

ELLICOTT CITY WATERSHED MASTER PLAN

ONLINE INPUT/SURVEY SUMMARY

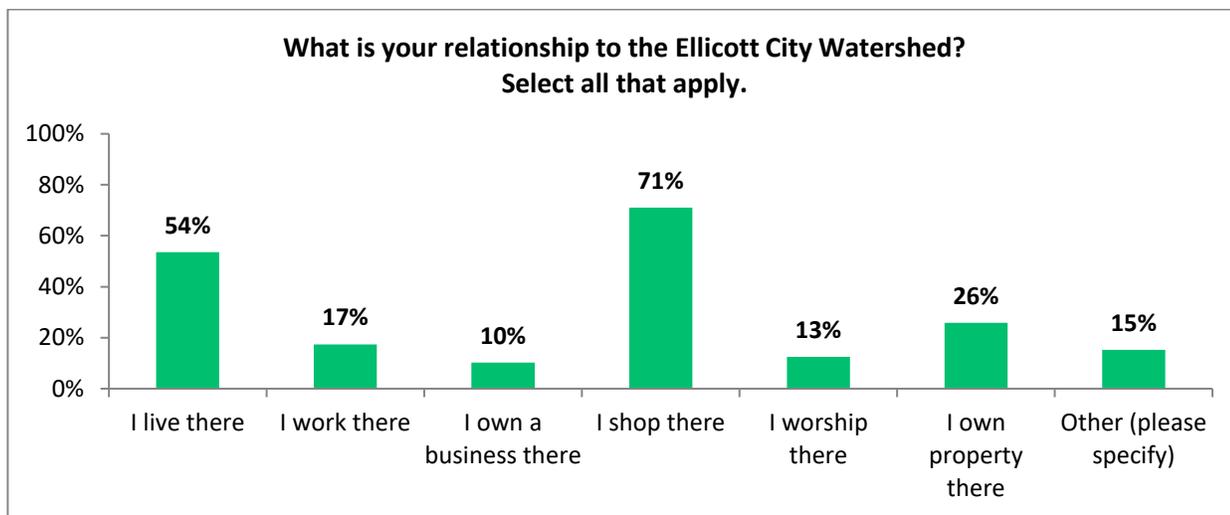
RELATED TO PUBLIC WORKSHOP #7 – 15 OCTOBER 2019

Howard County offered an online input option following the October 15, 2019 [Ellicott City Watershed Master Plan](#) public workshop. At that seventh public workshop of the master plan series, the master plan consultants presented guidelines and concepts building upon County Executive Ball’s Safe and Sound plan for flood mitigation.

Through the online input option, available from October 22 to November 5, participants were asked to respond to standard questions about themselves, then weigh in on guidelines for various topics and geographic areas. Respondents were also given the opportunity to provide comments. In total, the county received **226** responses.

Responses to Standard Questions

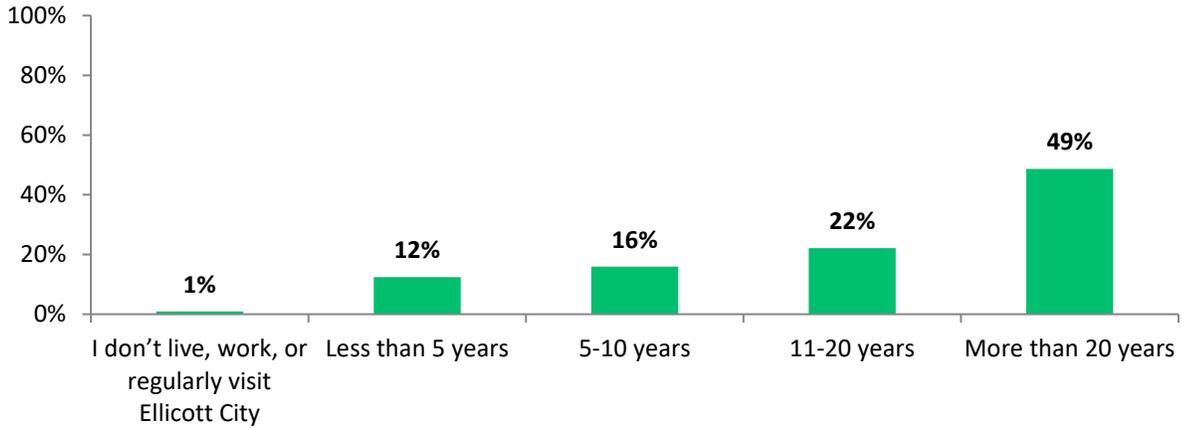
These questions were repeated from prior workshop surveys and feedback forms for continuity.



