Introduced 09.02.2025
Public Hearing 09.15.2025
Council Action 10-06-2025
Executive Action 10.09.2025
Effective Date 12-09-2025

County Council of Howard County, Maryland

2025 Legislative Session Legislative Day No. 13

Bill No. 66 -2025

Introduced by: The Chairperson at the request of the County Executive

Short Title: General Plan Amendment – Gateway Master Plan

Title: AN ACT amending HoCo By Design, the general plan for Howard County, to include the Gateway Master Plan and recognizing that the Plan is a comprehensive, long-range redevelopment vision for the future of Gateway, an area comprising approximately 1,100 acres of commercial and industrial properties; and generally relating to planning, zoning and land use in Howard County.

Introduced and read first time Sep 2, 2025. Ordered posted and hearing scheduled.

By order Michelle Harrod
Michelle Harrod, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on Sep 15, 2025.

By order Michelle Harrod
Michelle Harrod, Administrator

This Bill was read the third time on Oct 6, 2025 and Passed ___, Passed with amendments ✓, Failed ___.

By order Michelle Harrod
Michelle Harrod, Administrator

Sealed with the County Seal and presented to the County Executive for approval this 7 day of Oct, 2025 at 5:00 a.m./p.m.

By order Michelle Harrod
Michelle Harrod, Administrator

Approved/Vetoed by the County Executive Oct 9, 2025

Calvin Ball, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; ~~Strike-out~~ indicates material deleted by amendment; Underlining indicates material added by amendment

WHEREAS, Howard County has prepared the Gateway Master Plan (the "Plan") to provide a redevelopment vision for the future of Gateway; and

WHEREAS, Gateway is that area containing approximately 1,100 acres of commercial and industrial properties and is generally bound by Interstate 95, Maryland Route 175, Snowden River Parkway, and a CSX rail corridor; and

WHEREAS, in October of 2023, by passage of Council Bill No. 28-2023, the Howard County Council adopted HoCo By Design, a new general plan for Howard County; and

WHEREAS, HoCo By Design envisions Gateway as a Regional Activity Center, which represents a major hub for employment, entertainment, and innovation in the County; and

WHEREAS, HoCo By Design's implementing action EP-5.4 calls for DPZ to: "Develop a master plan for Gateway that describes the area's desired future mix of uses, open space network, development phasing and intensity, building height range, and infrastructure approach. Build upon the general considerations included in the HoCo By Design Focus Areas technical appendix."; and

WHEREAS, the Gateway Master Plan process launched in early 2024 with an open house event and, in September of 2024, DPZ and its consultant team presented several master plan options for the redevelopment of Gateway; and

WHEREAS, after receiving public feedback on the master plan options, the team unveiled a preferred Plan for Gateway – an illustrative concept that conveys the vision for Gateway's transformation as an Innovation District – at public meetings on January 21 and January 22, 2025; and

WHEREAS, the public draft Plan was made available for public review and comment and a subsequent legislative draft Plan submitted to the Planning Board for its review on August 7, 2025; and

WHEREAS, the Plan envisions Gateway evolving into a complete, sustainable community that supports business growth, creates housing and employment opportunities, and allows a mix of uses that contribute to a thriving innovation ecosystem; and

WHEREAS, while the Plan does not change zoning, it offers guidance for subsequent zoning changes; and

WHEREAS, the County Council now wishes to amend HoCo by Design in order to include the Plan.

NOW, THEREFORE,

Section 1 Be it Enacted *by the County Council of Howard County, Maryland, that the Gateway Master Plan, a General Plan Amendment attached hereto, is adopted as the revitalization and redevelopment plan for Gateway and the Gateway Master Plan shall be attached to and incorporated into HoCo By Design.*

Section 2. And Be It Further Enacted *by the County Council of Howard County, Maryland that the Director of the Department of Planning and Zoning may correct obvious errors, capitalization, spelling, grammar, headings and similar matters and may publish this amendment to HoCo by Design by adding or amending covers, title pages, a table of contents, photos and graphics to improve readability.*

Section 3. And Be It Further Enacted *by the County Council of Howard County, Maryland that, after passage of this Act, the Director of the Department of Planning and Zoning shall amend text, maps, charts, graphs, photos, and tables, in accordance with amendments to this Act.*

Section 4. And Be It Further Enacted *by the County Council of Howard County, Maryland, that this amendment be attached to and made part of HoCo By Design.*

Section 5. And Be It Further Enacted *by the County Council of Howard County, Maryland, that this Act shall become effective 61 days after its enactment.*

Howard County
Department of Planning & Zoning

Gateway Master Plan

LEGISLATIVE DRAFT – JULY 2025

ACKNOWLEDGMENTS

County Executive

Calvin Ball

County Council

Liz Walsh, Chair
Opel Jones, Vice Chair
Deb Jung
Christiana Rigby
David Yungmann

Planning Board

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James Cecil, Vice-Chair
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Master Plan Advisory Committee

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Contributing Howard County Agencies

Department of Planning and Zoning (DPZ)
Department of Public Works (DPW)
Department of Recreation and Parks (DRP)
Office of Transportation (OOT)
Howard County Economic Development Authority (HCEDA)
Office of Community Sustainability (OCS)
Howard County Public School System (HCPSS)
Department of Finance (DOF)
Department of Housing and Community Development (DHCD)
Department of Fire and Rescue Services (DRFS)
Howard County Police Department (HCPD)

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Emily Metzler
Lizzy Rice

Figure 1: Existing Conditions—Aerial photo looking south from the intersection of Eli Whitney Drive and Columbia Gateway Drive

Figure 2: Existing Conditions – Aerial photo looking north from the intersection of Robert Fulton Drive. and Columbia Gateway Drive

FORWARD

Abstract

This Master Plan document presents a comprehensive, actionable roadmap to guide the long-term transformation of Gateway into a thriving innovation district, a major hub for employment, entertainment and innovation in Howard County. The master plan addresses multiple elements in addition to innovation, including economic development, housing and employment opportunities, development pacing, environment and sustainability, urban design, transportation and mobility, and land use and public facilities. The master plan is informed and builds upon the policies and recommendations outlined in the general plan—HoCo By Design.

How to use this document

Howard County master plans reflect a vision for the future that responds to the local community within the context of a countywide perspective. These plans offer guidance and recommendations for defined geographic areas. Master plans are designed to "look ahead" through a shared vision. As communities and markets change and unexpected events occur, the approach to implementation of a master plan needs to be flexible over time. Generally, graphics provided in an adopted plan are for illustrative purposes only; they are intended to convey a general approach or character rather than an obligation to a specific detailed outcome, land use, or development timeframe.

Report Structure

The Master Plan document is organized into the following chapters:

Chapter 1: Introduction

This chapter provides an overview of the purpose of the document, including background and contextual information. It outlines the Gateway Master Plan's relationship with other plans, presents its vision and guiding principles, and describes the planning process including stakeholder and community engagement efforts.

Chapter 2: Innovation Districts and Market Opportunities

This chapter highlights the advantages of innovation districts, identifies areas of strength, and explores growing and emerging industries in the region. It also provides a summary of the analysis of market indicators that informs the 30-year vision. A detailed market analysis helped inform this plan and its recommendations and is cross referenced throughout this document.

Chapter 3: Recommendations and Policies

This chapter presents recommendations and strategies to guide the transformation of Gateway into an innovation district. It outlines frameworks to inform the redevelopment approach, including subareas and land use mix, zoning recommendations, public infrastructure phasing, open spaces and public amenities, and a vision for the urban form and character of the planned subareas. Additionally, it includes guidance on sustainable design, as well as transportation and mobility strategies.

Chapter 4: Implementation

The Implementation Chapter covers a list of actions that will help to realize the vision set forth by the Master Plan. It includes a multi-phased implementation approach, a list of immediate priorities, and potential capital projects. This chapter also offers options for financing infrastructure improvements.

LIST OF TABLES AND FIGURES

Figures

Tables

Maps

Acronyms

This document includes numerous acronyms for departments, agencies, programs, and planning terms, and each acronym will be defined when they are introduced.

Photo Credits

Unless otherwise noted, all graphic and materials are prepared by Howard County and/or the Master Plan Consultants Team.

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CHAPTER 1 – INTRODUCTION

1.1 Origin of the Plan

Gateway, with Downtown Columbia, has been identified in previous studies as one of Howard County's last remaining large areas with potential for regional growth — often referred to as "the last frontier" for significant development in the County. The Gateway area comprises about 1,100 acres of land, most of which is already developed with industrial, office, retail, and other business uses. As an existing employment hub, Gateway already has a strong foundation of workers in key industries like cybersecurity, defense, and technology.

The long-term transformation of Gateway into an "innovation district" began with the vision and recommendations outlined in the general plan, HoCo By Design. The general plan envisioned Gateway as a Regional Activity Center that would offer significant opportunities for employment, entertainment, and innovation in the County. HoCo By Design emphasized that a full redevelopment of Gateway into an activity center would extend well beyond 2040 (the long-term timeframe of the general plan); therefore, HoCo By Design recommended a master plan to further evaluate the general plan's early concepts, recommendations, and ideas for Gateway.

In 2024, the County initiated the master planning process to guide Gateway's transformation into a regional hub for research and innovation—positioning it as a new dynamic anchor for the Baltimore-Washington region. A master plan team, led by the Department of Planning and Zoning (DPZ) and a consultant team, actively engaged with property owners, business owners, and the broader community in an ongoing dialogue to shape a 30-year vision for Gateway.

1

Figure 3: Existing Conditions — Aerial photo looking south from Columbia Gateway Drive

2

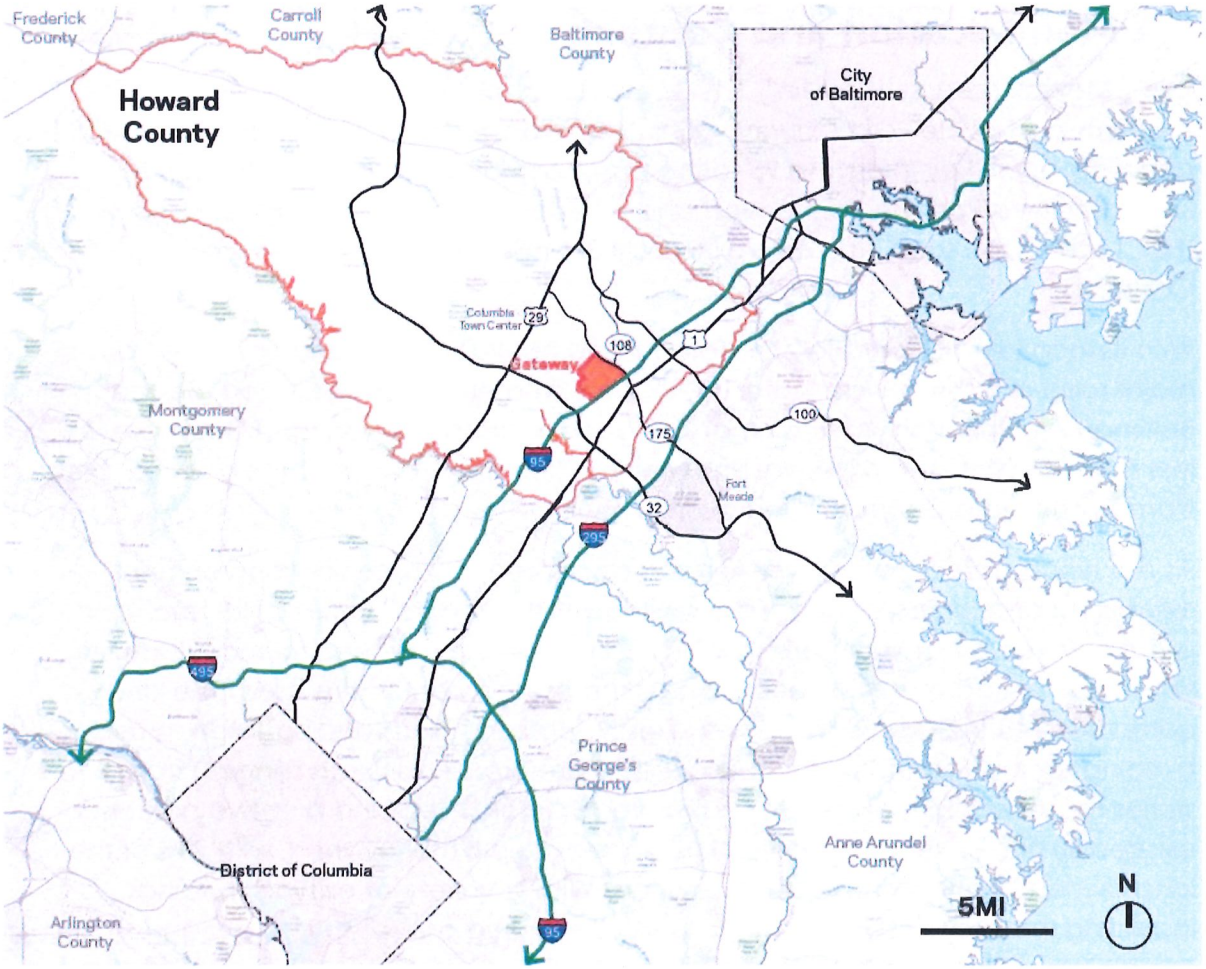
1.2 Plan Location and Context

The Gateway area is an existing 1,100-acre suburban business park located in the southern part of Howard County, within the Washington-Baltimore region. The site is generally bound by Interstate 95 to the east, Maryland Route 175 to the north, Snowden River Parkway to the west and a Federal Communications Commission (FCC) site to the south. It is approximately 3-4 miles southeast of Downtown Columbia.

With its location adjacent to Interstate 95 and Route 175, Gateway benefits from major road access to Washington DC (approximately 60 minutes), Fort Meade, Baltimore/Washington International Thurgood Marshall Airport and Baltimore (all less than 20 miles away). However, these major roadways isolate the business park from its immediate surrounding communities.

As a business park planned over 40 years ago, Gateway's physical environment reflects a car-oriented configuration, with almost 300 acres (26% of the total land area) covered by surface parking lots. Most of Gateway is zoned for manufacturing, which has limited the types of buildings and uses present in the area. The area comprises 140 individual properties, mostly featuring freestanding large-format buildings or clusters of 1-2 story buildings. There are 13 buildings ranging from 3 to 7 stories tall. About 85% of the properties are 15 acres or less and only two parcels exceed 50 acres. Nearly the entire 1,100 acres are privately owned, with 70% of the land owned by multi-property landowners. With a variety of existing buildings, including those already catering to key industries whose retention, expansion and growth are an integral part of the vision of an Innovation District, not all sites in Gateway are anticipated ~~will need~~ to be redeveloped.

Despite its proximity to major vehicular transportation corridors, the site lacks convenient multi-modal connections to surrounding communities such as Owen Brown, Waterloo, or Kendall Ridge. The site has two grade-separated main access points: one along Route 175 between Snowden River Pkwy and Route 108, and another at the intersection of Robert Fulton Drive and Snowden River Parkway. The County's General Plan, HoCo By Design, recognized the need to create a comprehensive and connected network of mobility options within and leading to Gateway. A network of walkable streets aligned with the County's Complete Streets Policy was envisioned. Further, HoCo By Design suggested additional connections between Gateway and the regional transportation system be considered.



Map 1: Regional Context

1

Map 2: Site Context

2

Figure 6: Existing industrial and manufacturing uses in Gateway

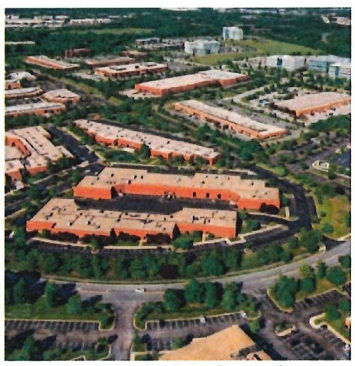


Figure 5: Existing low-rise, low-density buildings

Figure 4: Existing office buildings in Gateway

1.3 Relationship to other plans

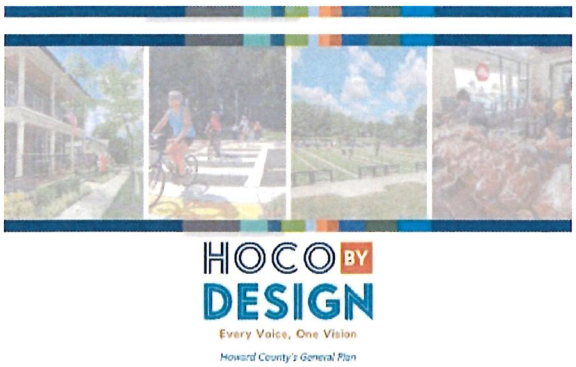
The following list provides a variety of Howard County's topic-specific plans relevant to the Gateway Master Plan:

1 - HoCo By Design

The County's General Plan, HoCo By Design, was adopted in 2023 and outlines a long-term vision for Howard County's development and growth over the next 20 years. It addresses evolving land use, conservation, economic, environmental, and social conditions. HoCo By Design includes specific recommendations and policies for Gateway.

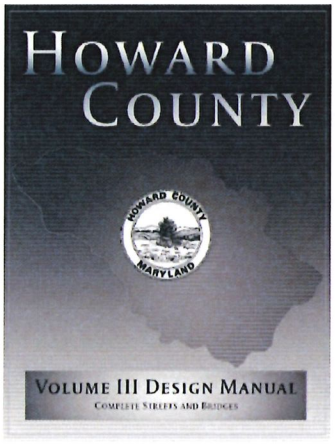
The following general considerations from *HoCo By Design* align with and support the vision for the Gateway Master Plan:

1. Plan for significant growth and development in Gateway
2. Showcase industrial uses in a reimagined Gateway
3. Create a public realm framework for organizing new development and open space in Gateway
4. Consider impacts of flight paths for Baltimore/Washington International Thurgood Marshall Airport in the design of Gateway
5. Take green design to the next level
6. Emphasize civic uses, educational facilities and infrastructure, and community facilities
7. Increase mobility options leading to and in Gateway
8. Build an interconnected street network that follows existing property lines and creates walkable blocks
9. Phase development with consideration for existing development patterns and property ownership
10. Provide a mix of housing options in Gateway
11. Showcase innovative design and insist on high-quality building architecture throughout Gateway



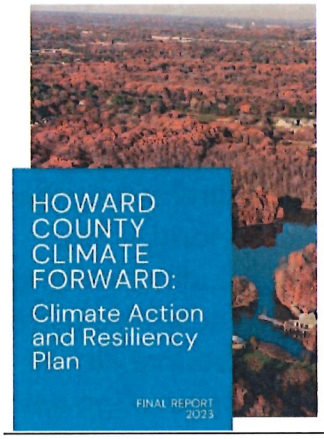
2 - Howard County Design Manual

The Howard County Design Manual Volumes III and IV (Complete Streets and Bridges, Standard Specifications and Construction Details) provides criteria and planning, public engagement, design and construction guidance as directed by the County's Complete Streets Policy. These guidelines aim to enhance, prioritize and incentivize the use of a range of modal choices in Howard County, including walking, bicycling, and public transit, while ensuring accessibility for all users. Increased use of transportation alternatives may improve the health, wellbeing and sustainability of the County. All new and reconfigured streets proposed by the master plan align with the street types defined in the Howard County Design Manual, to build a connected street network that is safe and comfortable, and will inform the design, construction, and maintenance of a transportation network that serves Gateway.



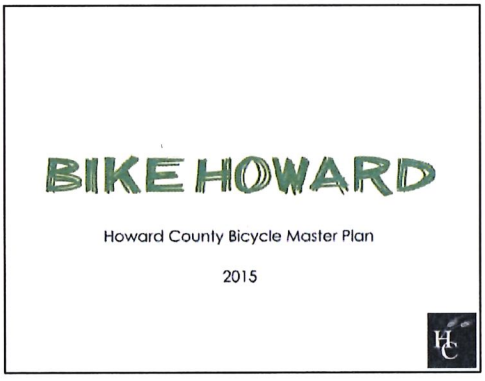
3 - Howard County Climate Forward

Issued in 2023, the County's Climate Action and Resiliency Plan, Howard County Climate Forward, is a comprehensive, science-based and community-focused roadmap addressing climate action and resiliency. It identifies goals and strategies to reduce greenhouse gas (GHG) emissions across all sectors, public and private. The plan organizes actions into mitigation — focusing on energy, transportation, waste, and nature-based solutions — and resiliency strategies. The Gateway Master Plan's sustainability vision and goals are consistent with the strategies, recommendations and actions established by this plan.



