

Amendment 1 to Amendment 1 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 12

Date: 10/11/2023

(This Amendment to Amendment 1 makes various changes to the proposed development plan for the Elkridge South District, generally related to designating the area a civic district named the “Elkridge South Civic District”.)

- 1 Substitute pages 1, 2, 3, and 4 of Amendment 1 with the attachment to this Amendment to Amendment.
2
3 Substitute the pages GCF-39, GCF-40, EP-31, EP-32, MG-9, MG-10, RTE-1-14, RTE-1-62, RTE-1-89,
4 RTE-1-90, RTE-1-91, RTE-1-92, and RTE-1-93 attached to Amendment 1 with the pages GCF-39,
5 GCF-40, EP-31, EP-32, MG-9, MG-10, RTE-1-13, RTE-1-14, RTE-1-61, RTE-1-62, RTE-1-65, RTE-
6 1-66, RTE-1-72, RTE-1-89, RTE-1-90, RTE-1-91, RTE-1-92, and RTE-1-93 attached to this
7 Amendment to Amendment.
8

Amendment ____ to Amendment 1 to Council Bill No. 28 -2023

BY: Liz Walsh

Legislative Day 11

Date: October 2, 2023

(This Amendment makes the following changes to HoCo By Design Chapter 2, Chapter 5, Chapter 10, and the Route 1 Corridor Plan:

- Chapter 2: Growth and Conservation Framework
- ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Future Land Use Map and substitutes the Industrial character area;
- Chapter 5: Economic Prosperity
- Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District ~~and substitutes the Industrial character area in the Industrial Zoning Districts and Industrial Character Areas map;~~
- Chapter 10: Managing Growth
- Removes the Industrial Mixed Use Activity Center character area located in the Elkridge South District in the Howard County APFO Allocations map;
- 2023 Council Draft Route 1 Corridor Plan
- Amends the location of the South Elkridge District;
 - ~~Removes the name “Elkridge South District” and substitutes: “Elkridge South Civic District” in various places;~~
 - ~~Replaces Removes~~ the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District ~~with the Campus, Mixed-Neighborhood, and Industrial character areas area~~ in the Route 1 Corridor Future Land Use map and substitutes the Industrial character area;
 - Replaces the Industrial Mixed Use Activity Center and the Mixed Use Activity Center character areas located in the Elkridge South District with ~~the Campus, Mixed-Neighborhood, and Industrial character areas~~ the Elkridge South Civic District in the Route 1 Activity Centers map;
 - Makes various changes to the Elkridge South District Existing Conditions narrative section, including to reflect the amended name and location of the South Elkridge District;
 - Makes various changes to the Elkridge South District Redevelopment Vision narrative section, generally related to amending the name, amending the location, and creating a the “town square” feel with a Campus character area Elkridge South Civic District;
 - Makes various changes to the Elkridge South District Character Areas and the Future Land Use Map narrative

section, generally related to substituting the ~~Campus-character area~~ Elkridge South Civic District;

- Amends the ~~location and the character areas of the~~ map associated with the Elkridge South District to substitute the ~~Campus-character area~~ Elkridge South Civic District and demonstrate the Civic District core;
- Removes the policy statements and implementing actions for RTE 1-29, RTE 1-30, and RTE 1-31;
- Creates a new RTE 1-29 Policy Statement to facilitating public placemaking and creates new Implementing Actions to acquire and ~~consolidate aggregate~~ parcels in the Elkridge South District, ~~and~~ engage in a visioning exercise with members of the Elkridge South community, protect and support the viability of existing industrial, commercial, and retail uses compatible with a potential civic use, and redevelop acquired land for civic uses;
- Creates a new RTE 1-30 Policy Statement to facilitate neighborhood-serving commercial redevelopment in the Elkridge South District and creates new Implementing Actions to develop design guidelines specific to the ~~character of certain portions of Route 1~~ Civic District, anchor Route 1 intersections with neighborhood-serving commercial uses, and incentivize replacing automobile-related uses with retail and restaurants; and
- Creates a new RTE 1-31 Policy Statement to minimize hazards to transportation along Route 1 and creates new Implementing Actions to develop a transportation study, incentive pathway connections, add a signalized intersection and crosswalk to connect the Elkridge Branch Library to the east side of Route 1, and leverage partnerships and funding opportunities with local, regional, State, and federal governments and nonprofits to implement safety improvements.)

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

- 3 • Chapter 2, Growth and Conservation Framework: 39 and 40;
- 4 • Chapter 5, Economic Prosperity: 31 and 32; and
- 5 • Chapter 10: Managing Growth: 9 and 10;
- 6 • 2023 Council Draft Route 1 Corridor Plan: 13, 14, 61, 62, 65, 66, 72, 89, 90, 91, 92, 93, and 94.

- 1 On pages GCF-39 and GCF-40, Map 2-3: Future Land Use Map shall be amended to:
- 2 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
 - 3 areas located in the South Elkrigde District; and
 - 4 - Substitute the ~~Mixed Use Neighborhood, Campus, and Industrial~~ Industrial character ~~areas~~
 - 5 area as demonstrated in Exhibit B A attached to this amendment.

6

7 On pages EP-31 and EP-32, Map 5-4: Industrial Zoning Districts and Industrial Character Areas

8 in the FLUM shall be amended to:

- 9 - Remove the Industrial Mixed Use Activity Center character area located in the Elkrigde
- 10 South District; and
- 11 - Substitute the Industrial character area as demonstrated in Exhibit B A attached to this
- 12 amendment.

13

14 On pages MG-9 and MG- 10, Map 10-1: Howard County APFO Allocations Map shall be

15 amended to remove the Industrial Mixed Use Activity Center character area located in the

16 Elkrigde South District and substitute the “Other Character Areas”.

17

18 On page Route 1 Corridor Plan 14, Map RTE 1-2: Route 1 Corridor Future Land Use shall be

19 amended to:

- 20 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
- 21 areas located in the Elkrigde South District;
- 22 - Substitute the ~~Campus, Mixed Use Neighborhood, and~~ Industrial character ~~areas~~ area as
- 23 demonstrated in Exhibit B A attached to this amendment; ~~and~~
- 24 ~~—Add “Campus” and “Mixed Use Neighborhood” and to the corresponding colors to the map~~
- 25 key.