Examples of 'Other' included: volunteer, tour guide, board member, former resident/business owner, cyclist, etc.

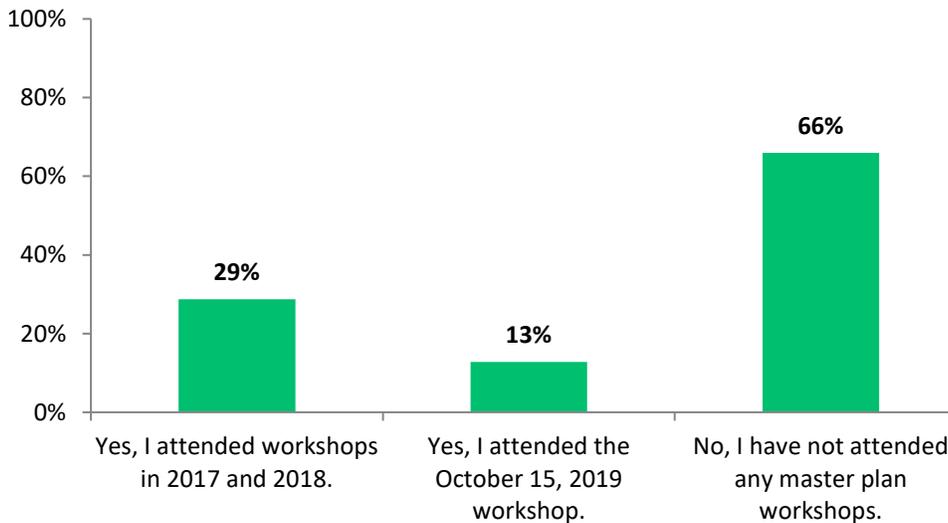
Answer Choices	Responses	
I live there	54%	120
I work there	17%	39
I own a business there	10%	23
I shop there	71%	159
I worship there	13%	28
I own property there	26%	58
Other (please specify)	15%	34

How long have you lived, worked, or regularly visited (shopped/dined/worshipped) in Ellicott City?



Answer Choices	Responses	
I don't live, work, or regularly visit Ellicott City	1%	2
Less than 5 years	12%	28
5-10 years	16%	36
11-20 years	22%	50
More than 20 years	49%	110