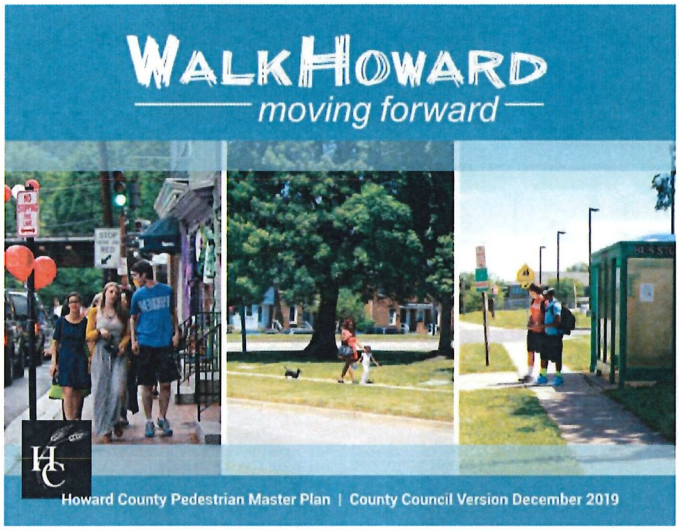
4 - Bike Howard

Adopted in 2016, Bike Howard, the Howard County Bicycle Master Plan, serves as a roadmap for enhancing transportation and recreational bicycling facilities throughout Howard County. The plan aims to create a connected, easy to use, accessible on- and off- road network for people of all ages and abilities. The transportation and mobility recommendations outlined by the master plan align with the Bike Howard vision.

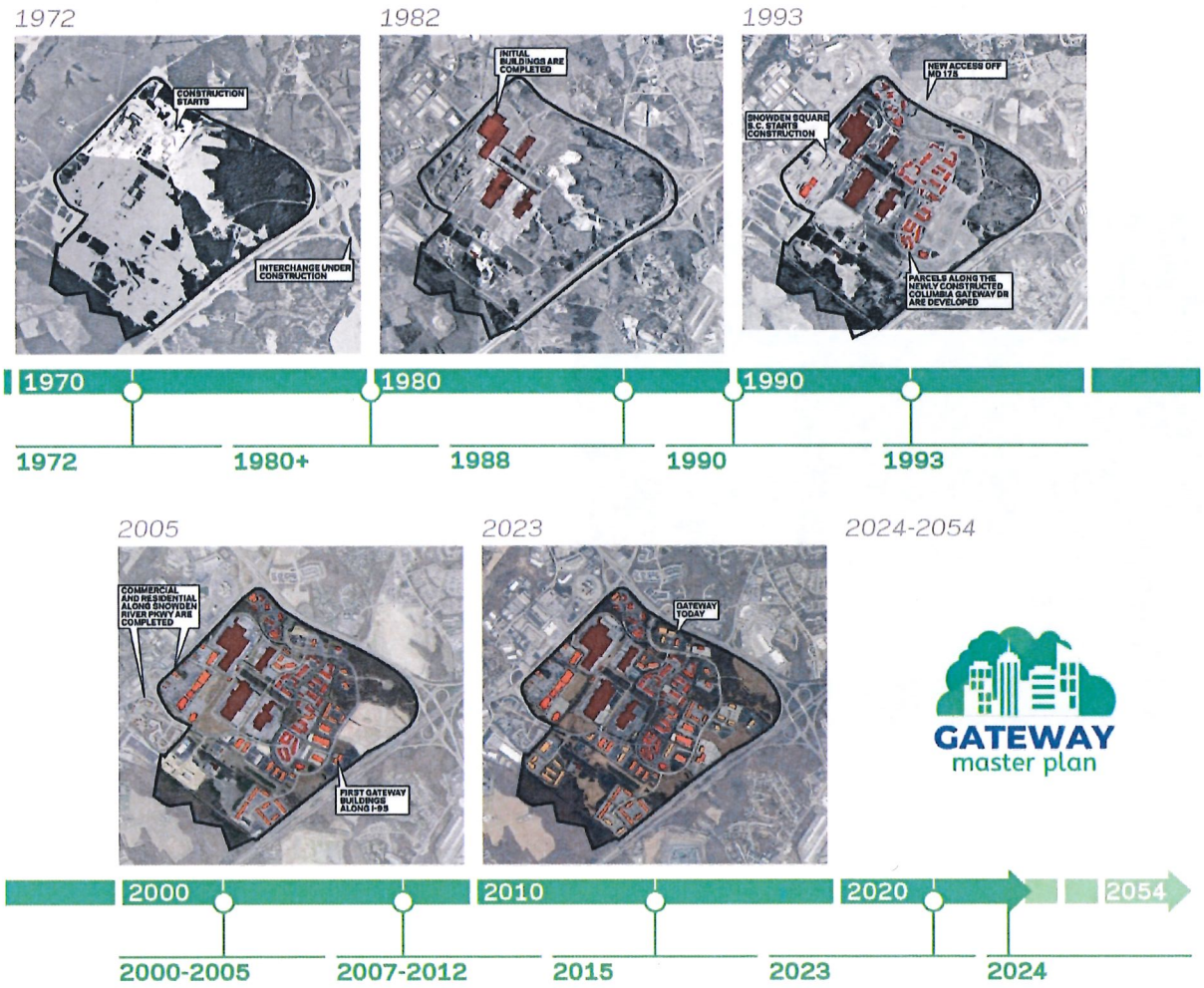


5 - Walk Howard

Walk Howard, Howard County's Pedestrian Master Plan, was adopted in 2020 and focuses on creating a stronger, safer, and more convenient pedestrian network in Howard County, which allows residents and visitors of all abilities to access transit, schools, trails, parks, and recreational opportunities. The Gateway Master Plan's transportation and mobility recommendations align with Walk Howard's vision.



1.4 A Brief History of Gateway



1972

A few years after Columbia was founded, the Rouse Company sold a large tract of land to General Electric (GE) in the area now known as Gateway. Between 1969 and 1972, GE constructed the Appliance Park East manufacturing facility, a large plant primarily dedicated to manufacturing household appliances, which operated for nearly two decades.

1980+

The development of the large manufacturing facility included the construction of the transportation infrastructure that provides access to Gateway today, including the access on Route 175, and the intersection of Snowden River Parkway and Robert Fulton Drive.

1988

By 1988, additional road infrastructure was already under construction, including the Columbia Gateway Drive loop road, which unlocked new land for development east of the former GE manufacturing plant.

1990

Around 20 years after its construction, Appliance Park East closed operations, and the Rouse Company, through its subsidiary Howard Research and Development Corporation (HRD), re-purchased most of the land and began redeveloping the area into a suburban office park called "Columbia Gateway".

1993

An area of the former GE industrial facility was converted into a shopping center, Snowden Square Shopping Center, with a variety of retail options including stores, restaurants and a multi-screen movie theater.

2000-2005

New clusters of single-story and two-story buildings with office or flex industrial uses are constructed along Samuel Morse Drive and Lee Deforest Drive.

2007-2012

New retail anchors emerge around Gateway, including Gateway Overlook in 2007 and Wegmans on McGaw Road in 2012.

2015

Preliminary studies for the transformation of Gateway into an innovation district are conducted by the Howard County Economic Development Authority (HCEDA) and partner entities.

2023

The General Plan, HoCo By Design, was adopted. It includes preliminary ideas to establish Gateway as a Regional Activity Center and catalyze on the site's opportunities. HoCo By Design recommends a master plan be developed for Gateway.

2024

Howard County and a team of consultants initiate the development of a master plan to establish a comprehensive roadmap for the transformation of Gateway into a thriving innovation district along a 30-year planning horizon.

1.5 Planning Process, Stakeholder and Community Engagement

The planning process was guided by the input from two main processes, a technical planning and market opportunity process, and an extensive stakeholder and community engagement process with property owners, business owners, and the broader Howard County community.

Technical Planning and Market Opportunity

The technical planning process focused on site conditions, urban design, placemaking, environment and sustainability, multi-modal transportation, infrastructure phasing, land use and public facilities, while concurrently evaluating market opportunities to guide Gateway's transformation into a major hub for employment and innovation. This process followed three main phases:

Discovery Phase

This phase included a comprehensive analysis of existing conditions and review of previous relevant planning studies and reports, policy and regulatory documents, and GIS data that provided background on physical site characteristics, environmental constraints, and surrounding context.

A second task focused on the evaluation of market conditions for a 30-year period, identifying the potential demand for multi-family and missing middle housing (to achieve both sales and rental opportunities), and providing recommendations for retail opportunities within Gateway. Additionally, this task evaluated best practices and trends on existing innovation districts and identified strengths, gaps, and business and innovation opportunities within the region.

Design/Plan Development Phase

During this phase, the consultant team worked with the Department of Planning and Zoning (DPZ) on the development of three conceptual master plan alternatives. Each option presented a different approach to placemaking, land use, open space, conceptual infrastructure phasing, and multi-modal transportation.

After building consensus around conceptual master plan alternatives, the master plan team recommended a preferred plan that integrated elements of all three options. With the insights and ideas gathered from meetings with the public, stakeholders, the Advisory Committee and the County's Technical Team, the preferred plan envisioned a bold transformation of Gateway into a vibrant "innovation district" – a hub for new research and ideas within an area that is dynamic, mixed-use, connected, and creative.

Documentation Phase

This phase focused on the development of this master plan document, which will serve to guide Gateway's future transformation.

Figure 7: Main Project Timeline

Stakeholder and Community Engagement

The Gateway Master Plan included an extensive stakeholder and public engagement process to shape the vision for Gateway's long-term transformation into an innovation district. As part of this effort, three public events were held, with each event attracting over 100 attendees.

A community "Open House" was held in January 2024, at the Maryland Innovation Center (MIC), to kick-off the planning process. At this event, community members were introduced to the master plan team and viewed a presentation that outlined project goals, relationship of the master plan to *HoCo By Design*, an overview about innovation districts, and additional background information. Attendees were able to share their feedback at several topic-specific stations using sticky notes/dots. Additionally, over 60 comment cards were completed during the event.

At a second public meeting held in September 2024, community members viewed a presentation with three master plan conceptual alternatives including distinct approaches to placemaking, land use, open space, and transportation and mobility. At this event, the broader community was asked to provide feedback on the alternatives. Over 100 sticky notes/dots were placed on the presentation boards and around 50 comment cards with thoughts on the options were received.

Feedback from previous meetings helped to shape the preferred plan and presentation. The updated plan was presented during the third public event, held in two sessions in January 2025. At this event, community members learned about innovation districts and the market opportunities, along with the framework, vision and the redevelopment approach. Topics included subareas and land use mix, building height and urban form, affordable housing goals, open space, and alternative zoning tools. Additionally, presenters outlined strategies and recommendations about sustainable design, transportation and mobility, and public infrastructure.

Figure 8: Community Open House at the Maryland Innovation Center (MIC) — January 2024

Throughout the process, in addition to meetings with stakeholders and the broader community, the master plan team met on a regular basis with the following advisory groups:

Advisory Committee - Appointed by executive order, the Advisory Committee integrated key community stakeholders and subject matter experts, including Gateway property and business owners, representatives of Columbia Association, and other community members with expertise in economic development, innovation, housing, sustainability, transportation, and critical planning areas.

Technical Team - The Technical Team consisted of Howard County department staff who are considered subject matter and institutional experts. The Gateway Master Plan project team consulted with members of the Technical Team on a regular basis to verify and validate key findings, concepts, data, and reports.

Property Owners - As part of an integrated and iterative process, the master plan team engaged in ongoing conversations and received input from multiple property owners. This included meetings with the Columbia Gateway Association, and separate meetings with major property owners in Gateway.

Figure 9: Design Work Session with the Advisory Committee, June 2024

1.6 Vision and Planning Principles

Vision Statement

The Gateway Innovation District will be a major hub for cybersecurity, defense, technology, artificial intelligence (AI), quantum, and other emerging industries while also offering residents a well-connected, vibrant, and thriving community in which to live, work, and play.

The redevelopment of Gateway will encourage and incentivize a diverse mix of uses to support a dynamic innovation ecosystem, and a sustainable, multigenerational and mixed-income community while introducing new housing and job opportunities, open spaces, and multi-modal transportation alternatives.

1

Figure 10: Aerial photo looking south from Columbia Gateway Drive

Planning Principles

The Gateway Master Plan established eight principles to provide the overarching foundation for the long-term transformation of Gateway:

(1) INNOVATION AND GROWTH

Establish the Gateway Innovation District as an epicenter for employment, research, and innovation

The innovation district will build on the existing strengths and assets within Gateway's current boundaries and offer new pathways for collaboration and commercialization while creating a vibrant innovation ecosystem.

The Gateway Innovation District can help attract and retain talent, expand assets that support businesses, academic/industry collaboration opportunities, entrepreneurship supports, applied research, experiential learning/internships, co-working spaces, training and workshop programs, and drive new opportunities for economic development through dynamic partnerships with anchor academic institutions and others. Gateway will welcome everybody throughout the Baltimore-Washington (BW) region and beyond to live, work, learn and share a culture of innovation.

(2) MIX THE USES

Create a mixed-use, walkable physical environment that supports innovation and creates a socially vibrant, pedestrian-focused community

The mix of land uses proposed for Gateway will facilitate the transition from a traditional business park into a vibrant, well-connected, and compact urban environment with a unified design that maximizes synergies between buildings and within the public realm. Density and proximity make businesses more productive. Working, living, learning, and playing will be possible throughout the Gateway Innovation District. The goal is to create a place where people want to be — to work, live, and stay.

By organizing the 1,100-acre site into nine subareas and establishing conditions such as alternative zoning tools and incentives, Gateway will create opportunities to integrate a wide range of uses that support the development of an innovation ecosystem while providing flexibility for developments to respond to market demands. The greatest intensity of uses will be located along public focal points such as the Woonerf and urban plazas at nodes (further described below), and in areas with future access to multi-modal transportation choices. Industrial uses will continue to thrive, in appropriate locations, and support the innovation ecosystem.

(3) A UNIQUE SENSE OF PLACE

Create "A there, there" for Gateway – a recognizable shared open space for the community

The Gateway Innovation District will integrate an open space network with distinctive spaces, including a Woonerf, urban plazas at nodes, pathways, and more. The plan envisions the creation of a Woonerf – a "living street" where pedestrians, bike and slow-moving cars coexist – as the tool that will create a main shared open space for the community. The Woonerf will form the foundation of the pedestrian network, and its linear nature will provide a wide number of residents and workers with convenient access to a high quality, pedestrian-first public space that will be safe and welcoming to users of all ages and abilities.

Along the Woonerf and throughout the site, there will be multiple nodes anchored by new and existing assets (such as the Maryland Innovation Center or the Innovation Hub) which will concentrate density, retail and other uses, and create unique urban spots. Ground-floor activating uses and dynamic programming that can spill out into the street will be promoted and incentivized to promote social and cultural interactions and activate the public realm at the heart of Gateway.

(4) A PLACE FOR PEOPLE

A multi-generational, accessible and mixed-income community where all people can thrive

Aligned with policies defined in the General Plan, Gateway will emphasize diverse housing types, a mix of incomes, and both rental and homeownership opportunities. In Gateway, future zoning should include affordable and multigenerational requirements and/or incentives to provide much needed housing for a diverse workforce at all income levels.

(5) WALKABLE ENVIRONMENT

Establish a human-scale urban form that prioritizes walkability

Walkable environments offer numerous benefits to communities, from creating healthier and more sustainable communities, to boosting the local economy and strengthening the identity of a place. Compact, dense areas where people can walk are where employees and clients want to be, as walkability correlates to higher levels of productivity and creative thinking.[1],[2]

Gateway will integrate an interconnected network of streets that generally aligns with property lines and existing roads, to break down the original business park's super blocks into smaller, walkable blocks. Parking will be strategically located to allow people arriving by car to park once and easily walk to multiple destinations in Gateway. This configuration will foster an innovation ecosystem, allow ease of movement, and transform Gateway into a vibrant, healthy and well-connected community.

[1] Stanford Report: Stanford study finds walking improves creativity. Available from: https://news.stanford.edu/stories/2014/04/walking-vs-sitting-042414

[2] Public Square, A CNU Journal: Ten economic benefits of walkable places. Available from: https://www.cnu.org/publicsquare/2021/08/18/ten-economic-benefits-walkable-places

(6) SUSTAINABILITY AND RESILIENCY

Take green design to the next level

The Master Plan will promote and incentivize design strategies to create developments that are resilient to climate change, supportive of the global environment and local ecosystems, and contribute to the health and wellbeing of the community while advancing standards for sustainable design.

Sites and buildings will showcase innovative approaches to integrating emerging technologies while maintaining flexibility for future advancements. As Gateway redevelops, emphasis will be placed on promoting the use of renewable energy, reducing carbon emissions, and integrating nature-based solutions to advance community-wide sustainability goals.

(7) TRANSPORTATION AND MOBILITY

Develop a multi-modal transportation network that welcomes people traveling via all modes

An interconnected network of "Complete Streets" will provide multi-modal connectivity by connecting people walking, bicycling and driving to and within Gateway. Walking and biking trails, and multi-modal connections are key elements of successful innovation districts, and for Gateway, the CSX multi-modal corridor will serve as a major link to County-wide anchors and surrounding communities. At the same time, a new vehicular access point from Route 175 will offer a welcoming entrance for drivers. Transit and emerging technologies such as on-demand micro-transit, e-scooters, and e-bikes will also help to reduce car dependency.

(8) FLEXIBILITY OVER TIME

Establish a market-based and flexible Implementation framework

Gateway Innovation District will allow flexibility and adaptability to market demand and conditions. Nodes will offer the potential for higher development intensity and a greater mix of uses and could be the earliest locations for new development. The plan's major focal point, the Woonerf, should allow for variation and flexibility as it—and redevelopments along it—are constructed and enhanced. Further, Gateway's infrastructure design should be flexible to support adaptive reuse and future technology shifts. Over 30 years, phased infrastructure investments can lead to a vibrant, walkable, and connected community with a diversity of amenities that allow Howard County to achieve important community and economic goals.

Figure 11: Conceptual rendering of the Woonerf

CHAPTER 2 – INNOVATION DISTRICTS AND MARKET OPPORTUNITIES

2.1 Gateway Innovation District: Harnessing Opportunities for Growth

Gateway Innovation District represents a landmark opportunity to leverage Howard County's strengths and resources to create a vibrant live-work-play community. This approach will allow Gateway to expand its reach and impact, integrating with the surrounding community and bringing people and resources together to advance discovery, learning, and economic growth.

Innovation districts are communities where academic institutions, government entities, private organizations, and entrepreneurs co-locate to create a cluster of innovation and entrepreneurial activity (as illustrated on Fig. 12: Key Features of an Innovation District). Innovation districts may include institutions owned and operated by various entities (e.g., government, industry, academia).

The increasing popularity of innovation districts reflects a growing awareness of the importance of relationships and urban planning in innovation and economic growth. These districts are more likely to be located in urban settings and more integrated with and connected to their surrounding community. Key features of innovation districts include mixed-use spaces (e.g., housing, retail, and offices), transportation systems, shared research facilities, co-working spaces, and other infrastructure that encourages collaboration.

The high concentration of innovation activity facilitated by innovation districts enables intensive collaboration between diverse stakeholders. As such, innovation districts foster larger communities of innovators, corporations, start-ups, and academia, ultimately creating environments conducive to the cross-pollination of ideas across sectors.