26

27 On page Route 1 Corridor Plan 62, Map RTE 1-10: Route 1 Activity Centers shall be amended

28 to:

- 29 - Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character
- 30 areas located in the Elkrigde South District;

1 - Substitute ~~only the Elkridge South Civic District Campus character area~~ as demonstrated in
2 Exhibit ~~B~~ A attached to this amendment.;

3 ~~—Add “Campus” to the corresponding colors to the map key.~~

4

5 On Route 1 Corridor Plan 90, Map RTE 1-13: Elkridge South District Location shall be amended to:

6 - Change the name of the map to: Elkridge South Civic District Location; and

7 - Amend the map key to remove “Elkridge South District Location” and substitute: “Elkridge

8 South Civic District Location.”

9

10 On page Route 1 Corridor Plan 91, the map of the Elkridge South District shall be removed and
11 replaced with the map attached to this amendment as Exhibit B. ~~amended to:~~

12

13 ~~—Remove the Mixed Use Activity Center and Industrial Mixed Use Activity Center character~~
14 ~~areas located in the Elkridge South District;~~

15 ~~—Substitute only the Campus character area and the opportunities for preservation and~~

16 ~~—pedestrian access to the Civic District as demonstrated in Exhibit B attached to this~~

17 ~~amendment;~~

18 ~~—Add “Campus” and “opportunities for preservation and pedestrian access to the Civic-~~

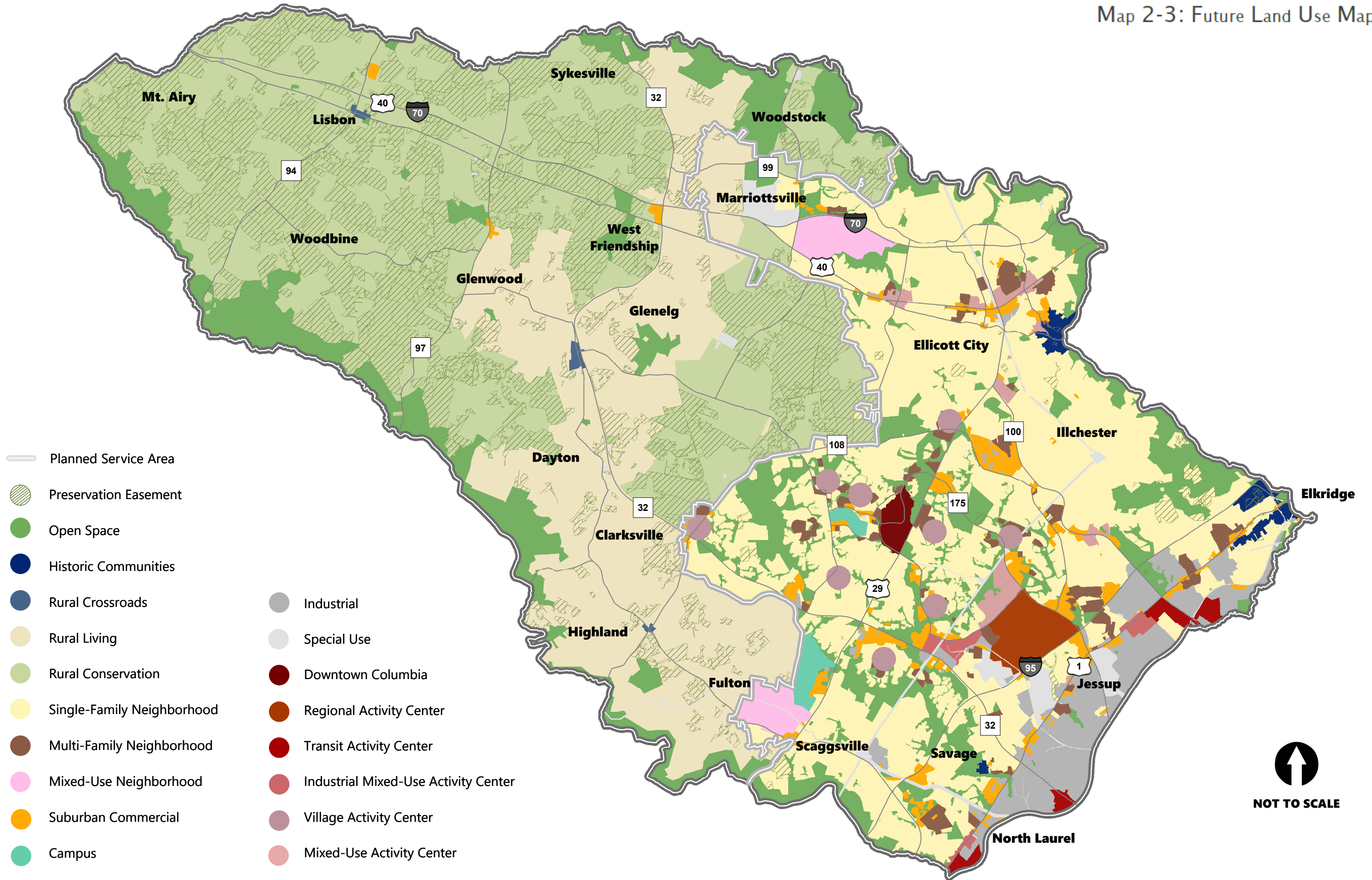
19 ~~—District” to and the corresponding colors to the map key.~~