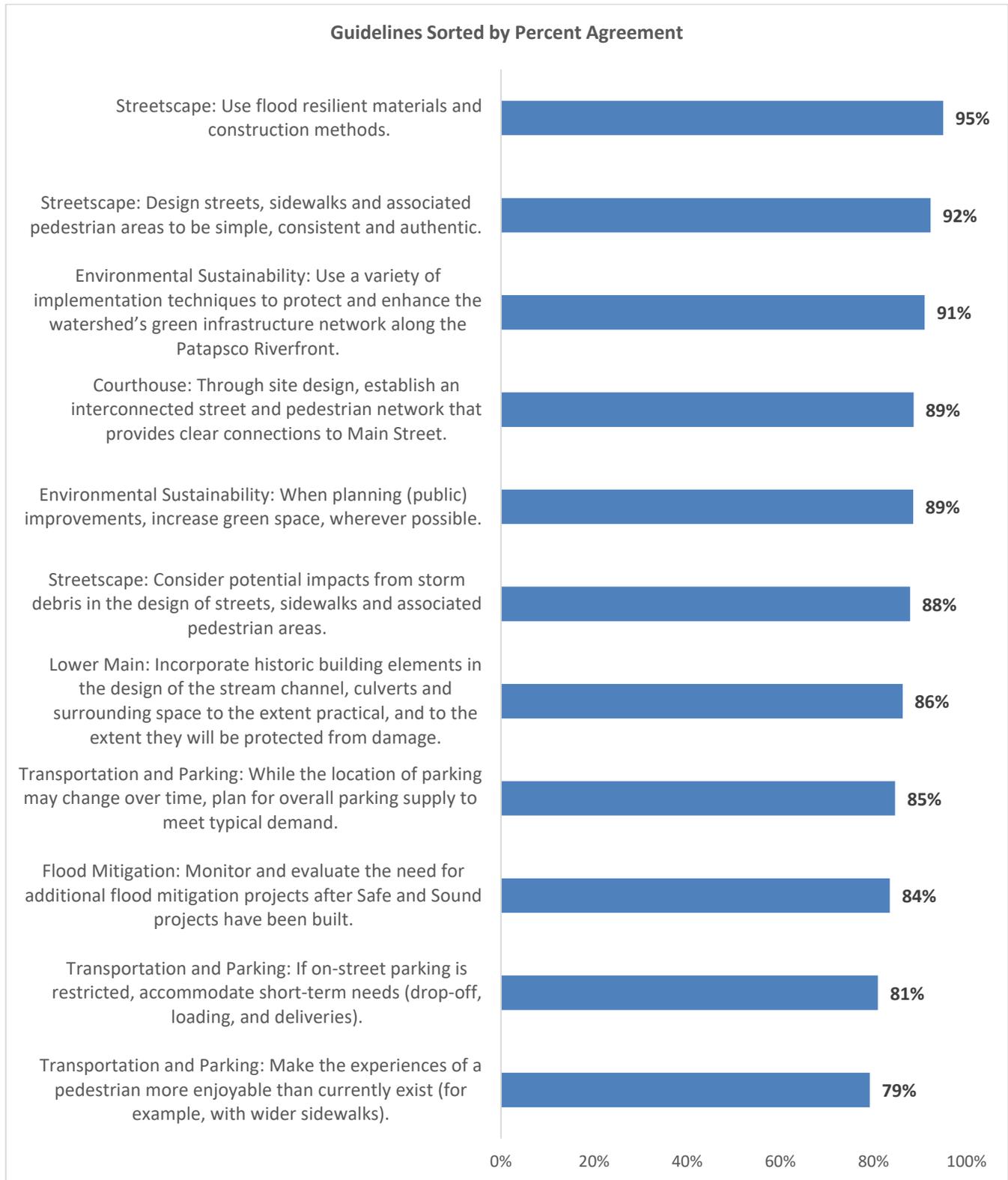
Have you attended Master Plan workshops? Select all that apply.