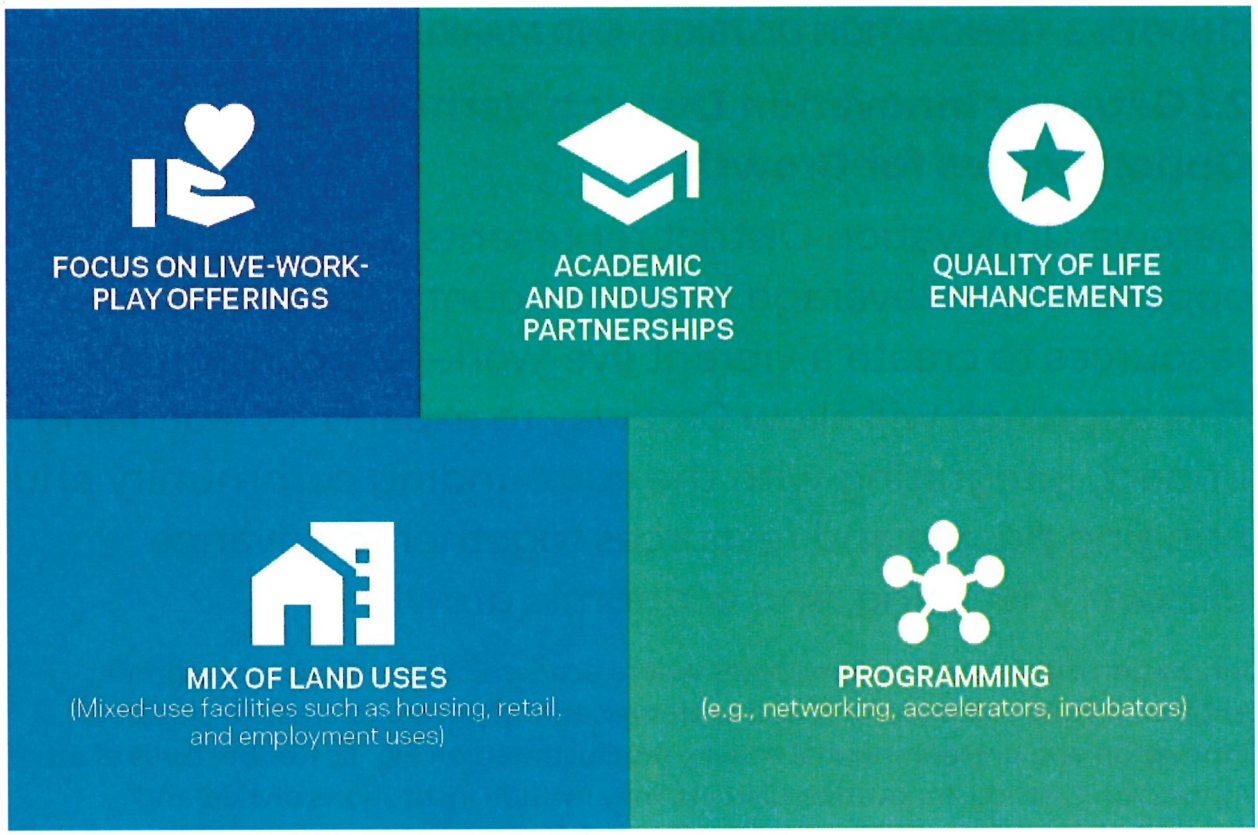


Figure 12: Key Features of an Innovation District

Leveraging Baltimore's Tech Hub Designation

Thirty-one Regional Technology and Innovation Hubs (Tech Hubs) have been designated by the U.S. government to support the development of regional innovation ecosystems across the country and develop global-leading technology programs. Each Tech Hub represents a consortium of partners and resources from public, private, and academic sectors. These regional consortia are eligible to apply for Tech Hubs funding to support start-up and scale-up of businesses, advance the development of critical technologies, and build the workforce of the future. These Tech Hubs aim to contribute to regional growth and overall U.S. economic and national security.

In 2023, the greater Baltimore MSA (the Baltimore-Towson-Columbia Metropolitan Statistical Area), was designated a national Tech Hub by the U.S. Economic Development Administration (EDA), with Howard County Economic Development Authority (HCEDA) and six other surrounding counties included as partners. This designation puts the Baltimore region in line to compete for vital innovation funding. Gateway Innovation District has the opportunity to work with the lead agency, the Greater Baltimore Committee, along with the HCEDA, to secure financing related to the Tech Hub designation.

2.2 From Park to District and Beyond: A Cascade of Innovation

Gateway's evolution into an innovation district exemplifies the progression that many communities of innovation follow. At the simplest level, these communities take the form of incubators and accelerators, which often focus on a single business or sector. As their activities, networks, and physical assets grow in complexity, these communities can evolve into parks, districts, corridors, and networks. With this cascade of development in mind, Gateway Innovation District can envision its development as part of a longer-term evolution. It is evolving from its early successes as a business park through its forthcoming expansion into an innovation district and looking ahead to future possibilities to participate in broader communities of innovation in the region and state.

Figure 13: Visualization of a Traditional Business Park (Source: Stiletto)

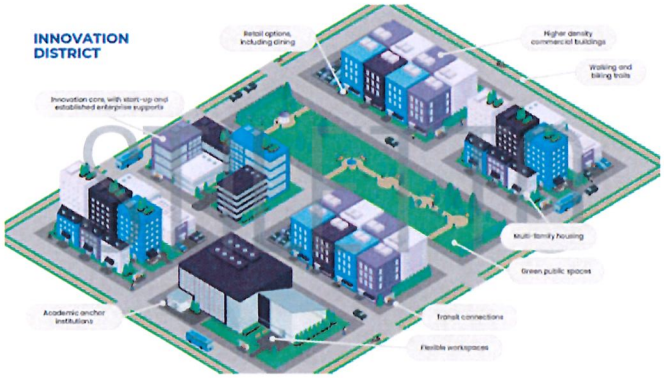


Figure 14: Visualization of an Innovation District (Source: Stiletto)

Six Key Characteristics of Successful Innovation Districts

Successful innovation districts share six common characteristics that fuel innovation, economic growth, and create the environment and opportunity for industry, government, non-profits, and academia to collide and thrive. These characteristics can be activated to guide Gateway Innovation District development as follows:

1) Multi-level government and university/institutional support: Stable support and buy-in from local and regional governments and institutions can help Gateway access funding, resources, and partnerships that can sustain development over the long term.

2) A champion: Influential representative(s) can raise awareness of Gateway and help attract new support and participation. They can also advocate for development, raise awareness, and build buy-in for the district.

3) Defined market demand: Gateway has articulated needs for space, facilities, and collaboration—needs that the innovation district will meet. Gateway can continue to track these needs and use them as a reference point when developing in-demand offerings, such as programming within the district.

4) Unique value proposition: Gateway's standout features, such as its regional strengths, strong key industries, and its strategic location, set it apart, and are essential to establishing the innovation district's identity and brand. The clearer this value proposition, the easier it is to attract and retain industry and other essential ecosystem partners through consistent and compelling communication and promotion.

5) Strategic sector focus: The priority industries that an innovation district supports ensure that it maximizes resources and positions itself as a leader and convener. Gateway's priority industries include both areas of strength and growing and emerging areas.

6) Management dedication to supporting tenant growth: Innovation districts thrive with leaders who are skilled at and committed to attracting and retaining the right tenant mix over the long-term. With the right governance structure and a vibrant group of tenants, Gateway Innovation District can support activity and growth.

Using this framework to guide and measure its development, Gateway Innovation District can maximize its potential to achieve its vision for significant economic impact and long-term sustainability.

2.3 Priority Industries

Gateway will maximize its impact by focusing its efforts and resources on its greatest strengths and opportunities. As an important regional hub for growth, Gateway can advance several important industries and establish its identity as a leader in these fields. Priority industries for the innovation district were identified by drawing on economic and stakeholder data. These industries are grouped into two categories: areas of strength (with excellent alignment and anticipated growth) and growing and emerging areas (with opportunities to improve alignment and build strength).

Areas of Strength

Cybersecurity: Cybersecurity is a quickly growing industry that supports the protection of all other industries, organizations, and networks from digital attacks.

Military, Defense, and Government Contracting: This industry provides equipment, technology, and services to support the military and government operations.

Scientific Research and Development Services: Companies and workers in this industry conduct research or use research findings to develop new products or processes.

Software Development: Software development includes computer systems design and related services.

Technology: This sector includes companies and workers that create and support digital tools, systems, and infrastructure used across industries.

Growing and Emerging Areas

Medical Laboratories and Imaging: Organizations in this industry provide diagnostic or analytic services (e.g., bacteriological laboratories, biological laboratories).

Precision Instrument Manufacturing: This industry develops highly accurate instruments that can measure, test, analyze, and control (e.g., optical instruments, lens surveying, and drafting instruments).

Distribution, Transportation, and Logistics: Organizations and workers in this industry design and implement transportation systems, operate or repair equipment, and plan the movement and storage of materials/products.

Quantum: Organizations and workers in this sector develop cutting-edge technologies through quantum mechanics, with applications in computing, sensing, and secure communications.

Artificial Intelligence (AI): This sector focuses on the development and application of systems designed to replicate human intelligence to enhance learning, problem-solving, and automation.

Figure 15: Priority Industries in Howard County

2.4 Responding to Market Demand

An analysis of market indicators conducted in 2024 demonstrated strong regional demand. The Gateway Innovation District has an opportunity to capture some of that share, and the approximate 1,100-acre site is large enough to accommodate the demand.

Market demand analysis represents a snapshot in time and is limited to forecasting based on the current context. Factors like zoning, property owner willingness, and the lending community will all impact what can ultimately be realized on the ground at Gateway. Demand will also be affected by other developments that take shape in the region.

WHAT DRIVES GROWTH IN A COMMUNITY?

- ✓ Willing Property Owners
- ✓ Market Demand
- ✓ Government Ordinances (such as zoning and subdivision regulations)
- ✓ Developers Readiness
- ✓ Lending Community

Housing Opportunities

As input to the larger effort to develop Gateway into an innovation district, the master plan team conducted a market assessment with a focus on identifying the potential for residential and retail development – two key elements in diversifying Gateway's offerings. The study evaluated several key market demand indicators for Howard County. Of note, up to 6,600 housing units (in multi-family dwellings) are expected to be needed over the next 30 years, which reflects about 25[3]-30% of the market demand in the Baltimore Washington (BW) corridor[4]. Development is likely to start at a slower pace over the first 10 years, while new investments are focused on public space and infrastructure improvements, and Downtown Columbia continues to develop multi-family housing. Demand could then accelerate as the mixed-use walkable environment is established.

The market demand for dense missing middle housing in Gateway is also anticipated to reach up to 1,800 units over the same period, creating clear opportunities for homeownership in the County. Based on a potential capture of 8-12% of countywide demand, Gateway has the potential to support annual sales of 40-60 stacked townhouses (or 1,200-1,800 units over 30 years), with a density of 40 dwelling units per acre. However, reaching this level of development will depend on finding appropriate sites or creating them through redevelopment.

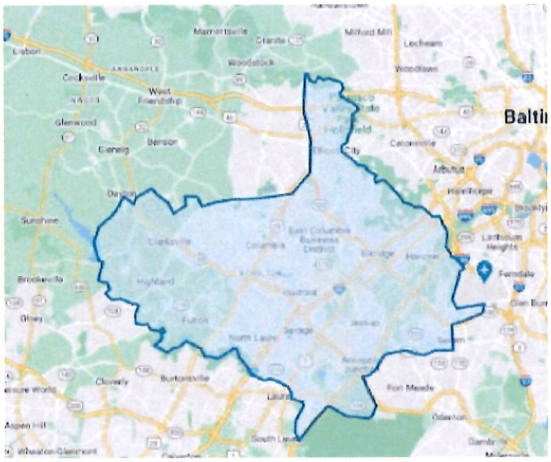


Figure 16: BW Corridor Market Area (Source: Esri)

[3] Roughly equivalent to Columbia's share of corridor development from 2010-2023.

[4] The Baltimore Washington Corridor is defined for the purposes of the master plan to include Columbia and extended to Baltimore/Washington International Thurgood Marshall Airport (BWI) and Fort Meade

Retail Opportunities

Gateway retail offerings include Snowden Square Shopping Center – a power center on Snowden River Parkway oriented to a large regional market, a small strip center with restaurants and other establishments in the center of the site, and additional retail options are distributed across the area generally defined as west of Interstate 95, including a Wegmans, Trader Joe's, and Costco. Over 100 other retail and restaurant establishments are located within a five-minute drive from Gateway, creating a very competitive retail environment in the area. To expand its current retail base, the Gateway District will need to attract new residents to provide evening and weekend patronage, improve external accessibility and visibility, develop public gathering spaces to bring in customers, and make the area more walkable for employees.

If Gateway is successful in these efforts, new stores and restaurants will be needed to support the overall innovation district and the movement of people throughout the district. Retail shops and restaurants could flourish alongside housing and job growth. There are different scenarios through which retail could expand.

In one scenario, residents could demand new space in line with per capita estimates from the International Council of Shopping Centers (ICSC), which has found the United States contains approximately 24 square feet of retail space per capita.[5]

Should Gateway realize the full demand over 30 years for 6,600 multi-family dwellings and 1,800 missing middle units (which could be stacked townhomes), these units could together house approximately 18,000 residents.[6] At 24 square feet per capita, these residents could support approximately 430,000 square feet of retail space over 30 years. However, only 55% of the space supported by their expenditures are in the types of retailers suited to a Gateway location – groceries and food stores, drugstores, and eating and drinking places – roughly 240,000 square feet.[7]

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[5] "Shopping Centers: America's First and Foremost Marketplace," International Council of Shopping Centers (ICSC), 2014.

[6] Assumes 5% vacancy for multi-family units and 2.09 residents per multi-family unit. Assumes 0% vacancy for stacked townhomes and 2.68 residents per stacked townhome. Household size estimates based on those reported in the "Howard County Residential Construction & Population Report," April 2025, Howard County Department of Planning and Zoning, Division of Research.

[7] General merchandise, apparel, furniture, and other miscellaneous stores tend to cluster in shopping centers where customers have the ability to comparison shop. These store types appear infrequently in the first-floor spaces in mixed-use developments envisioned for Gateway.

Of course, Gateway's growth will be phased. Initial market estimates suggest development may start slowly over the first 10 years as new investments are made in public space and infrastructure and Downtown Columbia continues to develop dense multi-family housing. Demand could then accelerate as the mixed-use walkable environment is established, and compelling locations are created.

In the first ten years, initial market estimates indicate up to 1,500 new multifamily units and 600 new missing middle units could be added in Gateway. Together, these 2,100 units could house 4,500 new residents, supporting approximately 55,000 square feet of retail space suited to Gateway locations.[8]

While residents may support evening and weekend sales, job growth in Gateway can support daytime sales. Currently, approximately 11,000 people work in Gateway's commercial office and flex office spaces. Over 30 years, the expansion of Gateway's employment spaces could bring 8,000 more employees, for a total of 19,000.

When at work, office workers spend an estimated $13 per day for breakfast and coffee and $16 for lunch according to a national survey by Owl Labs in 2023. Compared to a more detailed, focused survey of office worker spending by the International Council of Shopping Centers in 2012, this estimate would seem to overstate personal spending by as much as 50% by excluding those who bring their lunch and don't buy food at the office. Using a more conservative $14.50 per day for food and drink while at work, the future workforce of 19,000 could spend an estimated $72 million annually on food and drink. If Gateway captured 40% of these expenditures (or $28 million), at $400 in sales per square foot, such capture would support approximately 72,000 in new retail square footage.

Again, Gateway's growth will be phased. In the first ten years, growth of Gateway's employment spaces could result in approximately 16,000 employees. Assuming $14.50 in food and drink expenditures while at work, this workforce could spend approximately $63 million annually. Assuming a 40% capture rate, and $400 in sales per square foot, Gateway could therefore add approximately 63,000 new retail square feet.

Gateway's ability to capture all the expenditures of its residents and employees will be constrained by the competition from nearby stores, which could increase their sales in response to the new demand without necessarily expanding their size.

[8] Based on same assumptions listed in prior footnote with regards to vacancy and residents per unit.

Employment and Job Growth

Job growth is expected to fuel the county's demand for additional non-residential space. The Gateway Innovation District could support this growth by housing more of the county's workforce. Gateway's current share in Howard County jobs (7.4%)[9,10] is anticipated to grow to between 8.4-10.3%, resulting in up to approximately 8,000 new jobs at Gateway over the next 30 years.[11, 12]

To support this job growth, it will be important for Gateway to provide transportation access, support services (such as an Innovation Hub), and spaces businesses value. Responding to identified needs and harnessing new approaches to placemaking and resource-sharing, the Gateway Innovation District can be a launch pad and destination for researchers, entrepreneurs, and investors in priority industries. Gateway can also be consequential for the county and region, providing housing and jobs, and building a connected live-work-play community.

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[9] CoStar Gateway tenant data, available through private subscription, provided by Howard County Economic Development

[10] Stiletto Analysis, 2024

[11] CoStar Gateway tenant data, available through private subscription, provided by Howard County Economic Development

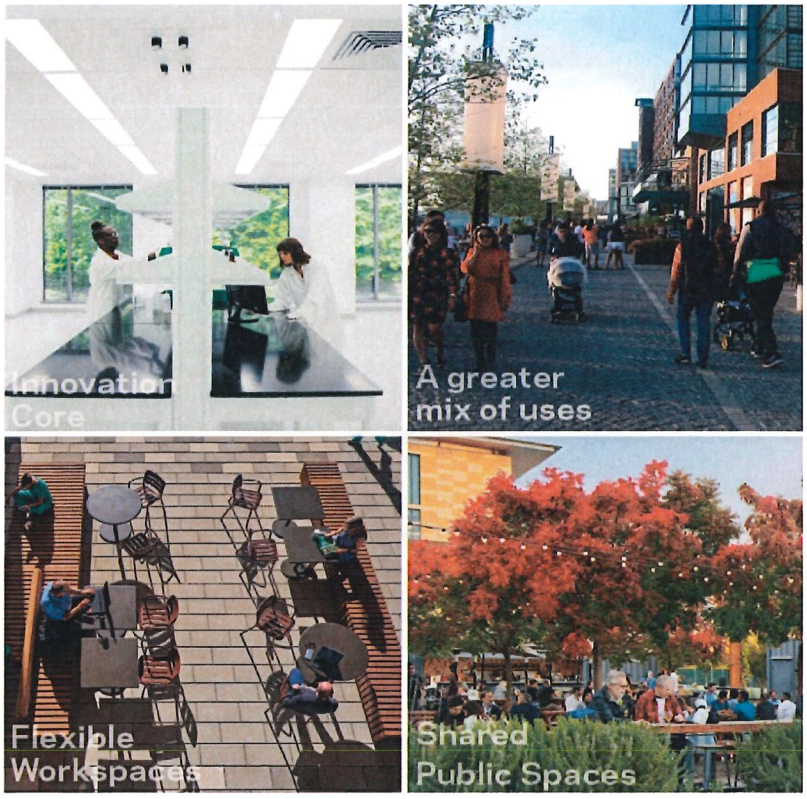
[12] Stiletto Analysis, 2024

CHAPTER 3 – POLICIES AND RECOMMENDATIONS

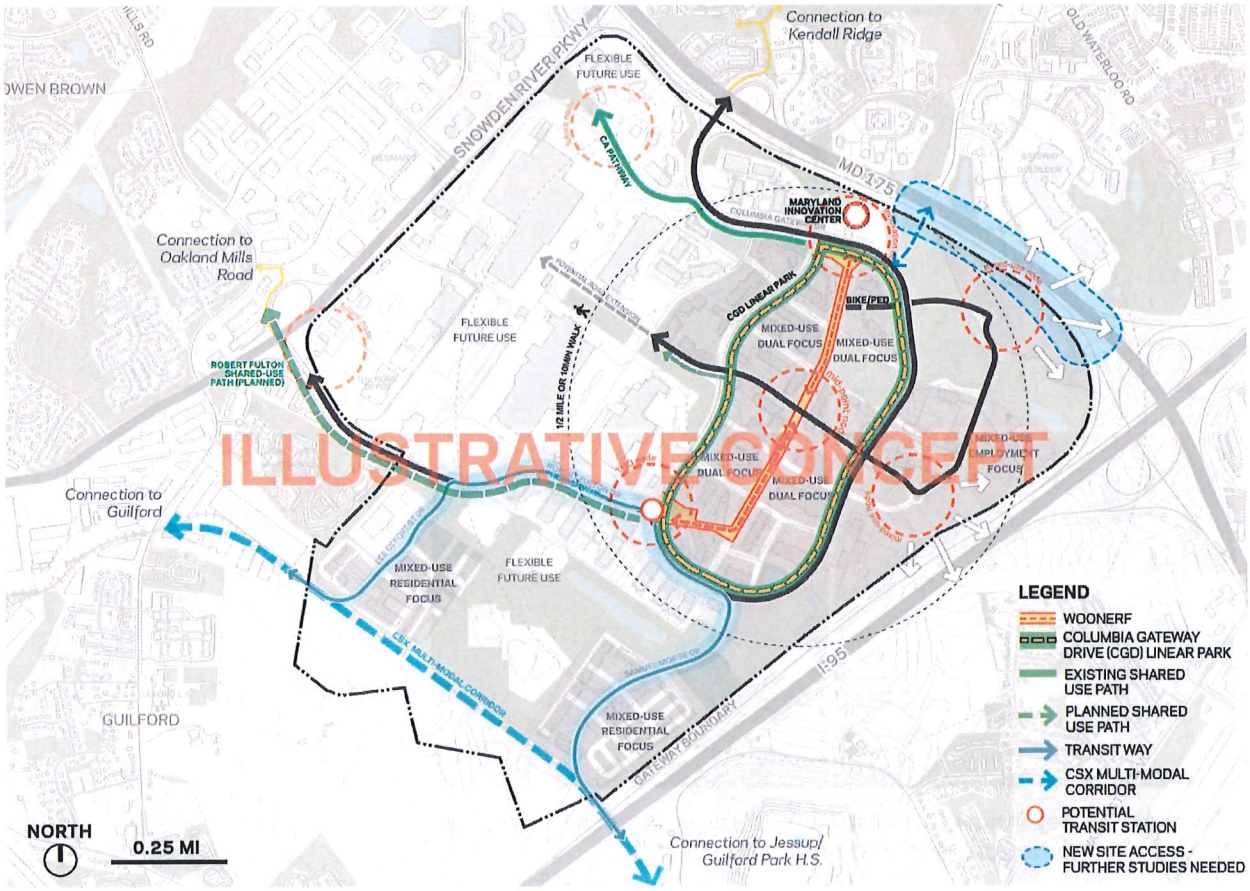
3.1 Major Plan Strategies

The Gateway area today reflects the physical configuration of a traditional business park with free-standing buildings surrounded by parking lots and a limited diversity of land uses (predominantly industrial, manufacturing, and office uses). While the area is located along major roadways (such as Interstate 98 and Route 175), it lacks convenient connections to these major roadways and to surrounding communities by all modes of transportation.