17

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

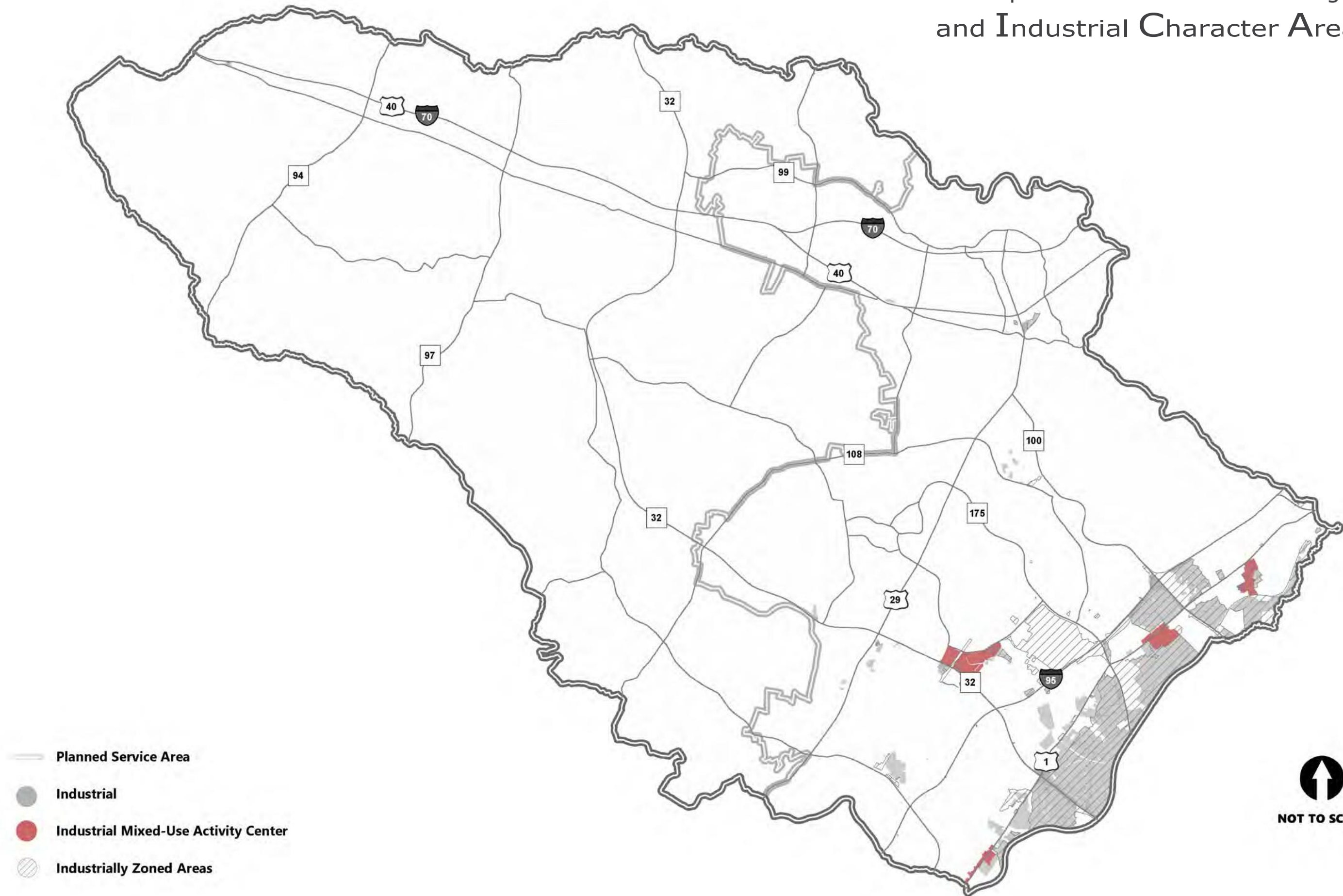
19 amendment.