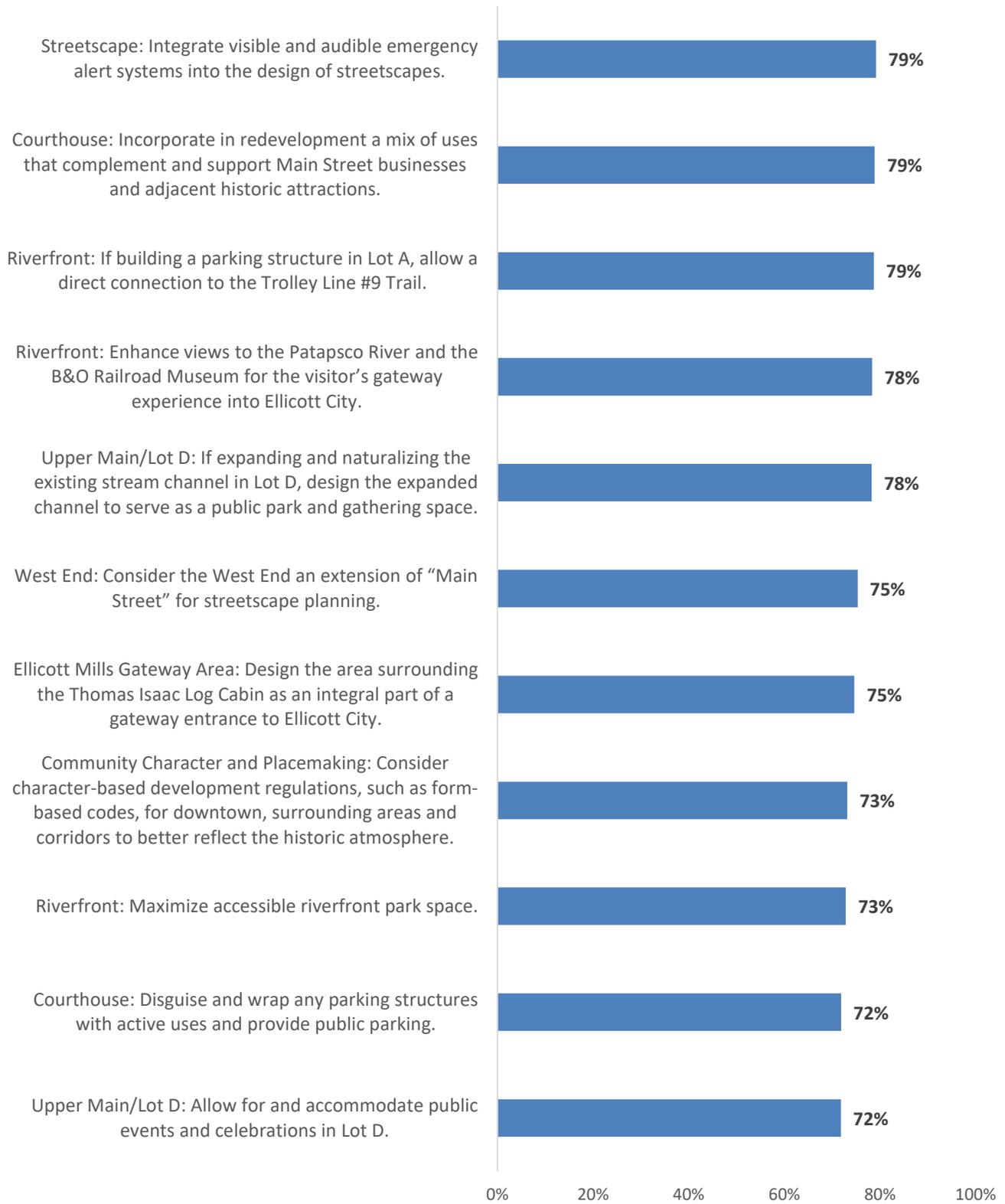
Answer Choices	Responses	
Yes, I attended workshops in 2017 and 2018.	29%	65
Yes, I attended the October 15, 2019 workshop.	13%	29
No, I have not attended any master plan workshops.	66%	149