The Gateway of Tomorrow is envisioned to be an integral part of the County, a Regional Activity Center as outlined in the general plan, supporting business growth and economic development. This plan builds on the existing strengths of Gateway as an employment hub and anticipates that Gateway can evolve into a complete, sustainable community that creates housing and employment opportunities, and allows a mix of uses that contribute to establishing a thriving innovation ecosystem. The 30-year vision for Gateway includes strategies outlined on the following pages (as depicted on Map 3: Conceptual Framework Map).



Examples of key innovation district features envisioned for the Gateway of Tomorrow, pictured on the right



Map 3: Conceptual Framework Map

Business Growth, Economic Development, and Flexibility

- ✓ Gateway will build on industry strengths and promote the integration of growing and emerging industries, new and existing assets, and a unified design to cultivate an innovation ecosystem.
- ✓ The plan recommends concentrating near-term infrastructure improvements and public amenities near the Maryland Innovation Center (MIC) and the primary focal point.
- ✓ The transformation of Gateway is anticipated to occur in multiple phases, remaining flexible and responsive to the market, and allowing development to occur anywhere within the site.

Innovation and Creation Spaces

- ✓ An innovation space **"The Innovation Hub"** will ideally be in close proximity to the Maryland Innovation Center (MIC), providing the MIC with opportunities to expand their programming and create a thriving innovation core at the heart of Gateway.
- ✓ The Innovation Hub may include accelerator spaces for companies, a maker space, coworking spaces, café, recreational amenities, and flexible meeting spaces to host lectures and conferences. The intent is to bring people and resources together.
- ✓ The Innovation Hub should ideally be located near the Woonerf and potentially adjacent to an urban plaza, allowing activities to spill out into the public space.

WHAT IS THE INNOVATION HUB?

A physical space dedicated to cultivating partnerships and networks among researchers, businesses, entrepreneurs and creators. These spaces encourage various uses, such as, research labs, coworking spaces, and may even have recreational amenities. They are often anchored by an educational institution, located in a vibrant area, and attract new talent to communities of innovation.

In Gateway, an Innovation Hub can support the work of the Maryland Innovation Center (MIC) and help expand its network and partnerships. Therefore, the master plan recommends that the Innovation Hub be in close proximity to the MIC and near the Woonerf, the plan's key public focal point.

Figure 17: Conceptual rendering of the Innovation Node

Transformative Placemaking

- ✓ The plan integrates a Woonerf (inspired by the Dutch term for a "living street") as the main public open space—this is intended to be the "there, there" or hub of significant activity in Gateway.
- ✓ The plan emphasizes nodes as flexible areas featuring higher development intensity, a wide mix of uses, and urban plazas or other placemaking elements (such as a Woonerf segment, linear park segment, or similar).
- ✓ The Gateway of Tomorrow will include open spaces designed for flexibility, capable of hosting diverse activities throughout the day, season, and year, creating a vibrant public realm and a strong sense of community.
- ✓ The existing Columbia Association (CA) trail that runs along Columbia Gateway Drive will be retrofitted into a linear park with a wider bike/walk trail, native plantings, and other recreational amenities.
- ✓ The distribution of neighborhood parks and pocket parks will offer the community convenient access to multi-generational, accessible, and sustainable shared open spaces.

Nodes

- ✓ Some nodes could be the earliest locations for development activity to occur in Gateway.
- ✓ Nodes will provide development flexibility and allow for higher development intensity and a greater mix of uses at strategic locations.
- ✓ Taller buildings will be allowed at nodes, including retail, community, and other foot-traffic generating uses on the ground level.
- ✓ New and/or existing assets will serve as anchors at nodes.
- ✓ Nodes should connect to an interconnected network of streets.

Walkable Community

- ✓ An interconnected network of streets following property boundaries and road alignments will create a pedestrian-friendly environment that will foster productivity, social, and cultural interactions.
- ✓ Mid-block pedestrian connections, in appropriate locations, can reduce the scale of large development blocks, enhancing accessibility and improving ease of movement for all users.
- ✓ The elongated, linear design of the woonerf will provide the community with convenient access to a high-quality open space within a short walking distance from their work location or residence.
- ✓ Parking will be strategically located to allow people arriving by car to park once and walk to multiple destinations in Gateway.

Mix of Uses

- ✓ The plan will encourage and incentivize a mix of land uses across the entire 1,100-acre site.
- ✓ Uses that generate foot traffic on ground floors will be encouraged particularly in the nodes and along the Woonerf.
- ✓ Gateway will recognize the economic potential of industrial uses in appropriate locations while seeking ways for industry to thrive alongside other uses in the future.

Maximum visibility from outside Gateway

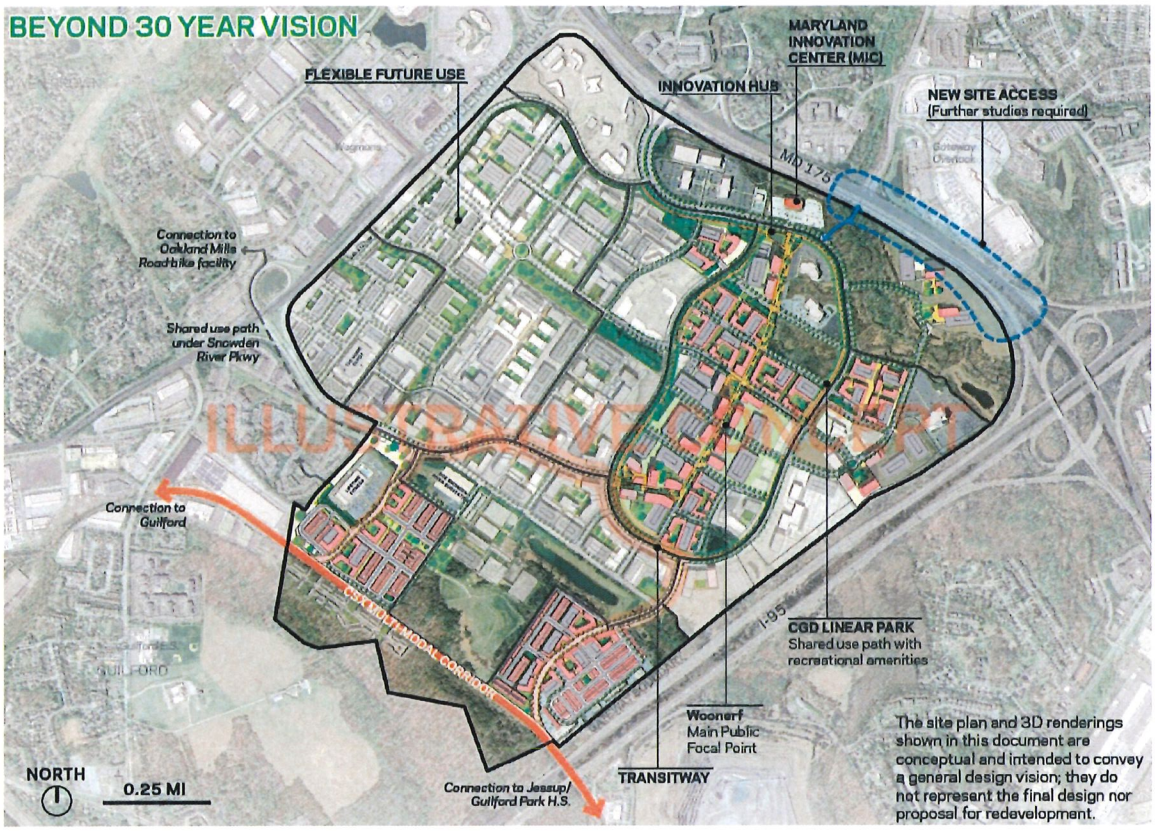
- ✓ Taller buildings will be allowed along major roadways such as Interstate 95 and Route 175, to increase Gateway's visibility from outside.
- ✓ The plan will encourage near-term infrastructure improvements near parcels readily available for development, including undeveloped parcels along Interstate 95.

Multi-modal connections within and outside Gateway

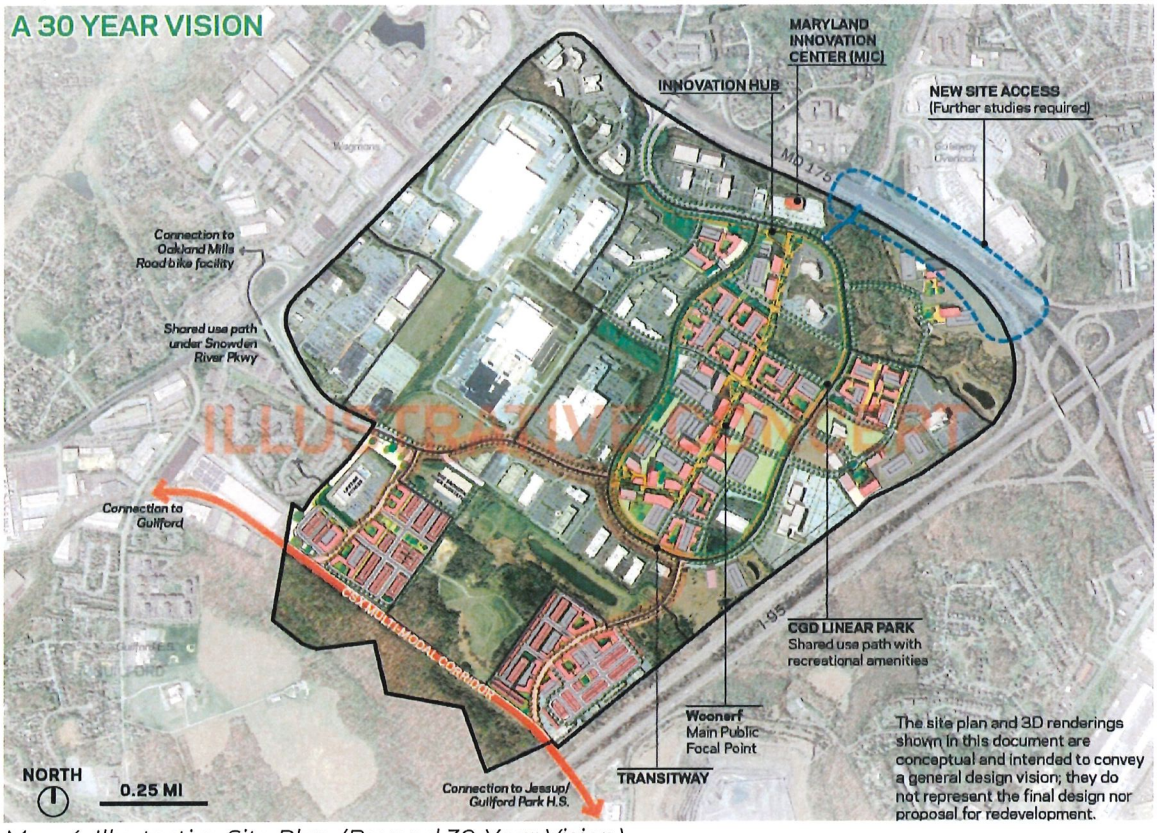
- ✓ All new and reconfigured streets will be designed in accordance with the County's Complete Streets policies, providing the infrastructure for pedestrians, bicyclists, transit vehicles, micromobility services, and vehicles to circulate safely.
- ✓ The CSX railway right of way will be transformed into an active transportation and transit corridor connecting Gateway to other parts of the County.
- ✓ The CSX corridor is anticipated to integrate a form of rubber wheel transit (such as micromobility oriented vehicles), which will be connected to the site by a transitway along Robert Fulton Drive.
- ✓ The plan acknowledges the evolving technologies associated with transportation and recommends remaining open and flexible to emerging modes that are functional, productive, and conducive to an innovation environment.
- ✓ A potential transit station is anticipated to be located at the intersection of Robert Fulton Drive and Columbia Gateway Drive.
- ✓ The plan recommends adding bike and pedestrian infrastructure to the two existing entry points at Robert Fulton Drive and Columbia Gateway Drive, to provide Gateway with active transportation connections to surrounding communities and the broader County active transportation network.
- ✓ The plan supports improving existing access and adding ~~a new, welcoming entrance to Gateway from Route 175 bounding the northern edge of the site~~ the new northern access point at or near MD175/MD108/Columbia Gateway Drive as recommended in HoCo By Design as a priority to improve safety and provide critical operational connectivity for the current Priority Industries and future residents and businesses of the Gateway Innovation District.
- ✓ New complete streets will be created as extensions of existing roads, where possible.

Figure 18: Conceptual rendering—High density, mix of uses, and multi-modal environment along the Woonerf

The site plan and 3D renderings shown in this document are conceptual and intended to convey a general design vision; they do not represent the final design or proposal for redevelopment.



1 *Map 5: Illustrative Site Plan (30-Year Vision)*



2 *Map 4: Illustrative Site Plan (Beyond 30-Year Vision)*

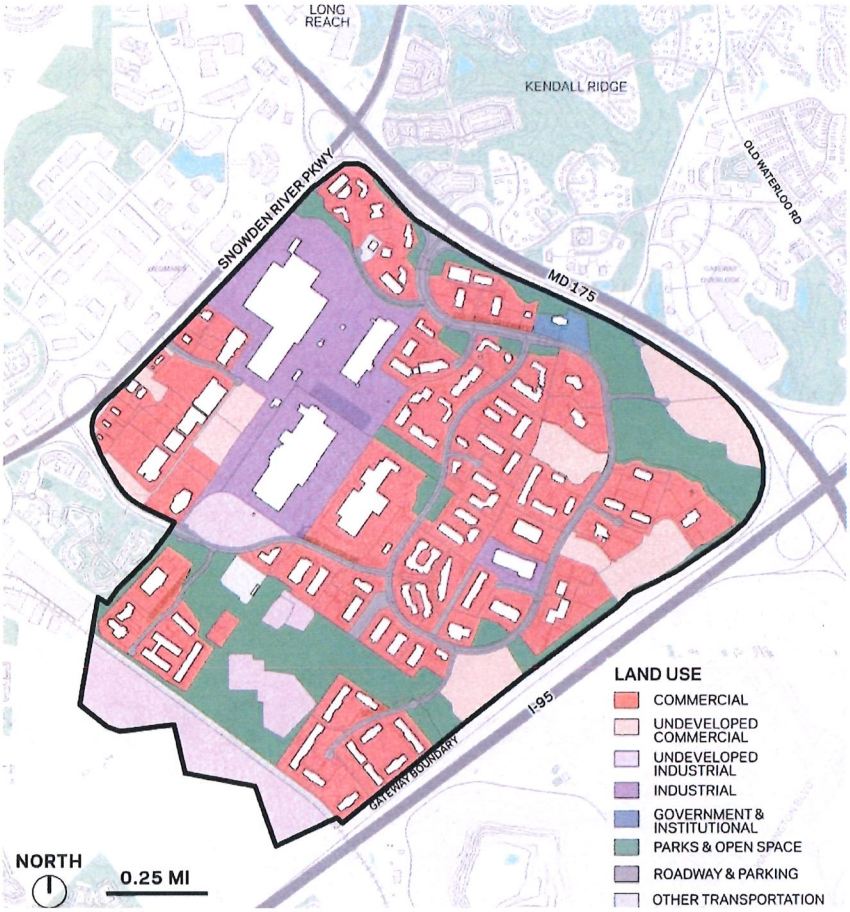
3.2 Land Use and Zoning

Existing Land Uses

The Gateway area today comprises approximately 140 different properties, with parcel sizes ranging from under 5 acres to over 50 acres. Around 25% of the land is currently designated as industrial use (260 Acres), including 84 acres that remain undeveloped. There are 574 acres of land covered with commercial uses, which include office and retail uses. The retail uses are concentrated at the Snowden Square Shopping Center, with around 500,000 square feet of retail space including department stores, restaurants, and a movie theater.

As a traditional business park, Gateway is predominantly composed of free-standing, low density buildings and many acres of surface parking (about 296 acres – 26.7% of the Gateway area). While residential communities such as the Stonehaven Apartments are adjacent to the site, there are currently no residential uses within Gateway itself.

1



Map 6: Existing Land Use Map

260 AC.

designated as industrial use

including 84 acres that remain undeveloped

52%

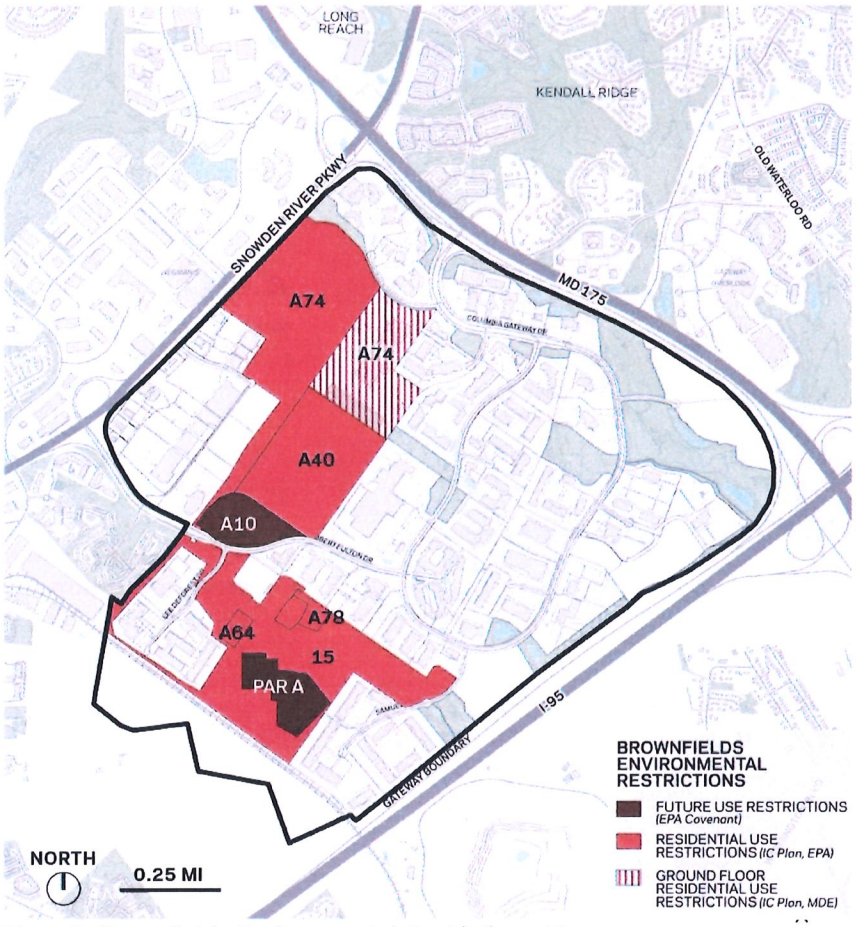
of the Gateway's land area is covered with commercial uses

including office and retail uses

2 *Some parcels that are currently designated undeveloped industrial, industrial, and parks and open spaces are brownfield sites with EPA restrictions. See Map 7 for more information.*

Brownfields and Environmental Restrictions

Approximately 26% of Gateway's land area contains brownfields – sites with environmental contamination which are subject to residential use restrictions. These restrictions vary, with some sites only restricting ground-floor residential use. Sites subject to restrictions are shown on Map 7: Brownfields Environmental Restrictions Map; given the constraints on residential, an employment focus and continuation of industrial uses in these areas is recommended.