Map 2-3: Future Land Use Map

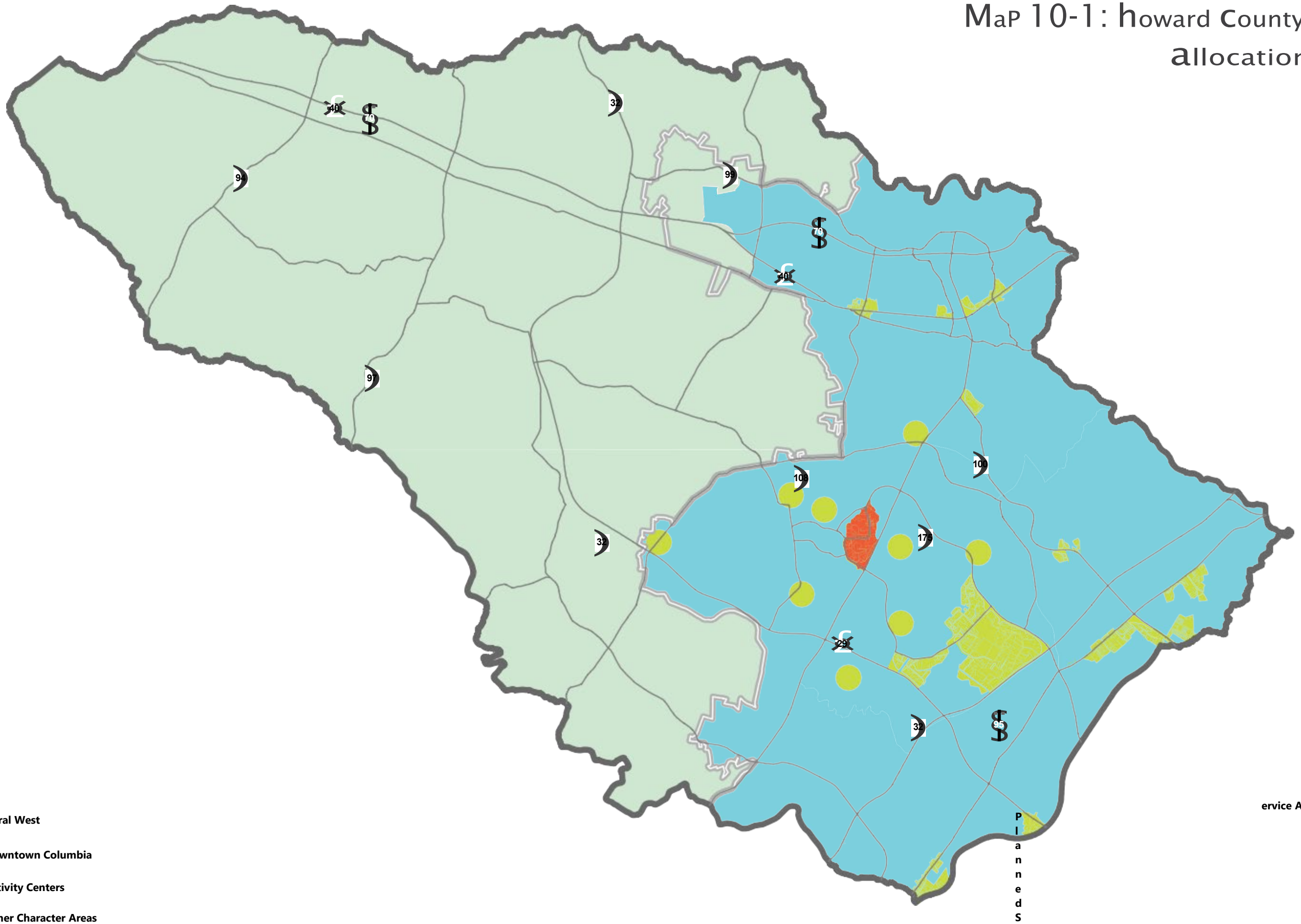


NOT TO SCALE

map 5-4: Industrial Zoning Districts and Industrial Character Areas in the FLUM



MaP 10-1: Howard County aPFO allocation MaP