Summary – Agreement with Guidelines

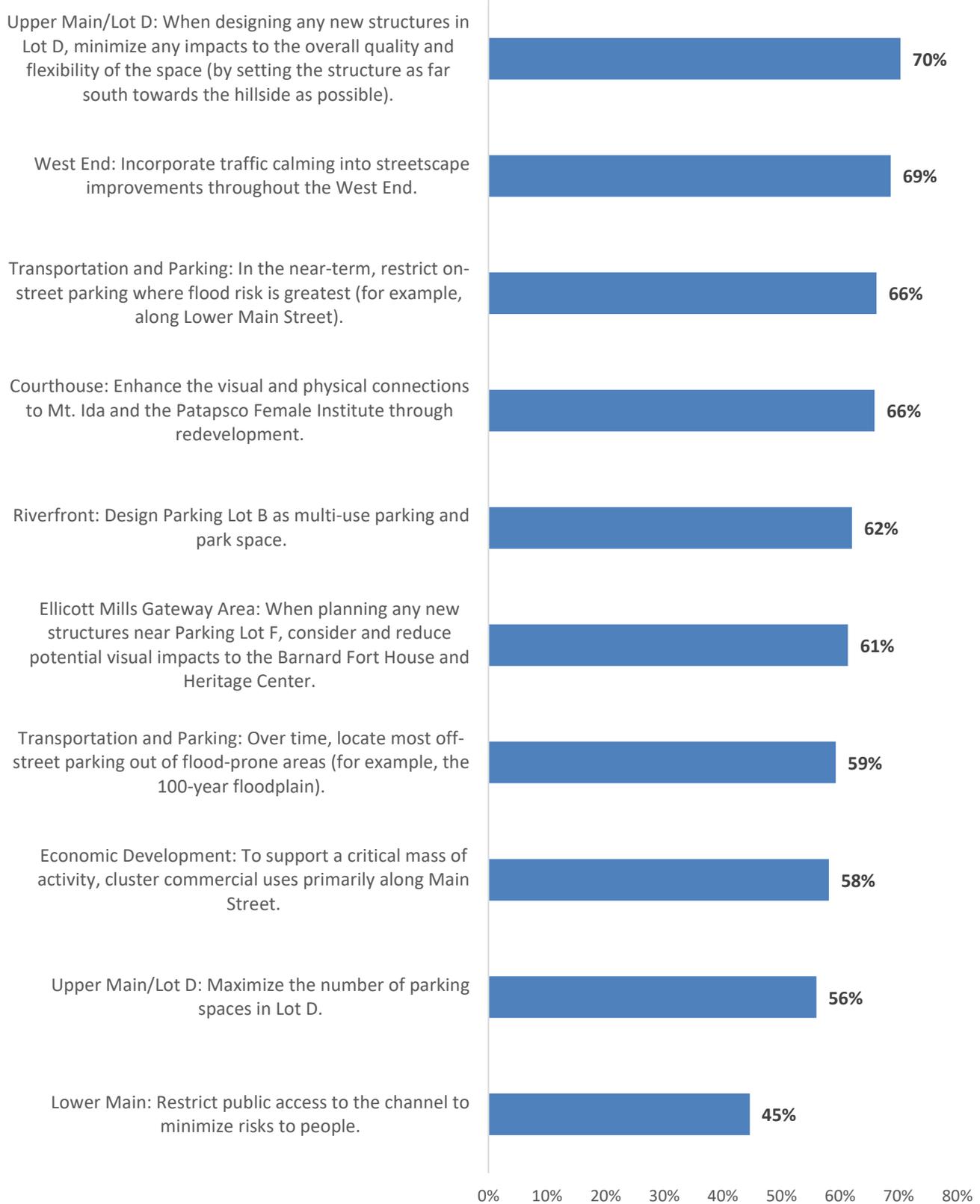
Respondents were asked to review 32 draft guidelines and for each, determine if they agreed, disagreed, or neither agreed nor disagreed. The following charts list the 32 guidelines in order of percent agreement, from most to least.



Guidelines Sorted by Percent Agreement - Continued



Guidelines Sorted by Percent Agreement - Continued

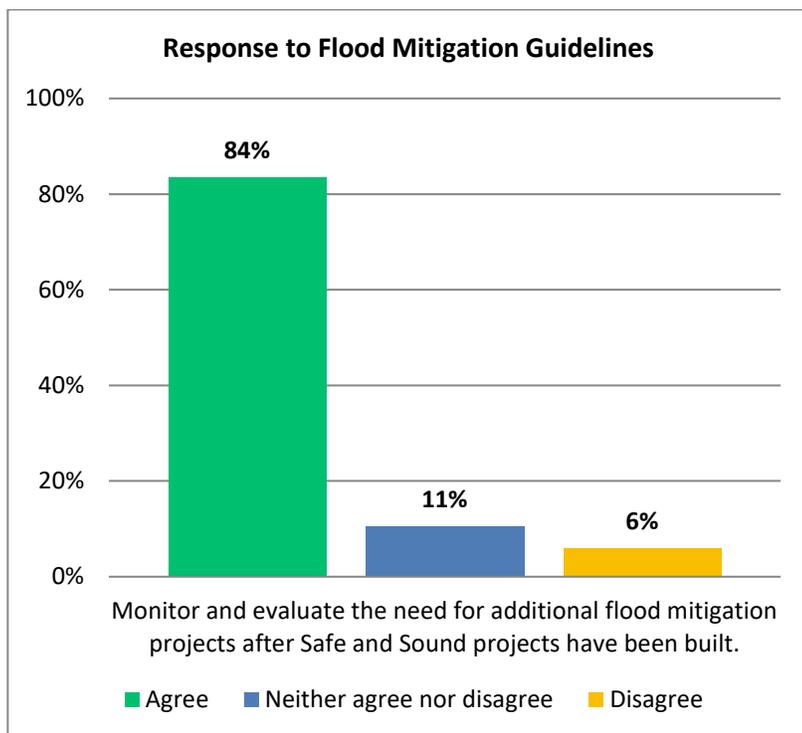


Responses to Flood Mitigation Guidelines

Respondents were asked to review concepts and ideas for flood mitigation in the PowerPoint presentation ([flood mitigation excerpt](#)) or video ([beginning at flood mitigation](#)) before answering the questions below.

