-8 (2.4%), R-A-15 (2.8%), R-ED (4.7%), RMH (1.5%), and RSC (11.3%). Neighborhoods in the Corridor are grounded in the history of its gateway river's edge communities, such as the core and main street area of Elkridge, whose settlement dates to colonial times, and the mill town of Savage. The historic characters differentiate these communities from the rest of the land use patterns along Route 1.



Other older, stable, suburban communities and neighborhoods exist off Route 1, such as Harwood Park. Harwood Park, located off Loudon Avenue in Elkridge, is Howard County's first planned community, created in 1893. It features different housing styles and mature vegetation throughout the neighborhood. The streets are gridded and tree-lined, with a mix of attached and detached homes built over many decades. While some of the homes are quite old, many of the homes were built between 1970 and the present.