- Rural West
- Downtown Columbia
- Activity Centers
- Other Character Areas

Service Area

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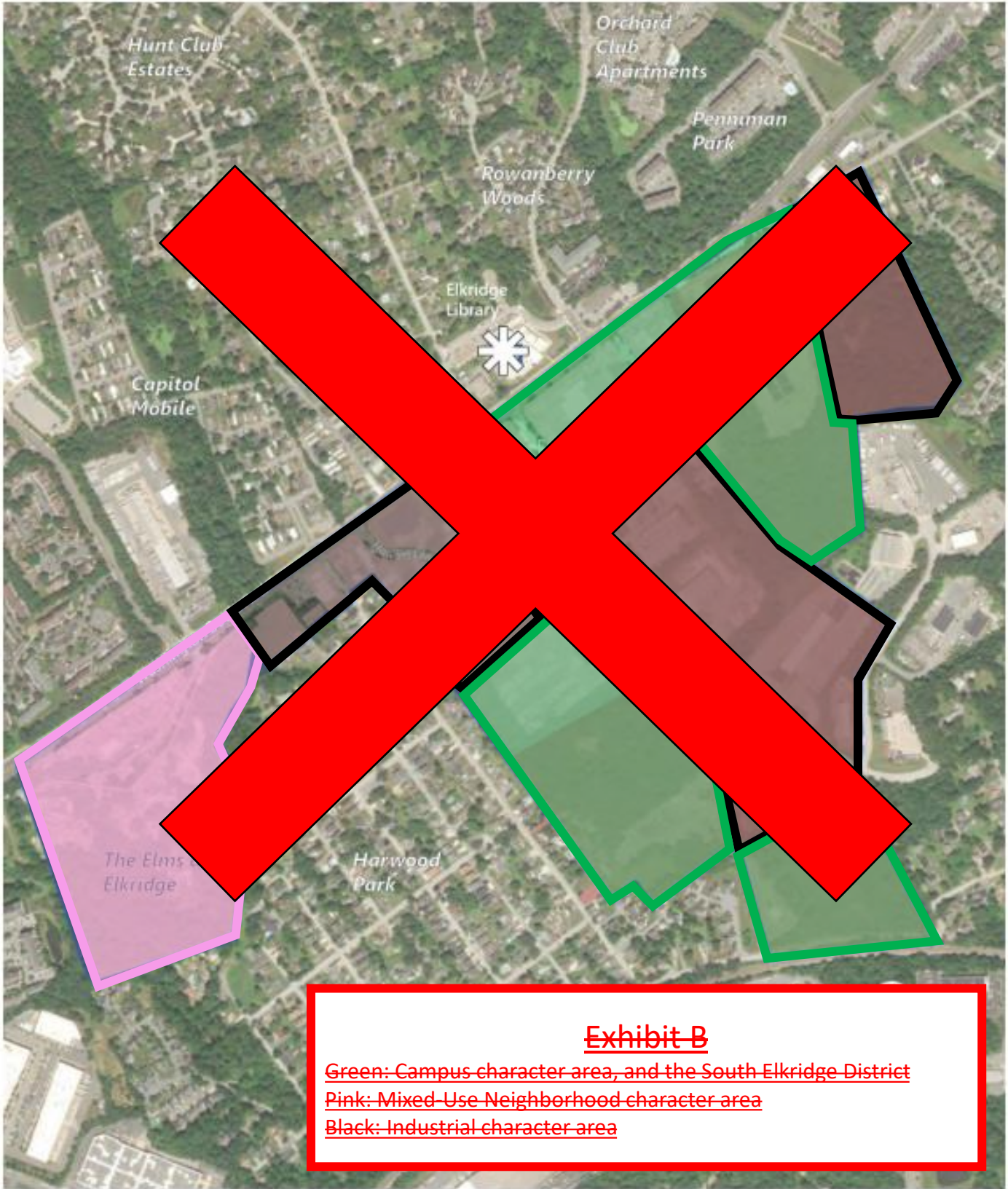
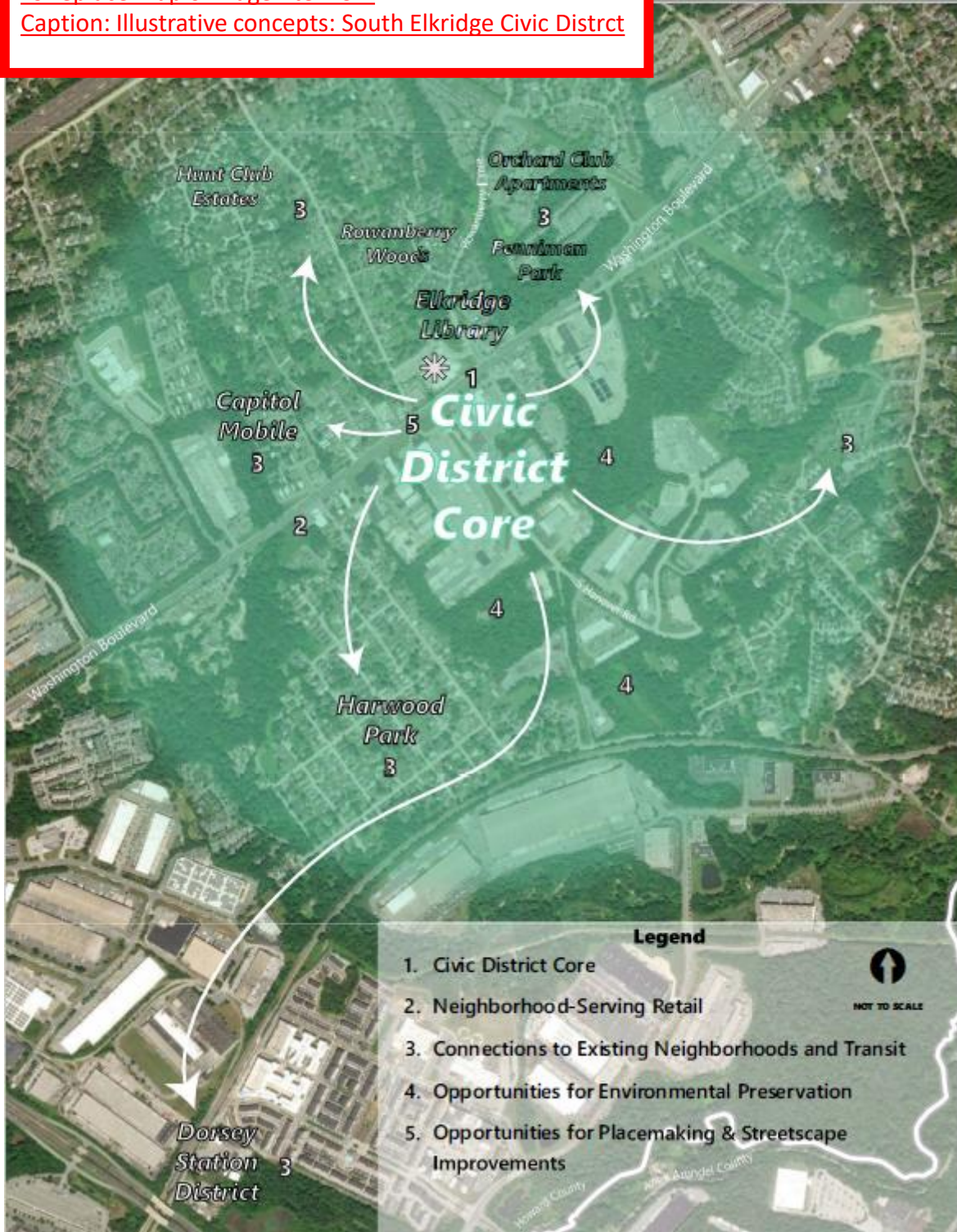