Question: *Thinking about flood mitigation, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).*

Responses:



Question: *After reviewing the slide and/or video excerpts on flood mitigation, do you have additional feedback on this topic? Share it here.*

Responses:

Re-evaluation needs to be ongoing, almost annually, and especially after any new flood events to assess issues.

The plan doesn't recognize the role new development and redevelopment can play by contributing retention at no cost to the public. Projects need to be encouraged and fast-tracked, not delayed as each acre-foot of retention helps OEC.

The South tunnel may be worth re-evaluating with the water entry site located higher up and to the South along the New Cut Branch to capture approximately 40% of the water entering OEC. The Alexander Concept plan of a bridge/dam/road should be re-assessed in the future as well; the proposed dam would only hold water when the normal flow is exceeded. The acre feet of potential retention should be assessed.

Need to consider debris snares at Maryland Ave.
Any plan that does not mitigate the water from the multiply upstream source will cause an unsafe impact as any water being calculated by the foot with velocity on our town streets and walks will be in safe and not a suitable/ sustainable plan. Hydrologist, engineers and urban planners with real facts can provide sustainable solutions that keep the town safe and viable.
Yes, BUT we know more will be needed on New Cut Tiber, so why wait for 5 more years? Design and get ready to implement.
After watching the video and seeing the difference between 10 and 4 buildings, this is a wonderful compromise. It retains the historical part of OEC and is just plain freakin gorgeous.
Obviously more flood mitigation will be needed for Tiber/Newcut. As drafted, your question implies we have to wait for current project to be completed before starting new ones. Why postpone? Don't remove existing trees that are part of the riparian buffer, protecting area ecology. Figure out how to keep debris from blocking the channels.
Without knowing the rest of the survey questions, I'll say here that a moratorium on development should be implemented until the Safe and Sound projects have been built AND put to the test.
Question is loaded: more flood mitigation will be needed, and your question if answered agree implies waiting until after S&S projects are already in place before designing and implementing new ones. Why delay? Figure out how to keep debris from blocking the channels, but don't remove natural existing large trees that are part of the riparian buffer and add to the ecology of area
In planning additional flood mitigation projects, we MUST finally take a realistic, environmentally SMART view and plan of action regarding the intensely over-developed flood plain. What are our priorities, after all?
Would the debris snare not block water as it catches debris?
Very doubtful about the possibility of success with a tunnel.
These are needed steps.
We need stronger flood mitigation upstream in the form of additional retention pond. We need the South tunnel to keep water away from Main Street. We should not be trying to build culverts under the B&O station turntable.
If we do not get started. I mean actually completing the proposed retention ponds we are going to be in major difficulty. This has now been 6 plus years that the areas have been identified. Keeping the pipes clean is important but we have to hold water. The only improvement was done by private property the retention pond at Walmart.
We live by the historic colored school house and have seen firsthand that this needs more attention. This is the first area to flood and cause road shut downs. Even last Thursday (10/31) the rain caused the stream to rise high enough to flood the road and would have caused a water wall if it rained another 15 minutes
I'm concerned about the safety of the tunnel inlet. Is the plan to use debris snare to prevent objects and people from being washed into the tunnel?
If the geography and geology is the main problem taxing property owners for small projects like a shed seems like a money grab and loss of freedom to me.
Regarding #4 above: this is assumed
#5: study existing homes before destroying them further
Please make sure you focus on water retention and diversion! I am glad that river restoration is being planned but there has to be uphill retention and diversion!!!!!!!!!!!! Let's restore after we divert and retain.
Seems like this survey could be better crafted. The above question seems to be designed to get a positive response and not to illicit other information.