Map 7: Brownfields Environmental Restrictions Map

26%

of the land contains brownfields

Approximately 286 acres of the Gateway area contain brownfields with different levels of restrictions on certain uses

30 AC.

EPA covenant restrictions

Around 30% of Gateway's brownfields are subject to future use restrictions (EPA Covenant), including the former GE land fill (Par A) and lot A10 - for which the owner is looking into restrictions scope and locations

The following table lists the parcels depicted on Map 7 and associated environmental restriction information as gleaned from EPA and MDE resources. As noted by MDE, data is provided for guidance and general information purposes and users should not rely upon the data for making final decisions regarding the status of a property. It should also be noted that the restrictions reflect current conditions, and it is possible that over time, monitoring may show the site is getting cleaner, or future cleanup methods will address the remaining hazardous wastes, at which point the Institutional Control (IC) plan could be modified, potentially resulting in more options for future land use.

Parcel	**Environmental restriction**	**Source of environmental restriction information**
A74 – portion shown in solid red on Map 7	Residential land use* prohibited	EPA Institutional Control (IC) Plan in the Corrective Action Permit Renewal (2022)
A74 – portion shown with hatched red on Map 7	First-floor residential land use* prohibited (residential land use is allowed on upper floors)	MDE Land Restoration Program mapping service; Further, MDE offers a fact sheet about its residential redevelopment and land use control policy applicable to sites under the oversight of the Land Restoration Program.
A40	Residential land use* prohibited	EPA Institutional Control (IC) Plan in the Corrective Action Permit Renewal (2022)
A10	Residential land use* prohibited	EPA Environmental Covenant EPA Institutional Control (IC) Plan in the Corrective Action Permit Renewal (2022)
PAR A – closed former landfill	Residential land use prohibited*	EPA Environmental Covenant
Lot 15 – portion of property that overlaps with groundwater impacts of CMS Unit 4	Residential land use* prohibited	EPA Environmental Covenant

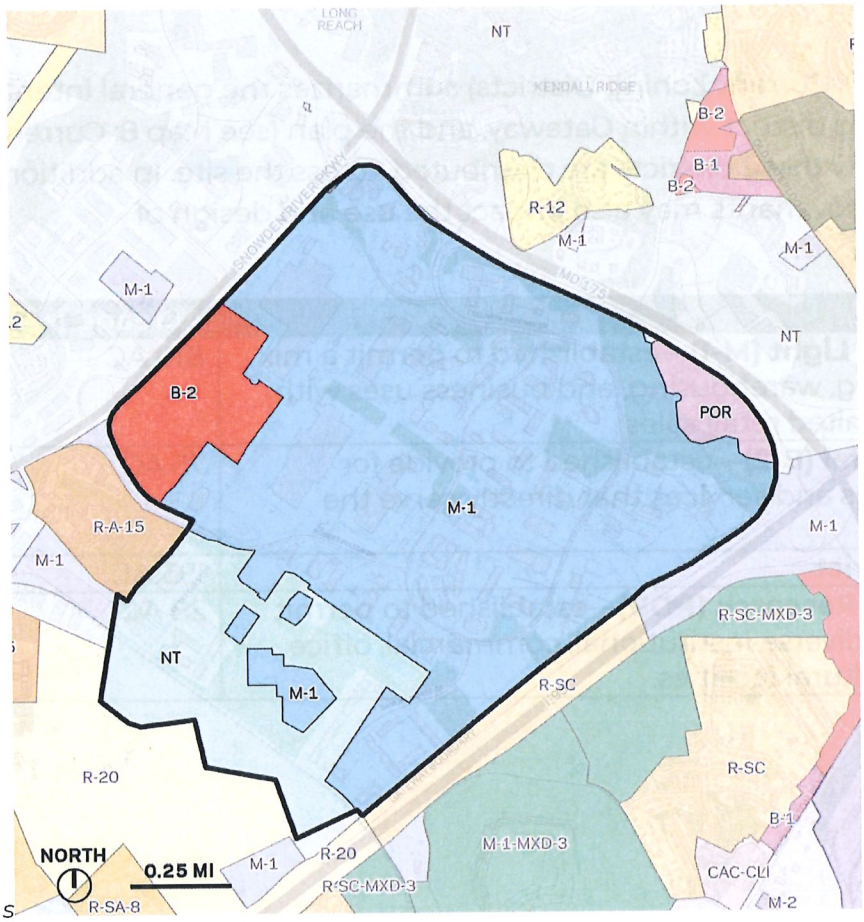
**Residential land use defined as single family homes, multiple family dwellings, schools, day care centers, childcare centers, apartment buildings, dormitories, other residential-style facilities, hospitals, and inpatient health care facilities*

Current Zoning

The following table (Table 1: Current Zoning Districts) summarizes the general intent and acreage of each zoning district within Gateway, and the plan (see Map 8: Current Zoning Map) illustrates how these districts are distributed across the site. In addition to current zoning, private covenants may also impact the use and design of developments in Gateway.

Zone	Description	Acreage (+/-)
M-1	**Manufacturing: Light (M-1)**—established to permit a mix of manufacturing, warehousing, and business uses with provisions for limited retail sales.	810 AC
B-2	**Business: General (B-2)**—established to provide for commercial sales and services that directly serve the general public.	75 AC
NT	**New Town District**	193 AC
POR	**Planned Office Research (POR)**—established to permit and encourage diverse institutional, commercial, office research and cultural facilities.	28 AC

Table 1: Current Zoning District



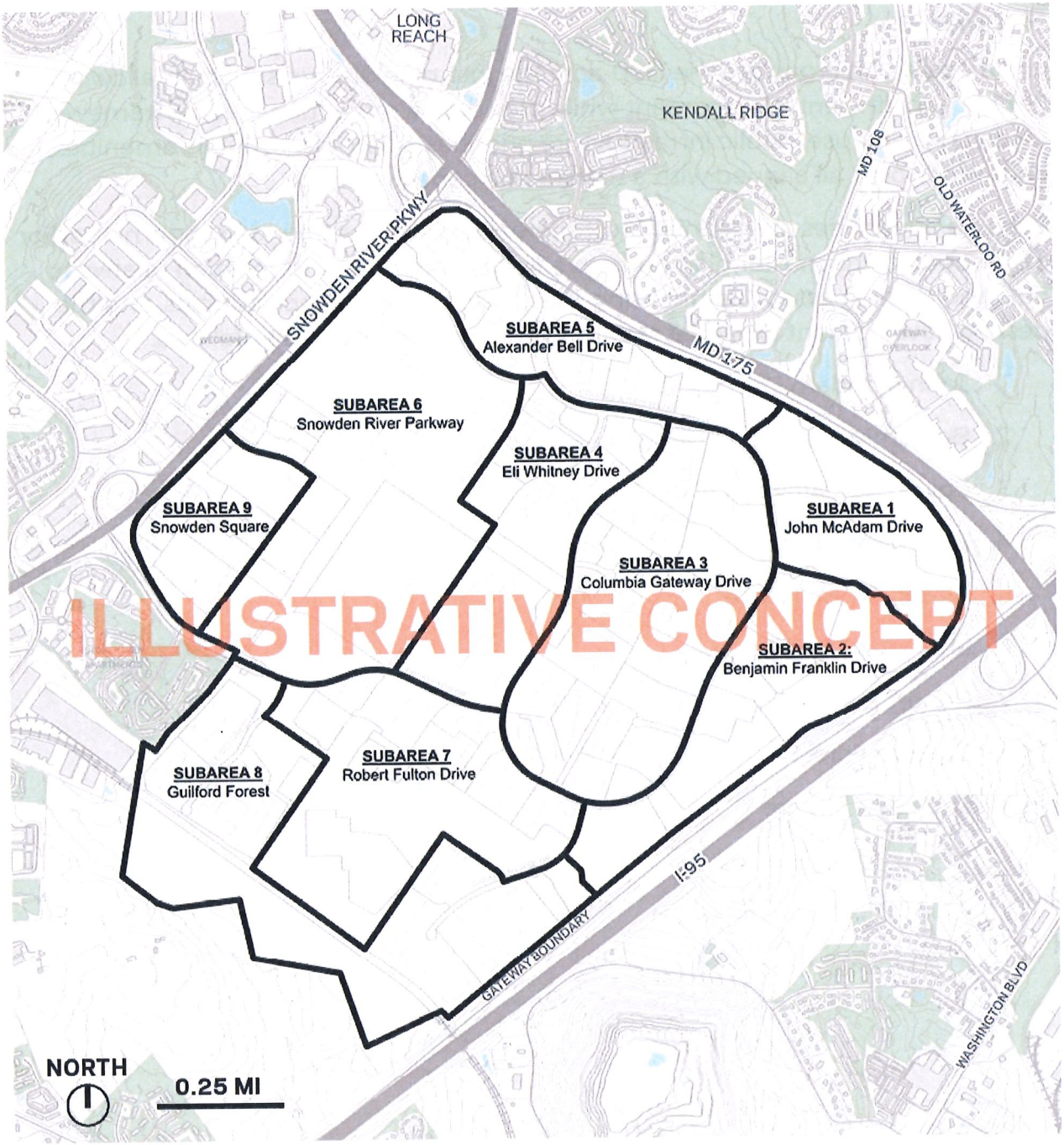
Map 8: Current Zoning Map

Subareas

The master plan organizes the 1,100-acre site into nine distinct subareas, allowing for flexible and efficient development while providing a more manageable framework for zoning, land use, public infrastructure priorities, open space, public amenities, and urban form, all aligned with a unified and cohesive design.

Subarea boundaries are defined by property lines and existing road alignments. For each subarea, the master plan outlines a vision informed by its location relative to new and existing assets, neighboring uses, transportation opportunities, and the desired development type(s) at that location. The subareas are as follows:

1. John McAdam Drive
2. Benjamin Franklin Drive
3. Columbia Gateway Drive
4. Eli Whitney Drive
5. Alexander Bell Drive
6. Snowden River Parkway
7. Robert Fulton Drive
8. Guilford Forest
9. Snowden Square



Map 9: Subareas Map

1

Land Use Mix

The master plan highlights the importance of mixing the uses to create vibrant, complete communities that promote and provide opportunities for innovation. Conveniently located uses bring people and resources together, fostering synergies between buildings and the public realm, and creating a strong sense of place.

For Gateway, the overall goal is to allow a diverse mix of uses across all subareas, providing flexibility for development over time. This will support the vision of transforming Gateway into a magnet for employment and innovation, with new housing, entertainment, and job opportunities. These mixes would not be required on a site –by-site basis but encouraged within the subarea. To achieve this goal, the master plan establishes the following mixed-use focus area categories (depicted on Map 10: Subareas and Land Use Mix):

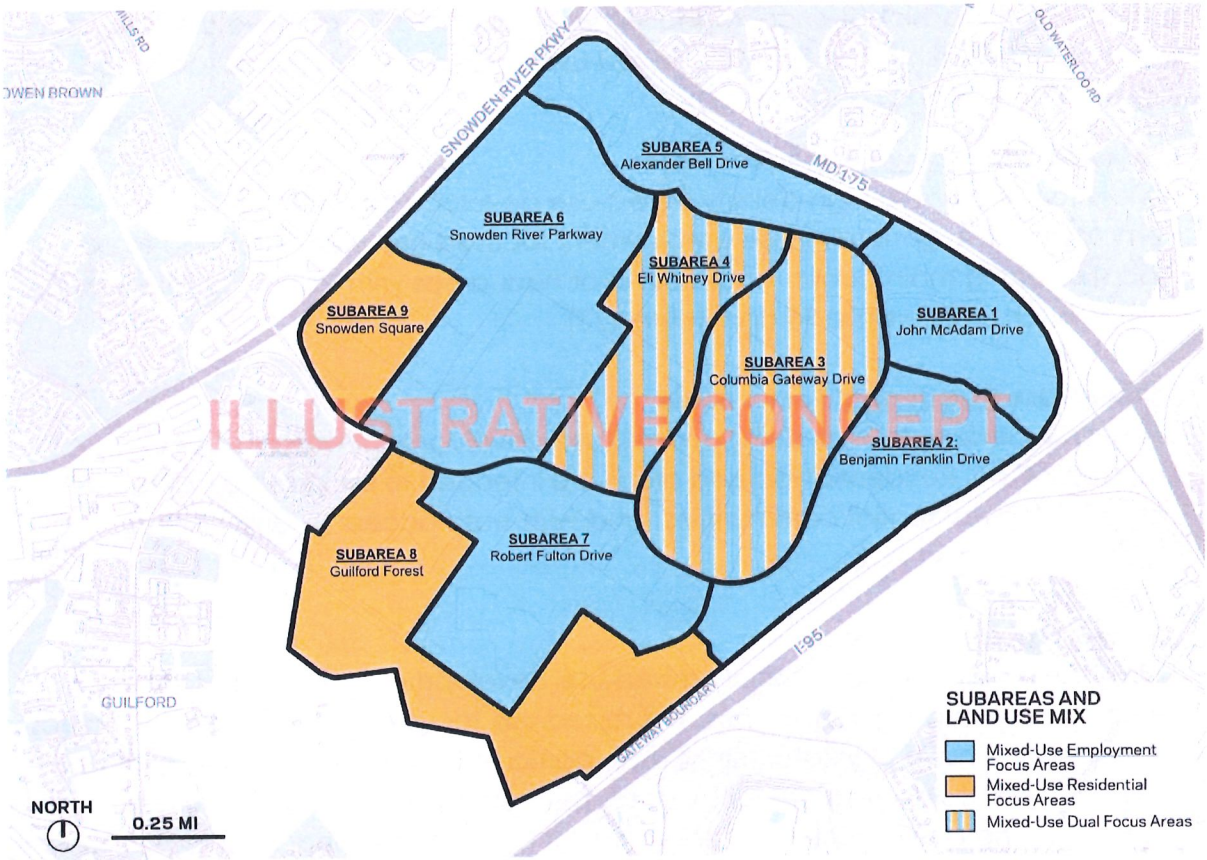
Mixed-Use Employment Focus Areas
Allow for medium to high-density mixed-use development with a focus on employment. In general, these employment focused areas are intended to be located along main public roads and in or near areas with visibility from external roads (such as Interstate 95 and Route 175).

Mixed-Use Residential Focus Areas
Allow for medium to high density mixed-use development with a focus on residential use. Residential focused areas are intended to be located adjacent to neighboring residential communities, and with easy access to amenities such as green spaces and trails.

Mixed-Use Dual Focus Areas
Allow for medium to high density mixed-use development with a dual focus on employment and residential uses. This mixed-use focus area is designed for areas envisioned to have a greater mix of uses, particularly around key public spaces like the Woonerf. It will integrate job-related, residential, and community-oriented uses, creating a fully mixed-use environment for living, working, learning, playing, and collaborating.

Potential Uses

Potential uses across all mixed-use focus areas could include – but are not limited to – office, research and development (R&D), commercial, retail, supporting industrial[13], hotel, dense missing middle housing (such as stacked townhomes and multiplexes), multi-family residential, community facilities/institutions, and educational uses. Following the adoption of the master plan, a detailed zoning program/code effort will be undertaken (further described under the Zoning Recommendations section later in this chapter) to establish the specific list of permitted uses for each mixed- use focus area~~.~~, including preservation and expansion capabilities of the existing commercial innovation uses in Gateway today. The identification of permitted uses should address the needs of "Priority Industries" for an Innovation District in Section 2.3 of the Plan.



~~Map 10:~~ ~~Subareas and Land Use Mix Map~~ Map 10: Subareas, Land Use, and Brownfields Map

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[13] Supporting industrial uses are encouraged to be "clean" and supportive of a mixed-use environment. Supporting new industrial refers to certain industrial uses, such as flex spaces and data centers, that support targeted employment sectors in innovation districts. Similar to light industrial uses with operations generally performed in enclosed spaces, "clean" industrial uses have minimal environmental impacts in terms of pollution, odors, and other nuisance characteristics.

Redevelopment Vision for Subareas

This section outlines the redevelopment vision for each subarea, providing an overview of the existing zoning, and offering recommendations and strategies about land use mix and targeted percentages, transportation infrastructure goals, open space and public amenities and the desired urban form and building heights. The zoning program should consider how to incentivize and encourage these recommendations in the subareas. For example, density bonuses could be offered on a project basis to realize the land use goals. Alternatively, a performance metric could be put into place to advance land use goals and amenities. Also, the targeted percentages and how to incentivize them should be further explored during the creation of a new zoning program for Gateway.

Various existing uses already support the vision of the innovation district and are critical to cultivating a niche innovation market. The plan supports the retention of these uses and anticipates that redevelopment will be incremental. As new development is built, buffers, screening, setbacks, or other design elements and transitions may need to be considered so new and existing uses can coexist through the redevelopment process. At the same time, visibility is important to existing and future businesses in Gateway; therefore, it will be important to ensure business visibility in the design of any buffers or other screening elements. The plan anticipates new industrial uses will emerge to support the innovation district, potentially to include data centers. The future zoning evaluation should include assessment of how new industrial uses, including data centers, can coexist with residential communities — taking into account screening and noise considerations.

Given the unique mix of uses that are envisioned for Gateway and its incremental redevelopment strategy, new amenities described in the subareas are anticipated to be tied to new development. While new or reconfigured roads will be designed per the County's Complete Streets policy, the policy allows for flexibility and recognizes that every street will not necessarily accommodate every mode of transportation. Also, the implementation of the Woonerf is anticipated to create more multi-modal design flexibility in Gateway's future street network.

High density research and development buildings (left, middle); compact urban form, mixed used buildings with a focus on residential use (bottom right); and well-connected open spaces (top right)

High density research and development buildings (left, middle); compact urban form, mixed use buildings with a focus on residential use (bottom right); and well-connected open spaces (top right)

SUBAREA 1: JOHN MCADAM DRIVE

This subarea comprises about 80 acres and is bounded by Interstate 95 on the east, Route 175 on the north, Columbia Gateway Drive on the west, and Dorsey Run on the south. There is no existing development in this subarea.

Keymap

Current Zoning

The land within this subarea is currently zoned to allow and encourage diverse institutional, commercial, office research and cultural facilities (Planned Office Research District – POR). The two main parcels in this subarea remain undeveloped. The bulk regulations for the underlying zone allow for a maximum height of 50 feet for structures with a minimum setback and 80 feet for structures with an additional 1 foot in height for every 2 feet of setback above the minimum. (See Howard County Zoning Regulations Section 115.0: POR (Planned Office Research) District for permitted uses in the existing zone).

Redevelopment Vision

The vision for this subarea is to become an activity node for Gateway and redevelop into an urban neighborhood with a mix of uses with a focus on employment. Redevelopment should capitalize on the visibility from Interstate 95 and Route 175, and could integrate uses such as – but not limited to – high-density office, research and development (R&D), institutional, healthcare facilities, retail, and hotel accommodations.

Land Use Mix and Targeted Percentages:
This subarea is envisioned to achieve a mix of land uses with a focus on employment with the following areawide land use targets:

- Non-Residential Uses: 70% – 100%
- Residential Uses: 0 – 30%

Transportation Infrastructure Goals:
The master plan recommends investment in new road infrastructure to improve connectivity and maximize development potential in this subarea, including:

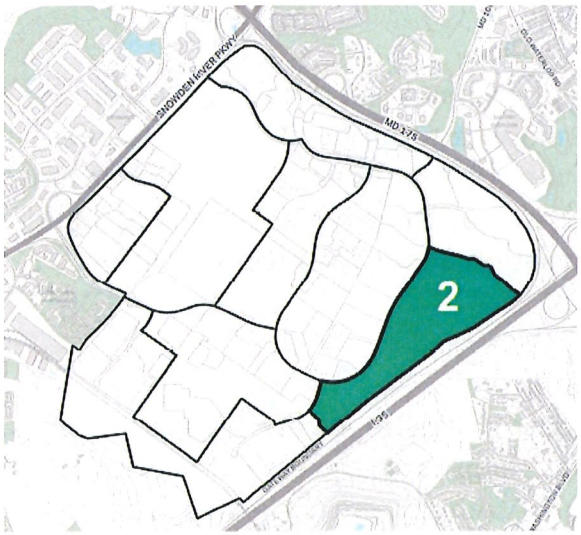
- A new road connecting John McAdams Drive to Benjamin Franklin Drive
- A site access point along Route 175, which could straddle subarea 5, requiring further evaluation and coordination with the State Highway Administration. Refer to the Multi-Modal Facilities Map for additional information about the proposed street network.