Exhibit B

To replace map on Page Rte-1 91.

Caption: Illustrative concepts: South Elkrige Civic District



VISION FOR THE CORRIDOR

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

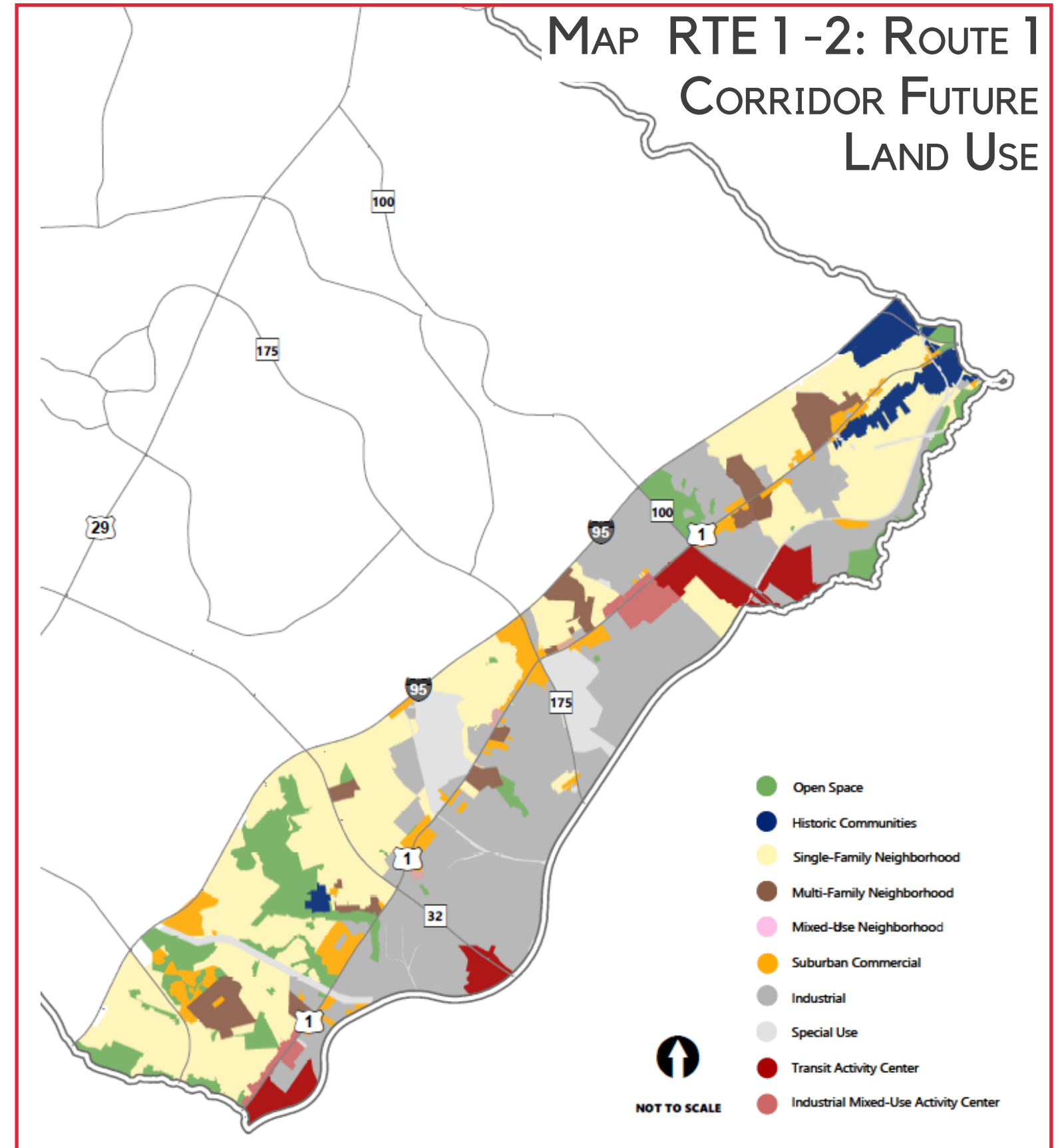
Future Land Use Map and Zoning

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

Current Land Use and Zoning Overview

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

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



ACTIVITY CENTERS and Special Districts IN THE ROUTE 1 CORRIDOR

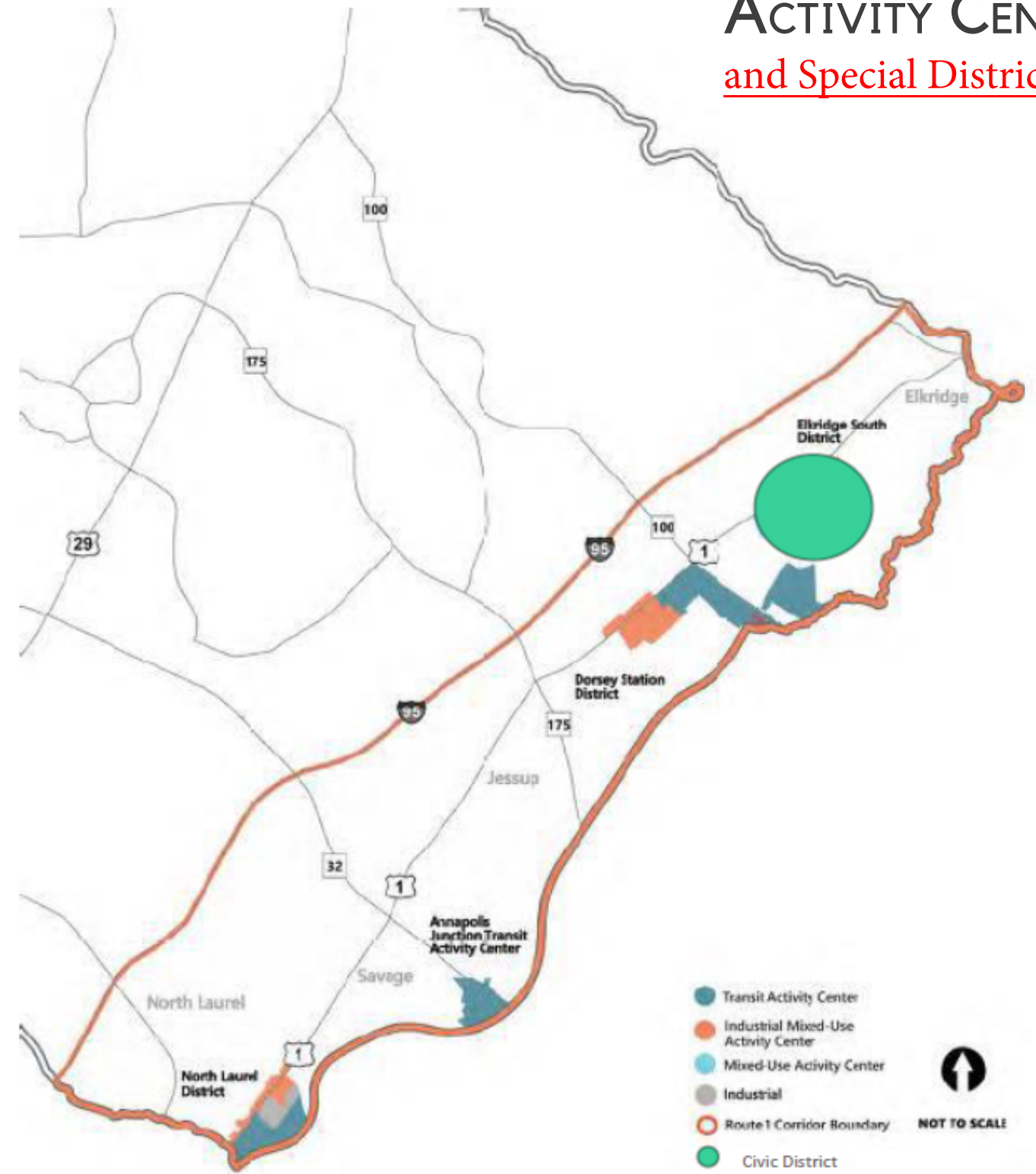
Activity centers are intended to be mixed-use, walkable places that serve the needs of current and future residents, and offer unique opportunities for a mix of businesses. They should become important “destinations” in the Corridor with a sense of character that is compatible with the industrial uses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

Activity Center Character Areas

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



MAP RTE 1 -10: ROUTE 1 ACTIVITY CENTERS and Special Districts



Mixed Use Activity Centers

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

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

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

Mixed Use Activity Center Character Area Description

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



Current Zoning in Activity Centers

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

Environmental Health

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

Multi-Modal Transportation

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

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

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



ACTIVITY CENTER DISTRICTS

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

Underutilized Properties:

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

Blighted Uses:

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

Other factors:

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

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

Elkridge South Civic District

One Civic District is identified in the Route 1 Corridor. Although the area will predominantly retain its existing land use character designations, redevelopment opportunities should contribute to the creation of a campus-like destination anchored by civic, community-focused, and recreational uses. These uses may include opportunities for educational facilities, parks, fields, event space, a community center, indoor athletic facilities, and other community-serving amenities.

Existing Conditions

The Elkridge South Civic District fronts Route 1 and is located to the east of ~~Troy Hill Drive Commerce Center (north entrance), Ducketts Lane, Capitol Mobile Park, Elkridge Library, the Howard County Library, Elkridge Branch~~ and established residential communities located off Ambermann's Road, Hunt Club Road, and Rowanberry Drive. The newly renovated 35,000-square foot Elkridge Library, 10,000-square-foot 50+ Center, and including the Do It Yourself Education Center and the 10,000-square foot 50+ Center, have become a civic focal point for the community and are the adjacent catalyst for this District. In addition to the modern architectural building materials (featuring steel and glass), the site amenities include an outdoor terrace, a living retaining wall planted with vegetation, pathways connecting to the community, and a stormwater retention pond.