additional attention needs to be paid to the residents of the west end of Ellicott City. Although up higher related to the shops/businesses, there are many homeowners dealing with flooding, PTSD for flooding, and worries of continued development
Generally agree to the project, am concerned about the cost, of course. Do not agree on a 3-story parking garage in lot D. Would prefer to design that for even space. I have concerns that the issue of simultaneous flooding of both the Patapsco and Hudson/Tiber has not been considered, i.e. another Hurricane Agnes situation where in addition to days of rain there is massive accumulation in a short period also. Would like to know what thought has been given to that.
Important to connect with Baltimore County DEPS and Economic Development asap to discuss potential for Wilkens-Rogers site (floodplain modifications to enhance flood capacity and riverfront open space while still allowing redevelopment of an amazing and important historic site.
I'm not able to access the slide/video, but referring to what I've read, I have complete faith in those measures and those projects that are being implemented at present.
I have long thought that parking garages at lots F and A (with a pedestrian bridge over the old trolley line) would ease parking difficulties in OEC. I'm highly in favor of them.
It appears that some debris snare has already been added to areas around the Sucker Branch near Park Drive. Will the orange netting stay attached to the metal poles or will it be removed eventually? The orange netting truly is an eyesore.
Do it all
Also evaluate alternative mitigation projects that can preserve Historic Ellicott City even at added cost.
Anything like "debris snares" in streambed, bad idea, will hamper flow. Better keep cars on parking lots with lantern poles and decorative steel poles so they don't go in the creek at all
Why did builders get to build above EC for years and now we deal with the problems.
We have to leave the experts to select the proper flood mitigation plan. Let's just hope another 1,000-year flood doesn't arrive in the next few years....
Need strongly worded guideline that additional upstream development must offset more stormwater than it creates.
Necessary to budget properly for debris removal and to keep stream beds clear.
This concept is a bandaid attempt at managing a destructive source of water. A scale model would prove this ineffective. The debris management will not solve the issue of the source of massive amounts of storm water created by developments at the source of the tributaries. Who will clear the debris during a massive water event? The water will either back up at the debris site or redirect around it. This is not a good option.
Manage the water at the source at the higher elevations.
Stop the building, fix what can be fixed and plant trees back in areas where they should be to maintain natural landscape.
Need to curtail all construction upstream that does not retain stormwater onsite. Need to retrofit existing construction to meet stormwater retention needs.
Please include greenery on top level of parking garage. Please pay homage to buildings removed with educational plaques of building history. Permeable pavement everywhere
If lot D were limited to 3-hour parking less cars would be damaged in flood events
The concrete sidewalks are hugely important. When the next flood comes we need to reopen the town within hours not weeks. Unless we have flood proof sidewalks that can't happen.
I guess I disagree of the premise of the question: in my opinion, build NO projects until flood the overarching flood mitigation projects (tunnel, etc.) are *complete*
Concerned about the cost given the other obligations of the county.
Neither Safe nor Sound projects were listed in the linked materials, making answering impossible.