Open Space and Public Amenities:
An Urban Plaza should be located within this subarea to serve as focal point for retail uses while providing active and passive recreation, and leisure opportunities for residents and workers. See Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:
Taller buildings will be allowed and encouraged along major roadways. A variety of building heights should be provided across this subarea. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

SUBAREA 2: BENJAMIN FRANKLIN DRIVE

This 110-Acre area comprises parcels located along Interstate 95, and is bounded by Dorsey Run on the north, Ridgely Run on the south, Columbia Gateway Drive and Samuel Morse Drive on the west, and Interstate 95 along the east. Existing development in this subarea primarily consists of multi-story office buildings.



Keymap

Current Zoning

This subarea is currently zoned for manufacturing, warehousing and light industrial use (M-1). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density and height regulations in the existing zoning district.

Redevelopment Vision

Similar to Subarea 1, the Benjamin Franklin subarea should become a node of activity and redevelop into a compact neighborhood with a mix of uses with a focus on employment. Land uses that benefit from the visibility from Interstate 95 are recommended, including – but not limited to—high-density office, R&D, retail, institutional uses, and supporting industrial uses. Supporting industry includes certain industrial uses, such as flex spaces and data centers, that support targeted employment sectors in innovation districts. Supporting industrial uses should be properly screened or set back from neighboring uses.

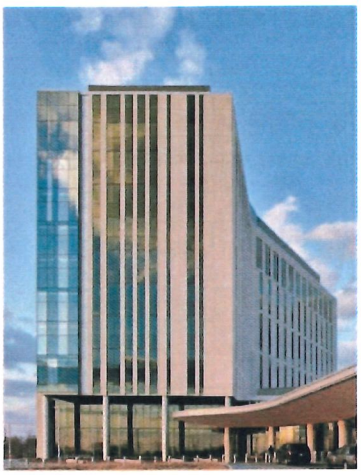
Land Use Mix and Targeted Percentages:
This subarea is envisioned to include a mix of land uses with a focus on employment, with the following areawide use targets:

- Non-Residential Uses: 70—100%
- Residential Uses: 0—30%

Transportation Infrastructure Goals:
The master plan recommends investment on new road infrastructure to improve connectivity and maximize development potential in this subarea. This includes a new road connecting to the John McAdam Drive Subarea and multiple access points along Columbia Gateway Drive. Refer to Map 20: Multi-Modal Facilities Map for additional information about the proposed street network.

Open Space and Public Amenities:
Urban Design and open space amenities, such as streetscapes, plazas, open space connections, and courtyards, should align with the areawide public realm and open space recommendations. As an activity node, this subarea could feature an urban plaza which could serve as a focal point for concentrating retail uses. Additionally, a pocket park is recommended for this subarea. See Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:
Taller buildings will be allowed and encouraged along major roadways. A variety of building heights should be provided across this subarea, particularly at nodes. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.



This plan recommends high density and a focus on employment uses along major roadways (top right), and buildings designed to frame urban plazas and open spaces at nodes (top left)

Supporting industrial buildings should be properly integrated into the built environment, with their functions visible expressed to the extend possible, to showcase their industrial nature (bottom)

1

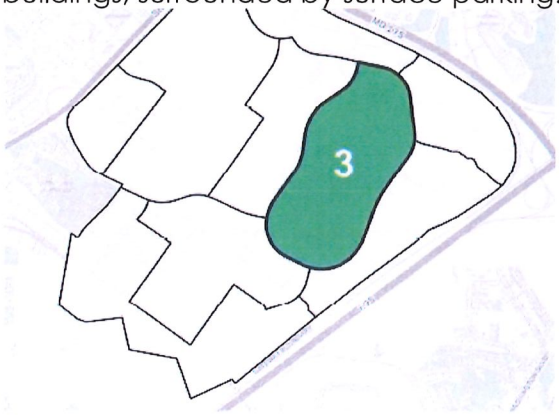
This plan recommends high density and a focus on employment uses along major roadways (top right), and buildings designed to frame urban plazas and open spaces at nodes (top left).

Supporting industrial buildings should be properly integrated into the built environment, with their functions visibly expressed to the extent possible, to showcase their industrial nature (bottom)

2

SUBAREA 3: COLUMBIA GATEWAY DRIVE

This 170-acre subarea, bounded by Columbia Gateway Drive in all directions, is currently developed with mostly clusters of 1-2 story office and light industrial buildings, surrounded by surface parking.



Keymap

Current Zoning

The Columbia Gateway Drive Subarea is currently zoned for manufacturing, warehousing, and light industrial uses (M-1). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density and height regulations in the existing zoning district.

Redevelopment Vision

The Columbia Gateway Drive Subarea is anticipated to become one of the most densely developed areas, featuring a high concentration and diversity of uses in Gateway as the area redevelops over the life of the Plan.~~area, featuring the highest concentration and diversity of uses in Gateway.~~ This area is intended to foster walkability and social vibrancy, with ~~the "Woonerf" serving as the main public focal point. There could be~~ multiple nodes within this subarea, which could be anchored by different public Innovation District amenities. The northern node could be anchored by the Innovation Hub (across from the Maryland Innovation Center – MIC), while the southern node could be anchored by a potential transit station. As redevelopment occurs, the "Woonerf" can emerge as the area's spine that connects these anchors and becomes a main focal point itself.

Land Use Mix and Targeted Percentages:

A mix of land uses with a redevelopment focus that is nearly evenly split **between employment or residential** uses is envisioned for this subarea, to ensure day/night activity and a socially vibrant urban Innovation District environment. Permitted uses along the Woonerf are intended to be flexible, and design standards can provide for flexibility in uses while achieving a more urban form. However, new light industrial, warehouse, data centers, and other manufacturing uses currently permitted by the underlying zoning district are not envisioned for ~~redevelopment~~ new development in this subarea. The plan anticipates redevelopment will be incremental; therefore, existing uses may coexist with redevelopment. Site design for new neighboring uses may need to incorporate buffers, screening, setbacks, or other elements and transitions – while ensuring business visibility where needed – to support existing uses and current priority industries that are integral to the Innovation District vision. For Subarea 3, targeted percentages of land uses are as follows:

- Non-Residential Uses: 40—60%
- Residential Uses: 40—60%

Transportation Infrastructure Goals:

- A transit stop is anticipated to be located near the intersection of Robert Fulton Drive and Columbia Gateway Drive, offering convenient access to transit options for development within the southern node.
- New cross streets connecting the woonerf to Columbia Gateway Drive, which may be constructed in multiple phases as redevelopment occurs.

Open Space and Public Amenities:

- An Innovation Hub, envisioned to be ideally located within walking distance from the Maryland Innovation Center (MIC), will serve as a shared space for innovators and entrepreneurs to collaborate, socialize, exchange ideas, and host events, becoming a new landmark in Gateway.

- Several open spaces and plazas are envisioned to be located within Subarea 3, including the Woonerf, which will become the heart of all activity for Gateway. The Woonerf will be a pedestrian-oriented space designed for people, bicycles, and slow-moving cars, with a key emphasis on fostering community interaction and bringing people together.

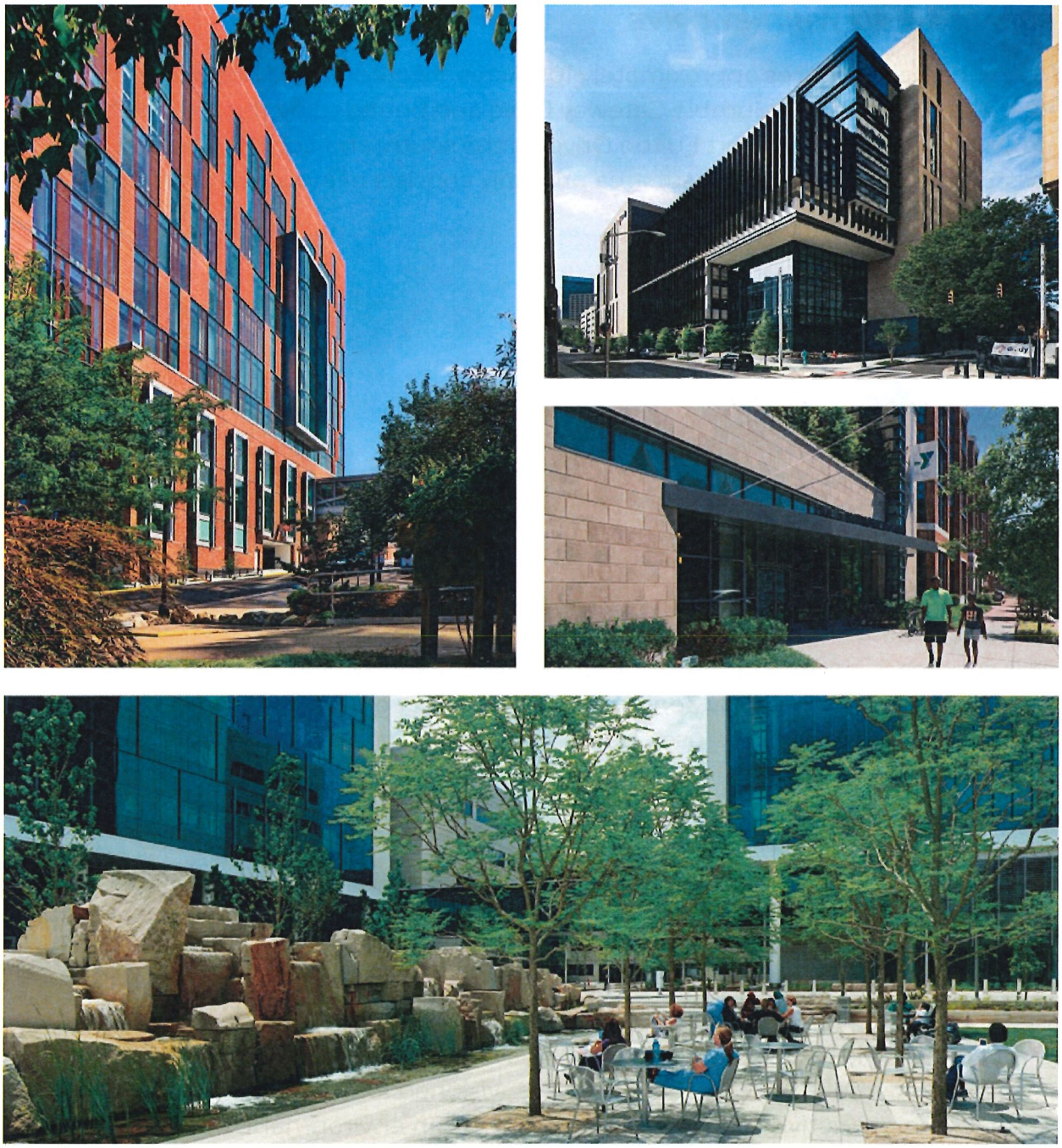
- Urban plazas should be located at nodes and should be designed as flexible, adaptable open spaces capable of hosting a variety of activities throughout the day and year-round.

- A linear park, with passive and active recreational amenities, and multi-use path is envisioned along the Columbia Gateway Drive loop to reinforce the pedestrian and bike connections in Gateway. It will also serve as a non-vehicular connection into and out of Gateway.

Urban Form and Building Height:

A variety of building heights should be provided in this subarea, with taller buildings at nodes to help establish focal points. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

Along the Woonerf, variation and flexibility in the form of buildings, streetscapes, and setbacks are envisioned. However, an appropriate street width to building height should be identified to prevent the creation of dark spaces or wind corridors along the Woonerf. In general, the form of most spaces along the Woonerf should accommodate street-activating uses like retail and restaurants, especially within nodes; however, not all buildings are expected to have a "front door" that opens onto the Woonerf.



Potential urban form framing open spaces (top left); variation in building height (top right); shared amenities at the ground level of buildings (middle right); and urban plazas as flexible open spaces at nodes (bottom)

SUBAREA 4: ELI WHITNEY DRIVE

This subarea comprises approximately 100 Acres, located on the north side of the loop road created by Columbia Gateway Drive and bounded by this road on the north and east sides, Robert Fulton Drive on the south, and Lot A74 on the west. Existing development in this subarea primarily consists of industrial and flex office buildings.

Keymap

Current Zoning

This subarea is currently zoned for manufacturing and light industrial uses (M-1). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density and height regulations in the existing zoning district.

Redevelopment Vision

Redevelopment of Subarea 4 is planned to include a mix of uses and could integrate uses including but not limited to high-density office, R&D, civic/community uses, as well as medium to high-density residential uses.

Land Use Mix and Targeted Percentages:

A mix of land uses with a focus that is nearly evenly split **between employment or residential** uses is envisioned for this subarea, to ensure day/night activity and a socially vibrant urban environment. For Subarea 4, targeted percentages of land uses are as follows:

- Non-Residential Uses: 40—60%
- Residential Uses: 40—60%

Transportation Infrastructure Goals:

- A new street as an extension of Eli Whitney Drive to connect to Columbia Gateway Drive loop.
- New bike/ped connections should link the Columbia Gateway Drive linear park to the existing Columbia Association shared-use path located on Alexander Bell Drive.

Open Space and Public Amenities:

A neighborhood park, tied to new residential development, is envisioned for this subarea, combining passive and active recreation spaces and aligned with an integrated design to create a welcoming environment for users of all age groups and abilities. Refer to Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:

The character and urban form envisioned for this subarea is a dense, compact development with mid-rise buildings and certain variation in building heights and massing articulation. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

SUBAREA 5: ALEXANDER BELL DRIVE

This subarea comprises 70-80 Acres, bounded by Route 175 on the north, Columbia Gateway Drive on the south, Snowden River Parkway on the west to northwest side, and Dorsey Run on the east. Existing development in this subarea primarily consists of multi-story office buildings.

Keymap

Current Zoning

This subarea is currently zoned for manufacturing and light industrial use (M-1). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density and height regulations in the existing zoning district.

Redevelopment Vision

This subarea is planned to be redeveloped as an urban neighborhood with a mix of uses with focus on employment. Uses including but not limited to high-density office, R&D, and institutional uses could benefit from the proximity to the existing site access on Route 175 and visibility from outside Gateway.

Land Use Mix and Targeted Percentages:

This subarea is envisioned to achieve a mix of land uses with a focus on employment, with the following areawide use targets:

- Non-Residential Uses: 70—100%
- Residential Uses: 0—30%

Transportation Infrastructure Goals:
Improvements to existing site access on Route 175 should allow the integration of bike/ped facilities, creating new multi-modal connections to surrounding communities such as Kendall Ridge.

Open Space and Public Amenities:
Depending on the redevelopment and use mix, an urban plaza and/or pocket park are envisioned as the main shared open spaces for this subarea. Additionally, the existing Columbia Association (CA) shared use paths along Alexander Bell Drive will serve as connectors, supporting the goal of creating an interconnected network of green spaces in Gateway. See Section 3.4 Public Realm and Open Space for additional information.

Urban Form and Building Height:
A variety of building heights should be provided, with the taller buildings closer to the intersection of Snowden River Parkway and Route 175. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

SUBAREA 6: SNOWDEN RIVER PARKWAY

This 210-acre subarea, located along the northern boundary of Gateway, covers much of the Snowden River Parkway frontage. The existing development primarily consists of large industrial warehouse buildings, surrounded by extensive surface parking areas. Brownfields are present in this subarea.

Keymap

Current Zoning

This area is zoned for manufacturing and light industrial uses (M-1) and business general (B2). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District, and Section 119.0: - B-2 (Business: General) District for permitted uses, density and height regulations in the existing zoning districts.

Redevelopment Vision

This subarea includes properties with existing low-density industrial uses, where redevelopment within the 30-year horizon of this plan is unlikely. The master plan recommends that future development continue to have an employment focus where industrial coexists with other uses. This approach allows these areas to redevelop with a broader mix of uses or continue to thrive as industrial sites. Given the presence of environmental contamination, future residential uses may be limited on some sites; therefore, supporting industrial, low-density industrial uses or other employment-focused uses may be appropriate. Supporting industrial includes certain industrial uses, such as flex spaces and data centers that support targeted employment sectors in innovation districts. Supporting industrial uses should be properly shielded by a structure, screened or set back from neighboring uses. However, not all sites are contaminated, and further, monitoring could show sites getting cleaner over time, or future technologies may allow for more cleanup that results in additional use options in the future. Therefore, redevelopment of this subarea over the long-term ~~With its frontage along Robert Fulton Drive and Snowden River Parkway, redevelopment of this subarea~~ should consider a mix of uses with a focus on employment. Uses including but not limited to high-density office, R&D, supporting industrial, commercial uses, and residential uses could benefit from access to Snowden River Parkway and Robert Fulton Drive. ~~Supporting industrial includes certain industrial uses, such as flex spaces and data centers that support targeted employment sectors in innovation districts. Supporting industrial uses should be properly screened or set back from neighboring uses. Further, given the presence of environmental contamination, future uses may be limited on some sites and supporting industrial or low-density industrial uses may be appropriate.~~

~~This subarea includes properties with existing low-density industrial uses, where redevelopment within the 30-year horizon of this plan is unlikely. The master plan recommends that future development continue to have an employment focus where industrial coexists with other uses. This approach allows these areas to redevelop with a broader mix of uses or continue to thrive as industrial sites.~~

Land Use Mix and Targeted Percentages:
This subarea is envisioned to achieve a mix of land uses with a focus on employment, with the following areawide use targets:

- Non-Residential Uses: 70—100%
- Residential Uses: 0—30%

Transportation Infrastructure Goals:
As redevelopment in this subarea is likely to occur over the very long term, the master plan does not anticipate immediate infrastructure improvements. However, beyond the 30-year timeframe of the master plan, redevelopment may occur, incorporating an interconnected network of streets and a potential connection to McGaw Road.

Open Space and Public Amenities:
A neighborhood park and a pocket park are envisioned as the main shared open spaces for this subarea. These open spaces can serve as a buffer between supporting industrial uses and neighboring uses. Refer to Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:
The character and urban form envisioned for this subarea is a dense, compact development with mid-rise buildings and certain variation in building heights and massing articulation. Buildings along public roadways, and especially along Snowden River Parkway should be designed to help establish a defined urban frontage. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

SUBAREA 7: ROBERT FULTON DRIVE

This 140-acre subarea, bordered to the north by Robert Fulton Drive and to the south by the CSX right-of-way, consists of a mix of commercial, industrial, and light industrial uses. The existing development includes areas with environmental restrictions, the Baltimore Gas and Electric Company (BGE) Snowden Substation, a stormwater management pond, and low-rise, low-density development along Robert Fulton Drive.

Keymap

Current Zoning

Existing zoning districts in this subarea are M-1 District (Manufacturing: Light) and NT District (New Town). Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density and height regulations in the M-1 zoning district. Final Development Plan (FDP) 236-A-1 within the NT District permits M-1 District uses.

Redevelopment Vision

Redevelopment should capitalize on the proximity to the CSX Multi-modal Corridor and a potential future transit station to create dense and walkable communities. Future uses may be limited on sites with environmental contamination (in the southern portion of this subarea) and supporting industrial or low-density industrial uses may be appropriate for those sites. Supporting industrial uses should be properly shielded by a structure, screened or set back from neighboring uses.