The Elkridge South District core is anchored by industrial and automotive uses to the north approximately 140 150 acres in size. In the core of the District, industrial and automobile-related uses predominate, including what was a large UPS Worldwide Express Freight Center at 6571 Washington Boulevard, a used car dealership, auto repair businesses, construction companies, and large equipment rental businesses. Many of these uses are nonconforming to current zoning. Limited commercial uses are found in to the south of the area along Route 1, including roadside food trucks, convenience stores, and liquor stores. Surrounding this core are residential neighborhoods, Harwood Park (a 1970s-era planned residential community) to the south and Old Washington Road then historic Elkridge to the north. Residential uses can be found in the District, including a small portion of Harwood Park (a 1970s-era planned residential community off Route 1) and a future 408-unit new residential project, known as the Elms at Elkridge, situated on almost 35 acres fronting Route 1 and the site of a former junkyard.

The District is approximately 184 acres in size. While current land use is predominantly industrial, with three-fifths of the District in industrial land uses, much of these uses are nonconforming to current zoning. About a quarter of the District is in residential use. The remaining portions of the District are made up of government and institutional land, commercial uses, and rights-of-way. The current zoning is under one-half M-1 and over a third CE-CLL. The remaining portion of the District is within CEF zoning. Large industrial warehousing and car storage lots are predominant in this area.

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

While there are some roadway linkages to within existing residential neighborhoods on the west side of Route 1, a more limited network exists on the east side. Harwood Park is to the south of the District is the exception, as it has a true street grid. These residential neighborhoods are largely disconnected from one another. Additionally, community members have expressed concern with intersections along Route 1, including particularly where vehicular traffic on Old Washington Road turns left, southbound onto Route 1 at the District's northwestern corner.

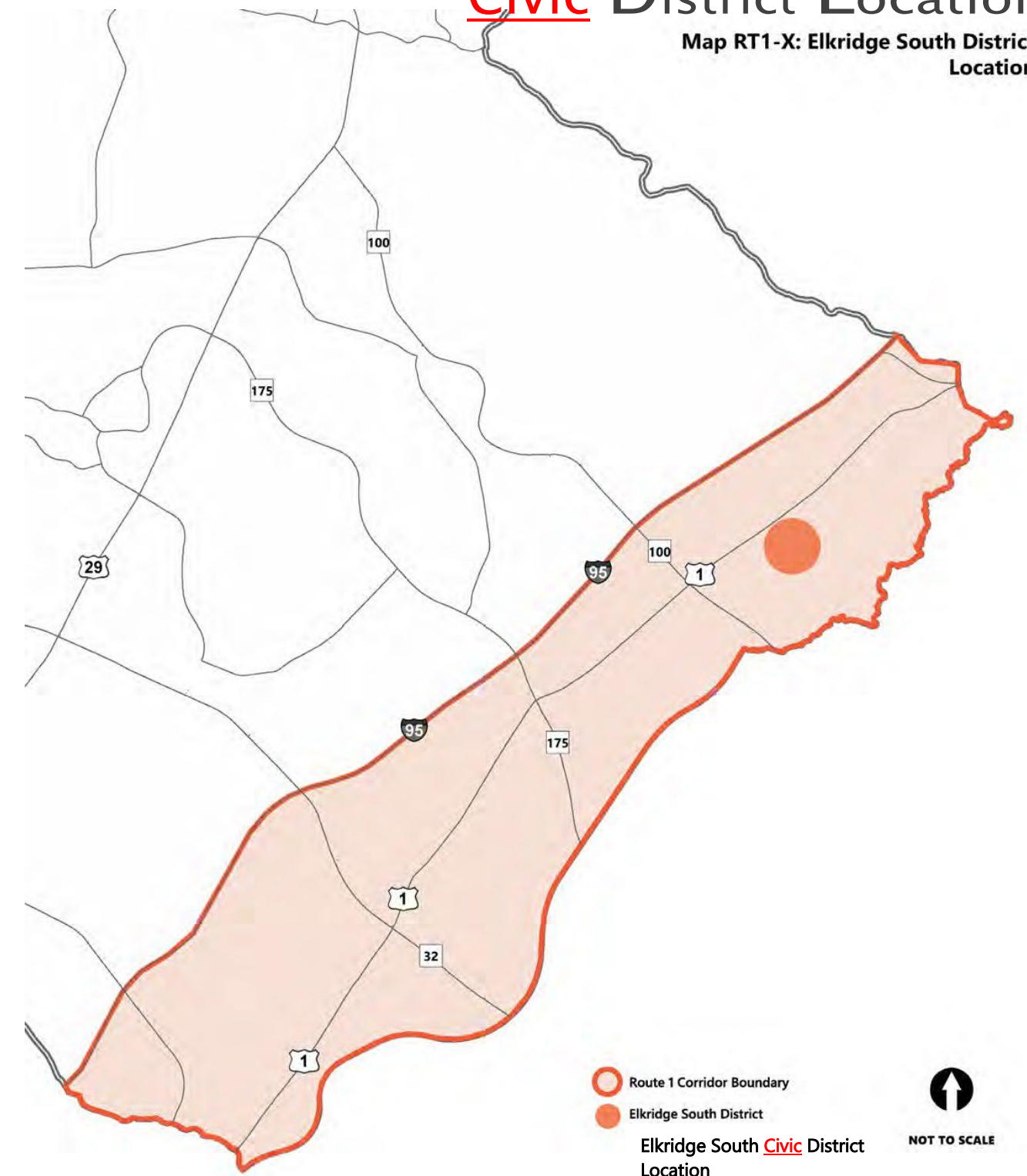
Similarly, Safe passage for pedestrians is even more scant. Although continuous sidewalks exist on along the west side of Washington Boulevard while Route 1, there is a distinct lack of pedestrian connectivity inside the District to and along the east. There is currently no No crosswalk from the library to the east side of Washington Boulevard currently connects the Elkridge Branch Library to the other side of Route 1. There is a crosswalk The two nearest crosswalks – at the signalized intersections at Rowanberry Drive and – A crosswalk also exists at the signalized intersection at Loudon Avenue, at the entrance to (Harwood Park entrance) and Washington Boulevard – lead to no-receiving sidewalk on the east side of Route 1.

This District lies within the Lower North Branch Patapsco River watershed and the Deep Run Tributaries subwatershed. The District contains portions of two One major and three smaller tributary streams to Deep Run. The major tributary streams have stream runs through the District, with forested 100-year floodplains that vary in width varying in extent along its length. The District is approximately 25% forested, with several including the forest patches that provide buffers for the tributary streams. Current development regulations require protection of streams, wetlands, and floodplains, as well as mitigation for any forest clearing partially buffering the tributary stream. Otherwise, existing land uses encroach into the minimum stream buffer width as mandated by the current development regulations Although current regulations require protection of streams, wetlands, and floodplains, as well as mitigation of forest clearing, existing development, which occurred prior to the current regulations, may encroach into the stream buffer.

MAP Rte 1 -13: Elkridge south

Civic District Location

Map RT1-X: Elkridge South District Location





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. Directly across Route 1 from the Elkrige South Civic District is the Howard County Library, Elkrige Branch.

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.

Redevelopment of the Elkrige South Civic District will energize this portion of the Route 1 Corridor, providing a “town square” feel with opportunities for community gathering and public space, like parks, fields, event space, a community center, indoor athletic facilities, and a high school. The Elkrige Branch Library, 50+ Center, and DIY Education Center will serve as existing “civic anchors” in the District. Redevelopment should result in a unique campus-like, walkable district with enhanced streetscape to safely connect across and along Route 1 to link new and existing development in and around the district. The District will serve as a gathering point and provide connections between historic Elkrige Main Street to the north and the Dorsey Station Activity Center to the south.

The area currently hosts a number of smaller light-industrial businesses internal to the District and a loose collection of heavy trucking and automotive uses abutting Route 1. Redevelopment of this area will beautify the streetscape and create safe and accessible pathways to the residential neighborhoods that already touch three sides of the District, the Elkrige Branch Library directly across Route 1, and existing and planned neighborhood-serving commercial that surrounds the District to the north and south along Route 1. Redevelopment of the District will also create opportunities to improve environmental health in the area with enhanced open space, tree canopy, and stormwater management. Longstanding and locally owned businesses will be retained along the north side of South Hanover Road and McGaw Court.

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.

In the Elkrige South Civic District, the Future Land Use Map (FLUM) proposes a Campus character area.

The Elkrige South Civic District is located one-third of a mile south of the Green Valley Marketplace in the Elkrige Corners shopping center at the intersection of Montgomery Road and Route 1. Another mile and a half north, Route 1 intersects 895 and the Patapsco River, just past historic Elkrige. The District’s northwestern corner actually follows Old Washington Boulevard, not Route 1, as it splits towards near-exclusive residential use all the way up to Main Street and back to Route 1. Route 100 is one mile to the south.

The District is comprised of fifteen forty or so separate parcels, most of which by area are zoned Corridor Employment with a Continuing Light Industry overlay. Corridor Employment zoning was intended to encourage “new office, flex, and light industrial uses, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels.” Such redevelopment was supposed to enhance the Route 1 streetscape, improve vehicular traffic safety, and better accommodate both public transit and pedestrians. None of that has obtained.

Rather, residential use borders three sides of the Campus character area. Leading into the District from each of those residential neighborhoods are three larger wooded parcels, in total more than twenty acres. The wooded parcel to the west of the District, bounded by Loudon Avenue, is owned by State Highway Administration. Light industrial uses bordering the District should revert to traditional light industrial zoning.

In the Elkrige South Civic District core, the Future Land Use Map (FLUM) proposes to retain the current industrial land use designations along the eastern and northern portions of the district’s core area. A new suburban commercial character area runs along the southern and central portions of the district core to achieve neighborhood-serving retail. Civic uses and connecting infrastructure is encouraged throughout the surrounding character areas within the wider Civic District. Opportunities for preservation of undeveloped areas and connectivity to adjacent neighborhoods are identified. Property acquisition may be necessary to realize the “Civic District” vision.

RTE 1-29 Policy Statement

~~Protect and promote industry and a compatible mix of uses within the Industrial Mixed-Use Activity Center character area. Facilitate public placemaking in the Elkridge South Civic District. Protect and promote industry and a compatible mix of uses within the Elkridge South Civic District, while facilitating new public placemaking.~~

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.~~
- ~~1. Acquire and consolidate parcels comprising the Elkridge South District and aggregate land within the Civic District area to provide public community facilities or other government uses.~~
- ~~2. Engage in visioning exercises with all members of the Elkridge South community, including local residents; businesses; and religious, cultural, and historic organizations to determine preferred boundaries, identify location opportunities, uses and layout, including access, for the District.~~
- ~~3. Protect and support the viability of existing industrial, commercial, and neighborhood-serving retail uses compatible with a potential civic use.~~
- ~~4. Redevelop or re-purpose underutilized properties and acquired and aggregated land for civic uses. New building materials and site design should be compatible with existing industrial uses.~~

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 neighborhood-serving commercial redevelopment along the Route 1 Corridor to the north and south of the Elkridge South Civic District.~~

Implementing Actions

- ~~1. Develop design guidelines specific to the character of that portion of the Route 1 Corridor from the Patapsco River south, past historic Elkridge, Montgomery and Loudon Roads and down to the southern bound of the former Roberts Property, currently Elms at Elkridge the Civic District to distinguish it from the wider Route 1 corridor. Green space and pathways interspersed throughout should connect residential uses further back from the roadway to the commercial and campus character areas that front Route 1.~~
- ~~2. Anchor major Route 1 intersections to the north and south with neighborhood-serving commercial uses to support existing and planned residential communities.~~
- ~~3. Incentivize replacing automobile-related uses on properties that front Route 1 with new neighborhood-serving retail and restaurants.~~
- ~~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. Minimize hazards posed to vehicular, pedestrian and bicycle travel along this portion of Route 1.~~

Implementing Actions

- ~~1. Develop a transportation study for the area including and surrounding the Elkridge South Civic District campus character area, particularly evaluating where community members have expressed concern with intersections along Route 1. Old Washington Boulevard turns left, southbound onto Route 1 at the District's northwestern corner.~~
- ~~2. Incentivize pathway and mainline pathway connections off of Route 1 among open space corridors and residential neighborhoods.~~
- ~~3. Add a signalized intersection and crosswalk to connect the Elkridge Branch Library to the east side of Route 1.~~
- ~~4. Leverage partnerships and funding opportunities with local, regional, State and federal governments and nonprofit organizations to prioritize and implement additional safety improvements and expanded and more frequent public transit options, including the mainline pathway and critical crossings, along the Route 1 Corridor.~~
- ~~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.