The former landfill site (PAR A) may also have the potential to be transformed into a park with a blend of active and passive recreation amenities, a location for on-site renewable energy production, or other productive uses that may support the innovation district. Meanwhile, the parcels along ~~The~~ Robert Fulton Drive ~~Subarea is~~ are envisioned as an urban neighborhood with a mix of uses including but not limited to office, research and development, commercial, Institutional and residential uses, and certain industrial uses, such as flex spaces and data centers, that support targeted employment sector in innovation districts. ~~Supporting industrial uses should be properly screened or set back from neighboring uses. The former landfill site (PAR A) has potential to be transformed into a park with a blend of active and passive recreation amenities, a location for on-site renewable energy production, or other productive uses that may support the innovation district. Given the presence of environmental contamination, future uses may be limited on some sites and supporting industrial or low-density industrial uses may be appropriate.~~

~~Redevelopment should capitalize on the proximity to the CSX Multi-modal Corridor and a potential future transit station to create dense and walkable communities. Future uses may be limited on sites with environmental contamination and supporting industrial or low-density industrial uses may be appropriate.~~

Land Use Mix and Targeted Percentages:

The master plan recommends a mix of land uses with a focus on employment and the following areawide use targets:

- Non-Residential Uses: 70—100%
- Residential Uses: 0—30%

Transportation Infrastructure Goals:

- Robert Fulton Drive is envisioned to be reconfigured as a complete street with a designated transit lane.
- Separated bike lanes and sidewalks are envisioned along Robert Fulton Drive, between the Woonerf and Lee Deforest Drive, and a shared use path west of Lee Deforest Drive, connecting the Woonerf to Snowden River Parkway and communities beyond.

Open Space and Public Amenities:

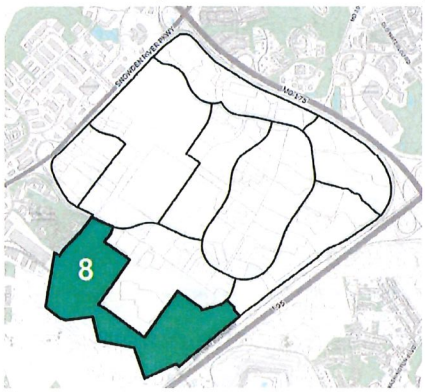
A neighborhood park and a pocket park are envisioned as the main shared open spaces for this subarea. Refer to Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:

The character and urban form envisioned for this subarea is a dense, compact development with mid-rise buildings. Buildings should exhibit variation in heights and massing articulation. Buildings along public roadways, and especially along Robert Fulton Drive should be designed to help establish a defined urban frontage. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

SUBAREA 8: GUILFORD FOREST

The Guilford Forest Subarea comprises about 170 Acres, located along the southern boundary of Gateway. Existing development is predominantly located along Samuel Morse Drive and Lee Deforest Drive, including a mix of low-density office, flex industrial and commercial uses. This subarea is adjacent to the residential community of Stonehaven Apartments.



Keymap

Current Zoning

This subarea is currently zoned for light industrial and manufacturing uses (M-1), as well as a New Town under the provisions of ZR Section 125.0. Final Development Plan (FDP) 236-A-1 within the NT District permits M-1 District uses. Refer to the Howard County Zoning Regulations Section 122.0: M-1 (Manufacturing: Light) District for permitted uses, density, and height regulations in the M-1 zoning districts.

Redevelopment Vision

This area is envisioned as a mixed-use urban development with a focus on residential use including but not limited to a mix of medium to high-density residential, commercial, and civic/community uses.

Land Use Mix and Targeted Percentages:

Redevelopment is envisioned to achieve a mix of land uses with a focus on residential and the following areawide use targets:

- Non-Residential Uses: 10–35%
- Residential Uses: 65–90%

Transportation Infrastructure Goals:
A repurposed CSX right of way (ROW) will integrate an active transportation and transit corridor, with bike and pedestrian infrastructure, and the potential for rubber wheel transit, connecting Gateway to other parts of the County.

Open Space and Public Amenities:
A neighborhood park and a pocket park are envisioned as the main shared open spaces for this subarea. Refer to Map 16: Conceptual Open Space Framework Map for additional information.

Urban Form and Building Height:
The character and urban form envisioned for this subarea is a dense, compact development with mid-rise buildings and certain variation in building heights and massing articulation. Taller buildings should be located to take advantage of views and amenities – such as green spaces and the CSX corridor. Refer to Map 13: Conceptual Height Zones Map for more details about the potential building height zones.

Additionally, residential focus areas should incorporate multi-family residential buildings and dense "missing middle" housing types, such as stacked townhomes.

SUBAREA 9: SNOWDEN SQUARE DRIVE

This subarea comprises about 50 acres of land at the corner of Snowden River Parkway and Robert Fulton Drive. The existing development mainly consists of single-story retail stores with surface parking.

Keymap

Current Zoning

This subarea is zoned B-2 (Business General), allowing for commercial sales and services that directly serve the general public. Refer to the Howard County Zoning Regulations Section 119.0: B-2 (Business: General) District for permitted uses, density and height regulations in the existing zoning districts.

Redevelopment Option

This subarea includes properties with existing low-density retail and other commercial uses, where redevelopment is unlikely within the master plan timeframe. To provide flexibility for future development, the master plan does not discourage the continuation of these uses but recommends exploring future reuse opportunities for these sites. When redevelopment occurs, the Snowden Square Drive subarea is envisioned to transform into an all-day vibrant, high-density mixed-use neighborhood with a primary focus on residential uses, with retail and foot-traffic generating uses at the ground level and residential uses above.

Land Use Mix and Targeted Percentages:
This subarea is envisioned to achieve a mix of land uses with a focus on residential uses, and the following areawide use targets:

- Non-Residential Uses: 10–35%
- Residential Uses: 65–90%

Transportation Infrastructure Goals:
Improvements to the existing site access at the intersection of Robert Fulton Drive and Snowden River Parkway will allow the integration of bike/pedestrian facilities, creating new multi-modal connections to surrounding communities and the Oakland Mills Road bike facility.

Redevelopment in this subarea is likely to occur over the very long term, beyond the 30-year timeframe of the master plan. When it does happen, it should include a new street grid with block sizes that encourage walking and biking as alternatives to driving.

Open Space and Public Amenities:
A neighborhood park and an urban plaza at a future node are envisioned as the main public spaces within this subarea. The neighborhood could integrate passive and active recreation facilities and adopt a linear form to buffer the redevelopment from surrounding industrial uses.

Urban Form and Building Height:

- A variety of building heights should be provided, with taller buildings at nodes such as the one planned near the intersection of Lee Deforest Drive and Robert Fulton Drive. Refer to Map 13: Conceptual Height Zones Map for recommended maximum building heights.
- Buildings along Snowden River Parkway and Robert Fulton Drive should be designed and oriented to help establish a defined urban frontage along these roadways.

The following table summarizes the recommendations that support the vision for each subarea:

Subarea	Land Use Mix and Targeted Percentages	Transportation Infrastructure Goals	Open Space and Public Amenities	Urban Form and Character
1 – John McAdam Drive	Mixed-Use Employment Focus – Non-Res: 70-100%; Res: 0-30%	New road connecting John McAdams Dr to Benjamin Franklin Dr.; Site access via Route 175*	Urban design and open space amenities such as streetscape, plazas, and courtyards – including an urban plaza at the node	An activity node with taller buildings at nodes and a variety of building heights to maximize visibility from the external roadways
2 – Benjamin Franklin Drive	Mixed-Use Employment Focus – Non-Res: 70-100%; Res: 0-30%	New road connecting John McAdams Dr. to Benjamin Franklin Dr.; new roads connecting to Columbia Gateway Dr.	Urban design and open space amenities such as streetscape, plazas, and courtyards – including an urban plaza and a pocket park	An activity node with taller buildings at nodes and a variety of building heights to maximize visibility from the external roadways
3 – Columbia Gateway Drive	Mixed-Use Dual Focus – Non-Res: 40-60%; Res: 40-60%	New cross streets connecting the Woonerf to Columbia Gateway Dr.; transit stop at southern node	Woonerf (pedestrian-friendly spine); urban plazas at nodes; linear park along Columbia Gateway Drive; Innovation Hub	Variety of building heights, with taller buildings at nodes to help establish focal points; an appropriate street width to building height is encouraged
4 – Eli Whitney Drive	Mixed-Use Dual Focus – Non-Res: 40-60%; Res: 40-60%	New street extending Eli Whitney Drive; new bike/ped facilities to connect to the CA trails	A neighborhood park, tied to new residential development, with a multi-generational design	Variety of building heights; buildings along Columbia Gateway Dr. should help establish a defined urban frontage
5 – Alexander Bell Drive	Mixed-Use Employment Focus – Non-Res: 70-100%; Res: 0-30%	Improvements to existing site access on Route 175 should allow the integration of bike/ped facilities	Depending on the redevelopment and use mix, an urban plaza and/or pocket park are envisioned; improvements to the existing CA shared-use trails	Variety of building heights, taller buildings encouraged close to the intersection of Snowden River Pkwy. and Route 175
6 – Snowden River Parkway	Mixed-Use Employment Focus – Non-Res: 70-100%; Res: 0-30%	No immediate infrastructure improvements; an interconnected network of streets and a potential connection to McGaw Road (beyond the 30-Year timeframe)	A neighborhood park and a pocket park are envisioned as the main shared open spaces for this subarea	Variety of building heights; buildings along public roadways including Snowden River Pkwy. should help establish a defined urban frontage
7 – Robert Fulton Drive	Mixed-Use Employment Focus – Non-Res: 70-100%; Res: 0-30%	Reconfiguration of Robert Fulton Dr. as a complete street with dedicated transit lane; new bike/ped facilities including a shared use trail connecting to Snowden River Pkwy. and communities beyond	A neighborhood park and a pocket park are envisioned as the main public spaces within this subarea	A dense, compact urban form; buildings along Robert Fulton Dr. should help establish a defined urban frontage
8 – Guilford Forest	Mixed-Use Residential Focus – Non-Res: 10-35%; Res: 65-90%	Repurposed CSX ROW to integrate an active transportation and transit corridor, with bike and pedestrian infrastructure	Neighborhood parks and pocket parks are envisioned as the main public spaces within this subarea	A dense, compact development with mid-rise buildings and certain variation in building heights
9 – Snowden Square	Mixed-Use Residential Focus – Non-Res: 10-35%; Res: 65-90%	Bike/Ped Connections to Oakland Mills Rd.; a new street grid when redevelopment occurs (Beyond 30-year timeframe)	A neighborhood park and an urban plaza at a future node are envisioned as the main public spaces within this subarea	Variety of building heights; buildings along Snowden River Pkwy. and Robert Fulton Dr. should help establish a defined urban frontage

Table 2: Summary of Recommendations per Subareas

** Requires further evaluation and coordination with the State Highway Administration*

Zoning Approach

The long-term transformation of Gateway from a traditional business park – with a strong focus on industrial, manufacturing, and office uses – into an innovation district will require flexibility in terms of zoning regulations. The vision for Gateway is to continue to support economic development and business growth in Howard County, while integrating new employment and housing opportunities along with public amenities, multi-modal connections, transit options, and open spaces to foster the development of a thriving community of innovation.

The existing underlying zoning districts in Gateway contain height limitations that are restrictive, setbacks that do not allow for closely spaced taller buildings and prohibit residential uses. As Howard County does not currently have any zoning districts in its code that could realize the master plan's vision, and given the number of public amenities, open spaces, affordable housing goals and mix of uses the master plan would like to achieve, a new zoning district will need to be created. While the master plan provides recommendations on potential land uses, the master plan by itself does not change zoning or the permitted uses within Gateway. Following the adoption of the Master Plan, a detailed zoning program/code effort will be undertaken to establish the specific zoning regulations including a list of permitted uses for each mixed-use focus area.

Zoning will guide new industrial uses to be supportive of a mixed-use environment and compatible with future neighboring residential uses. Establishing new permitted supporting industrial uses and their requirements, such as appropriate setback, screening, and buffer requirements will be an important part of developing Gateway's zoning program and therefore, may require an evaluation of the base zoning district in certain areas – such as residential-focused and dual-focused subareas. This evaluation should be conducted in collaboration with property owners and innovation district stakeholders to ensure permitted uses will support the innovation industry cluster. In general, new industrial uses will be encouraged to be "clean" with minimal environmental impacts in terms of pollution and odors and will be further defined in the future zoning update.

For Gateway, the preliminary recommendation is to consider alternative zoning approaches such as performance-based zoning, incentive-based zoning, overlay districts, or form-based codes. These zoning tools could be applied individually or in combination to provide effective guidance on creating a great place. For example, a combined approach could result in an overlay district that contains performance standards, incentives, and/or form-based elements. And, as an alternative to a form-based code, design guidelines could be developed as part of the alternative zoning approach. While the master plan does not recommend a preferred zoning approach, stakeholders indicated a preference for an overlay district that would allow

New zoning tools could help to achieve goals for Gateway including a mixed use/compact urban form (left); higher density and taller buildings (middle); and unique public spaces (right)

New zoning tools could help to achieve goals for Gateway including a mixed use/compact urban form (left); higher density and taller buildings (middle); and unique public spaces (right).

Performance-Based Zoning

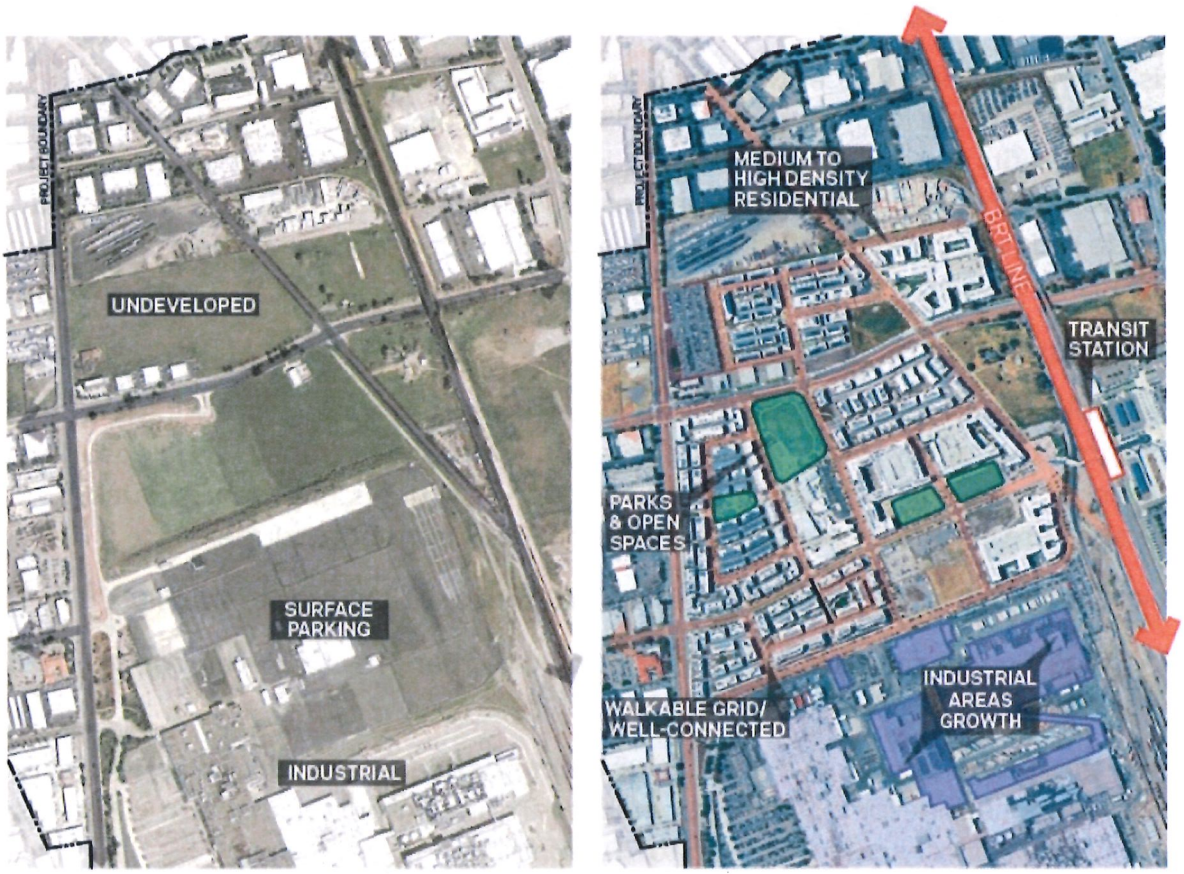
This type of zoning focuses on the outcomes or results of development rather than strict land use categories or specific locations. When this approach is used, it allows for more flexibility in how the land is utilized, promoting specific performance standards that developments must meet, such as environmental sustainability, traffic impacts, and community compatibility. Performance-based zoning encourages innovative design and planning solutions while still protecting community interests.

Case Study: Warm Springs Innovation District (Fremont, CA)

The City of Fremont adopted a performance-based approach to guide the redevelopment of a nearly 900-acre site into an innovation district. The goal of the Warm Springs/South Fremont Community Plan was to create an employment center with a focus on innovation and advanced manufacturing, while integrating housing opportunities, urban greens and plazas, and supporting uses such as schools, conference centers, art venues and other entertainment uses. The master plan targeted over 19,000 jobs and 4,000 housing units to be phased over time. Key elements include:

- Created a new zoning district—Warm Springs Innovation (WSI) district—to implement the Warm Springs/South Fremont Community Plan[14]
- Subdivision of the 900-acre site into 10 "planning areas", with each planning area allowing a distinct mix of land uses and establishing targets for future development
- A list of permitted, conditionally permitted, and prohibited uses in each planning area.
- A set of standards – such as minimum site area, minimum floor area ratios (FAR) and dwelling units per acre (DU/Acre), maximum parking ratios, and a job factor – to achieve overall goals in terms of jobs, housing units, affordable housing and sustainability.
- Procedures for master plans and subdivisions—sites with five or more acres were required to prepare a master plan prior to development approval.
- Parking credits for developments that provide car share and electric vehicles (EVs) spaces and EVs charging stations.

[14] https://www.codepublishing.com/CA/Fremont/html/Fremont18/Fremont1849.html



Warm Springs 2012 – Before Rezoning *(left): Predominantly industrial use, megablocks and large areas covered with surface parking lots (Source: Google Earth)*

Warm Springs 2025 – After Rezoning *(right): Expansion of industrial uses while integrating a new mix of uses, transit options, walkable blocks and new community amenities (Source: Google Earth)*

Incentive-based Zoning

This zoning tool offers incentives for developers to provide public benefits in exchange for more flexible zoning regulations. Developers can choose from a list of public benefits to provide, each benefit is assigned with a score, and a minimum score to qualify for incentives or bonuses must be achieved. Examples of incentives include reduced parking requirements, expedited permit review, greater building height, increased density, and reduced or waived application fees.

Case Study: Public Benefits Point System (Montgomery County, MD)[15]

The Public Benefits Point System is an incentive-based zoning tool adopted by Montgomery County to attract development in areas with transit while ensuring the delivery of high-quality public amenities – such as schools, affordable housing, walkable streets and a greener environment. Key elements include:

- Applies to commercial and residential zones with access to transit
- The County provides a list of specific public benefits for developers to choose from
- Projects must achieve a minimum score depending on their size, intensity, and location– for instance streetscape improvements could earn 20 points, while a library could earn up to 70 points
- The policy uses a data-driven approach, which periodically evaluates the point system, to ensure it aligns with its goals and continues to provide the right public benefits.

[15] https://montgomeryplanning.org/development/zoning/incentive-zoning-update/

Graphic showing the proposed distribution of public benefits across the four categories that align with Countywide priorities and supporting examples by category

Overlay District

A zoning overlay district applies an additional layer of standards on top of the existing base zoning to areas within defined boundaries. Overlay districts are commonly used in zoning codes to encourage uses that generate foot traffic (in downtown areas), protect environmental resources, preserve historic buildings and districts, or maintain the unique character of an area. These regulations can also be used to promote specific types of development, and provide flexibility in use, height, density, and design requirements.

Case Study: Beltline Overlay District (Atlanta, GA)[16]

The City of Atlanta adopted a zoning overlay district to ensure that any redevelopment that occurs along the Beltline Corridor achieves a compatible mix of uses including residential, commercial, and recreational uses. The Beltline is a 22-mile network of trails and parks located along a former rail corridor. The overlay district establishes a set of design standards to:

- Encourage a grid of smaller blocks and connected streets
- Create new mixed-use and commercial nodes at Beltline station areas that are transit-oriented and pedestrian friendly
- Promote development of a wide range of housing types appropriate to meet various housing needs and income levels

Other features of the Beltline Overlay Zoning include:

- Specific requirements to improve the relationship of buildings to the streets (such as building entrances, loading areas, and driveway curb cuts)
- Open space requirements are regulated per the underlying zoning, while open space incentives are provided by the overlay district standards and may be counted towards open space requirements, including:

[16] City of Atlanta Code of Ordinances, CHAPTER 36. - BELTLINE OVERLAY DISTRICT REGULATIONS

- New streets incentive – for new streets connecting public or private streets not currently connected
- Connectivity incentive – for developments which provide connectivity across public rights-of-way which do not provide pedestrian access (such as railroads and freeways) through new streets, pedestrian walkways, or shared use paths
- On-street parking incentive – for new on-street parking that meets certain criteria (such as when it is provided on streets with no existing on-street parking or when all new parking spaces are accessible to the general public).

- Underlying zoning requirements remain applicable, unless specifically prohibited by the overlay district regulations
- Data centers with a proposed location within 500 feet of the Beltline shall meet specific requirements (such as lot coverage, floor area, proximity to other data centers, and design standards)

Public spaces around the Ponce City Market on the east side of the Atlanta Beltline

Form-Based Code

Form-Based Codes (FBCs) regulate land development to achieve a specific urban form, ensuring predictable build results and a high-quality public realm. FBCs prioritize controlling physical form to shape the public realm and regulate buildings and the streets together, not separately. Regulations and standards often include clear diagrams to address the relationship between building facades and the public realm, the building massing and articulation, and the scale and types of streets and blocks.

Case Study: Nashville's Downtown Code (Nashville, TN)[17]

The Downtown Code is a form-based zoning code that applies to much of the Downtown Community Plan area in Nashville, Tennessee. The Downtown Code regulates the physical form of buildings to ensure each makes a positive contribution to a complete urban environment. Some of the standards set forth by the DTC include:

- Defines a vision for each neighborhood in Downtown, allowing taller buildings in certain areas while other areas remain zoned for a neighborhood-scale development
- Creates areas of increased height and density
- Provides clear direction on minimum development and maximum development
- Emphasizes high-quality frontage design through a set of standards – including glazing, vehicular access, landscaping and active uses on the ground level
- Encourages buildings with multiple stories and multiple uses
- Provides standards for creating active, attractive streets and streetscapes

[17] Nashville Downtown Code (DTC), https://www.nashville.gov/departments/planning/long-range-planning/community-plans/downtown/downtown-code-dtc

James Robertson Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street
- Storefront Frontage
  - James Robertson Boulevard
    - West of 3rd Ave: 20'-30'
    - East of 3rd Ave: 0'-10'
  - Charlotte Avenue: 0'-10'
- Stoop Frontage
  - James Robertson Boulevard
    - West of 3rd Ave: 20'-30'
    - East of 3rd Ave: 5'-10'
  - Charlotte Avenue: 5'-10'

Secondary Street
- Storefront Frontage: 0'-10'
- Stoop Frontage: 5'-10'

Tertiary Street
- Storefront Frontage: 0'-10'
- Stoop Frontage: 5'-10'

D Facade Width

Primary Street	80% of lot frontage min.
Secondary Street	80% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. Building Depth 15' from building facade

A building liner is required surrounding parking structures on the all floors facing James Robertson Blvd.

HEIGHT

D Max. elevation of 560'

Step-back*

Step-back required for all buildings 8 stories or greater on all public streets and Open Space

E Step-back between	4th and 8th stories
F Min. step-back depth	15'

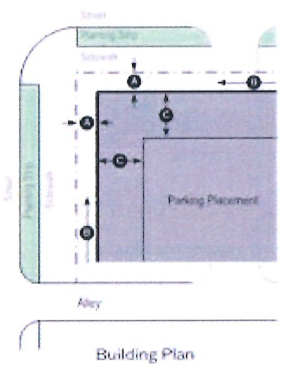
*see page 64 for full description

SIDEWALK & PLANTING

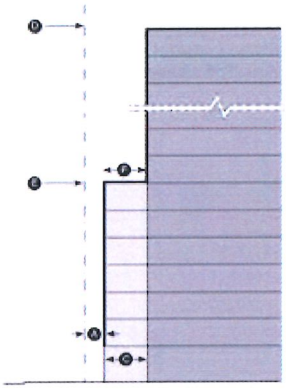
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 61; General Standards: page 63



Building Plan



Building Section

Example of building regulations and standards outlined in Nashville's Downtown Code for a particular subdistrict

Key Recommendations:

- The Master Plan recommends a detailed zoning program/code effort be undertaken to establish the specific zoning regulations for Gateway's proposed mix of uses, including uses that will accommodate Priority Industries that are an integral part of the Innovation District vision
- The applicability of alternative zoning approaches should be further evaluated, including performance-based zoning, incentive-based zoning, overlay districts, and form-based code elements (or design guidelines)
- The alternative zoning evaluation should determine how various approaches can incentivize the envisioned built form and associated infrastructure and amenities

3.3 Urban Form and Development

The long-term transformation of Gateway into an innovation district may take 30 years or more and will occur on a site-by-site basis. The master plan offers recommendations to guide the future creation of urban form and public realm development standards. Gateway is envisioned to evolve into a compact, walkable physical environment that fosters multigenerational, social interactions and better relationships between buildings and public spaces. Future zoning regulations should encourage and incentivize development standards that meet the envisioned form.

The plan also seeks to concentrate the highest density and tallest buildings around high-quality open spaces at nodes, shaping them into identifiable urban spaces that foster a strong sense of community. This approach offers flexibility for multiple nodes of activity to emerge in different subareas over time; some nodes could be the earliest locations for development activity to occur in Gateway.

The Columbia Gateway Drive subarea is envisioned to become the urban core and heart of all activity in Gateway. This core area is envisioned to include the primary focal point – the Woonerf – along with new perpendicular streets and a focus on uses that generate pedestrian activity, creating a unique environment for walking and biking. Buildings within and around the Columbia Gateway Drive loop should be designed to frame the streets and public spaces

Examples of the envisioned urban form for medium to high density residential focus areas (upper and middle left); high density office buildings (upper right), and active ground floor uses/walkable areas (bottom)

Site Design

The site design recommendations provide guidance on the establishment of a walkable block structure, hierarchy and character of streets, and building placement – including setbacks and build-to lines. These recommendations will support the goal of creating a pedestrian-focused physical environment and a vibrant and engaging public realm that brings people together.

Examples of walkable urban areas (top, bottom); anc mid-block pedestrian connections (middle)

Examples of walkable urban areas (top, bottom); and mid-block pedestrian connections (middle)

Block Structure

In Gateway, the existing physical environment is very car-oriented, prioritizing the convenient access for existing uses but failing to create appropriate conditions for walking or biking. Buildings are spaced farther apart, placed away from street edge, and roads lack connectivity. In general, block sizes should align with the use and functional requirements of the sites. This approach will provide flexibility for integrating new uses while allowing existing uses—such as supporting industrial uses—to continue thriving in certain areas.

The reconfiguration of the existing block structure will be essential for transforming Gateway into a great walkable urban place. A new grid of streets that generally follows property lines will increase connectivity within subareas. This grid will also break down the superblocks—like the one formed by the Columbia Gateway Drive loop—into smaller, more compact blocks that encourage people to walk or bike instead of driving (as depicted on diagrams in Fig 19: Approach to Creating a Walkable Community). Block sizes will vary based on property lines, generally ranging from 400–450 feet. These dimensions are comparable to the urban fabric found in walkable areas of Downtown Washington, DC, and Baltimore. Additionally, the master plan recommends integrating mid-block pedestrian connections for larger blocks, allowing for increased walkability and maximizing porosity of the new blocks.

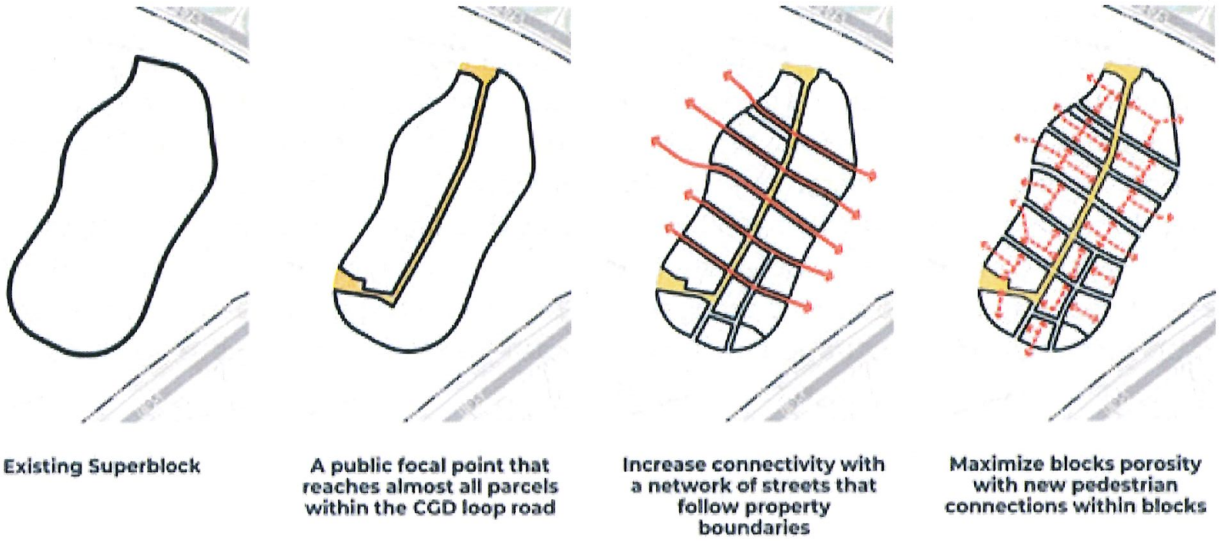


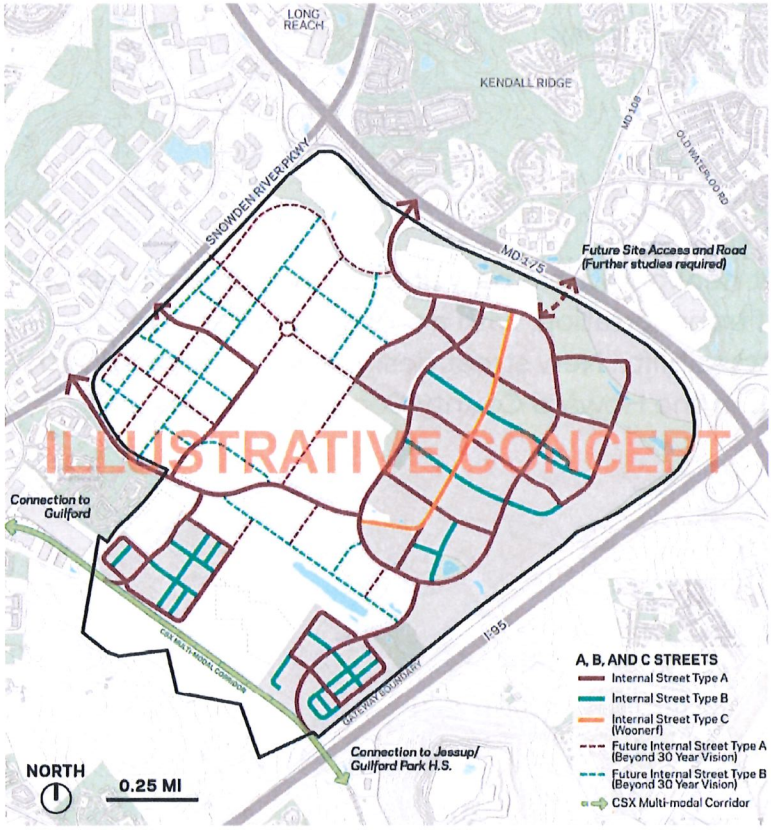
Figure 19: Approach to Creating a Walkable Community:

Street Pattern

The master plan proposes a street network where new and reconfigured streets will accommodate multiple modes of transportation, with a strong emphasis on pedestrian safety, comfort and accessibility. New street designs will be aligned with the typical street types as detailed in the Howard County Complete Streets and Bridges Design Manual Vol. III.

The street network aims to prevent conflicts between loading and service functions and pedestrian movements. To avoid circulation of heavy vehicles and safety issues within the core area, sites with frequent operation of large trucks should provide truck access directly from Snowden River Parkway or Robert Fulton Drive. To further support this goal, the master plan provides guidance on the location of the envisioned main function for each road types as depicted on Map 11: Street Pattern Map. Building entries and lobbies are envisioned to face Type A roads, while parking entrances, loading, and service areas should be limited to Type B roads. Lobbies and drop-off zones are discouraged on Type C roads (The Woonerf); however, ground-floor units may have direct access from the street.

For further details about the street types and configurations envisioned, refer to section 3.7 Transportation and Mobility.



Map 11: Street Pattern Map

Build-to Lines and Setbacks

The underlying zoning regulations currently regulate building setbacks. Zoning districts such as M-1 (Manufacturing: Light) require a 50-footsetback from any internal or external public street right-of way. The master plan recommends minimizing building setbacks and establishing build-to lines for certain areas, including the area within and around the Columbia Gateway Drive loop road. This will help to create a dense urban environment with better relationship between buildings and the public realm (see Map 12: Conceptual Build-to Lines Map). Future zoning regulations should encourage and incentivize development standards that achieve this urban form.

For areas with ground-floor retail or employment uses, the public realm should be designed to enhance the pedestrian experience by integrating features such as private open spaces, outdoor seating and dining areas, or allowing ground floor activities to spill out into the public realm. Where ground floor residential units are provided (or employment uses where privacy is important), the public realm should prioritize increasing privacy with landscaping, private front yards, or grade separation. When uses requiring privacy front public gathering areas—like the Woonerf—the public realm should incorporate features that contribute to the pedestrian experience (such as plazas, seating, or other amenities), though these may be used in combination with landscaping, private front yards, or grade separation to maintain privacy. Future design standards should also be sensitive to the mix of neighboring uses, especially for industrial, as buffers may be needed depending on the neighboring uses.

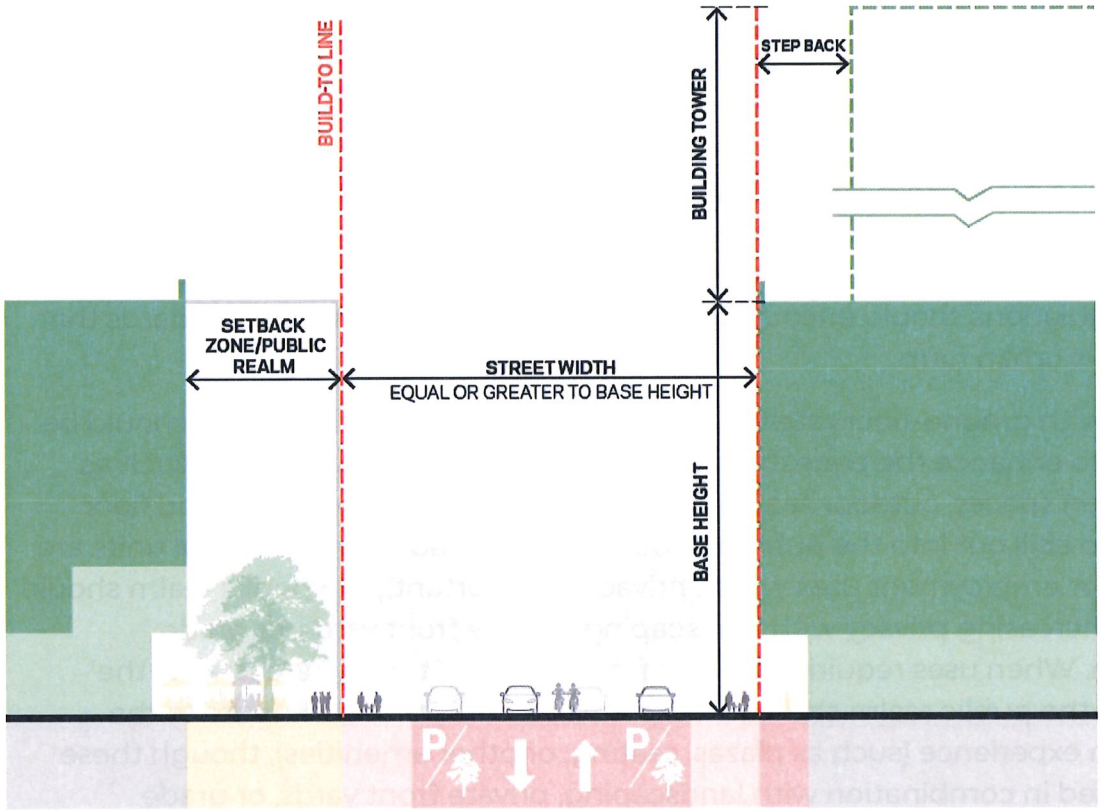
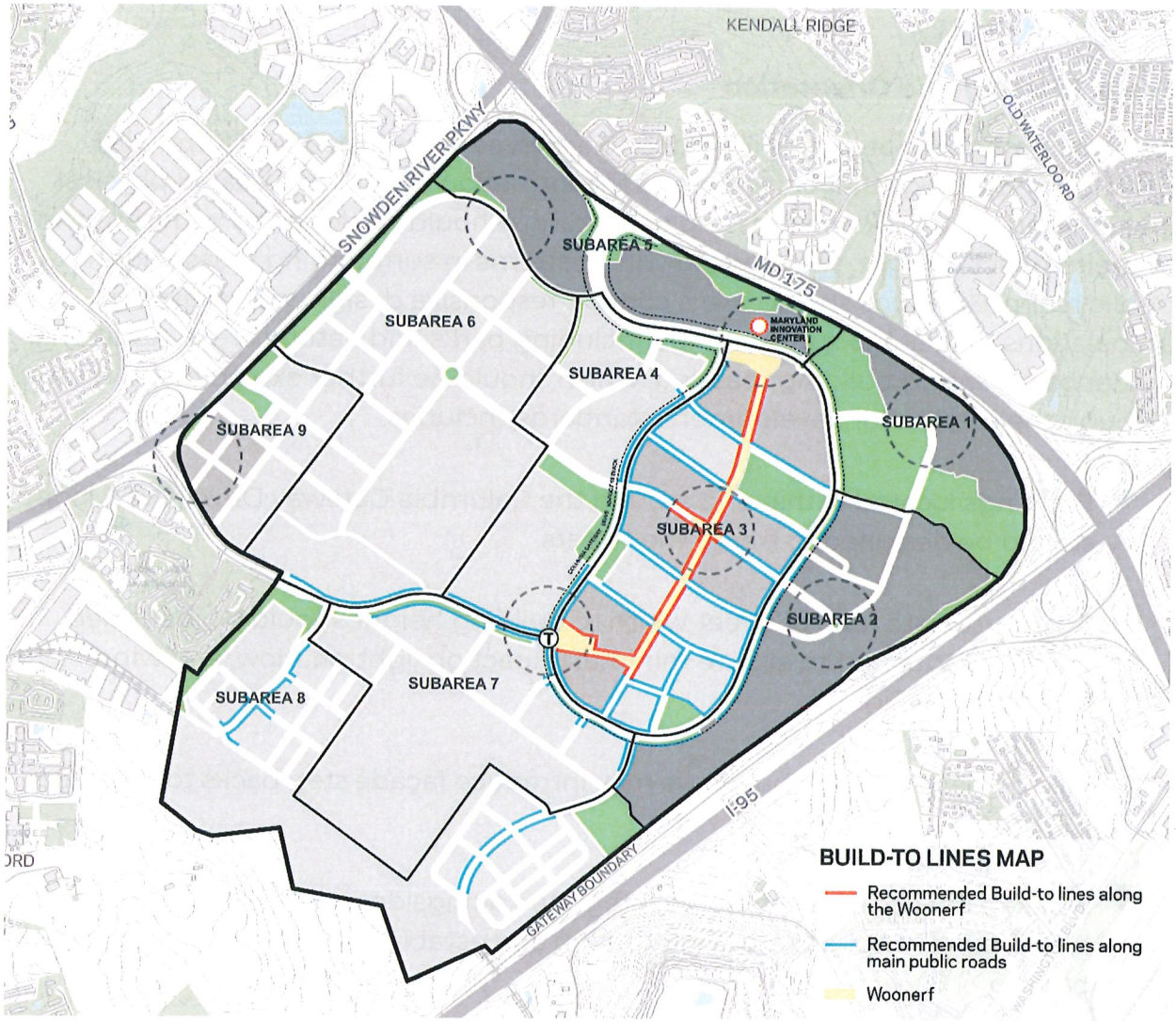


Figure 20: Conceptual section illustrating an appropriate ratio of street width to building base height along the Woonerf



Map 12: Conceptual Build-to Lines Map