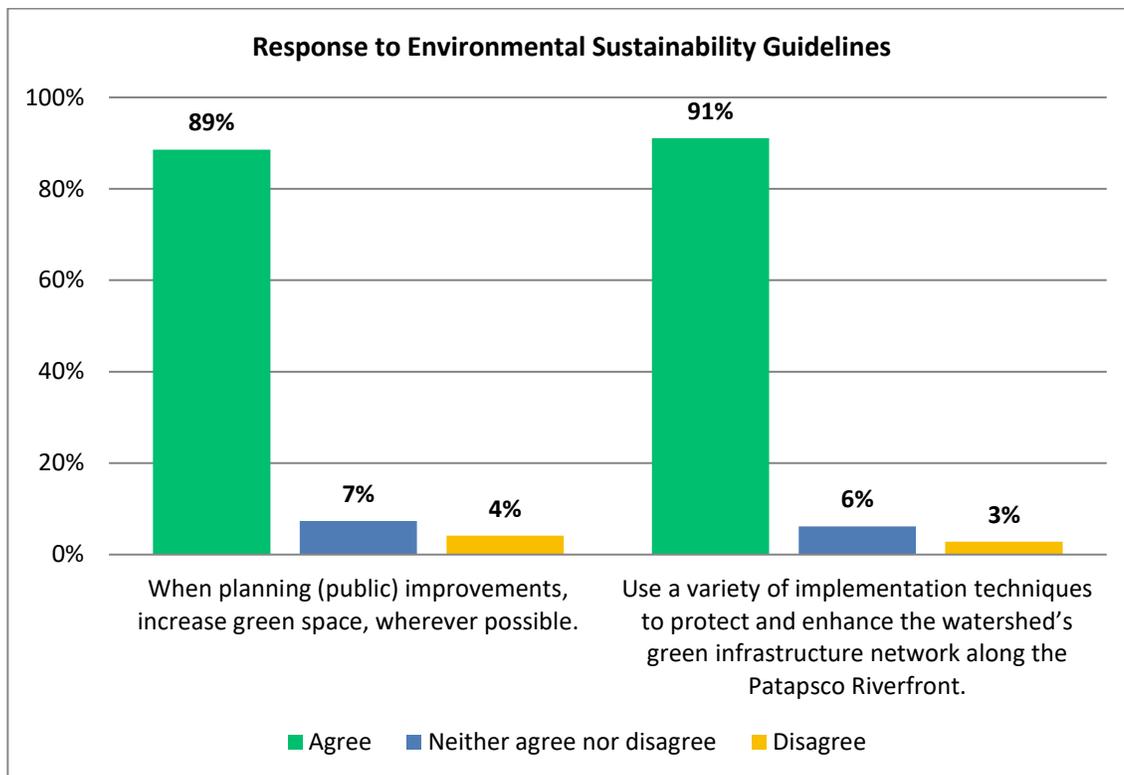
It's obviously a no-brainer to continue to pay attention and prioritize flood mitigation after the Safe & Sound plan is complete
Do it NOW
I think the Evacuation plan is lacking. When people are directed to St. Paul Street it seems that there wasn't any further plans. If the weather was cold did you expect people to stand in the freezing rain and get hypothermia? At St. Paul's I was on the planning committee for evacuation plans. I would like to know if you have considered other disasters like shooters, fire, train wrecks with toxic chemicals, etc.
Solicit public comment on hydrology and hydraulics plan from experts at regional universities.
I'd like to see dredging of the waterways occurring sooner rather than later.
We need to address permeable land that has been developed and stop more development on the remaining permeable land in and around the EC watershed.
All avenues should be pursued up front; not after some plans have been implemented and then fail due to another flood.
We Need more concrete steps than "...monitor and evaluate..."
This is a difficult question because the slide deck doesn't give enough information about whether all of this is in the safe and sound plan. If yes, then my answer is agree, but if it is only the first elements, then I disagree. It isn't enough.
Plow it all down. Move the businesses.
Item 4 focused on flood impacts from the Patapsco River, whereas the majority of the flooding damage in 2016/2018 was caused by the Tiber and New Cut rivers. These are the rivers that need to be focused on when contemplating flood mitigation for Main Street EC.
I agree. Do what is needed to keep people safe but keep cost reasonable. No reason to dump most of our tax money into a 1/4-mile area of Howard County. Would rather see more schools and fitness opportunities than money wasted keeping a old two block area relevant.
Include sidewalks on Old Columbia Pike. Currently it's not safe to walk to Main Street along this road
What is being done with the new developments to ensure this doesn't get worse? The area continues to become more saturated. Need to make sure that the mitigations are visually appealing. Finding a lot of rocks thrown down a gully with some concrete, ruining the natural look or historic look.
It will be impossible to build the amount of acre feet of storage needed to control the flooding of a 2018 storm event. 7 million plus to build the h7 pond for 13-acre feet of storage. we currently have 64-acre feet of storage, maybe, as many current retention areas are in need of maintenance and removal of settlement. we need 800-acre feet plus to reduce the flooding. we have no place to put them and no money to build them. the only solution is to open the channels and allow the water to flow unobstructed to the river, as much as possible.
Strict guidelines for management of storm water quantity and quality need to be spelled out in the draft master plan for review and comment by the public.
In addition, we should halt the construction of new buildings entirely in the watershed until the mitigation procedures in place have been proved effective.
Will Debris Management System be accessible for removal of debris? How regularly will this occur? What impact will gathered debris acting as a pseudo-natural dam have on surrounding area? Will the debris management system contribute to erosion?
When completed, permanent visitor signage that explains how the new design works to protect historic Elliott city.
I question the minimization of continued development in the watershed areas above.
I think this is a start, but not enough. I think the county should more aggressively focus on the West End Service property and properties on New Cut Road for potential flood mitigation projects.

Responses to Environmental Sustainability Guidelines

Respondents were asked to review concepts and ideas for environmental sustainability in the PowerPoint presentation ([environmental sustainability excerpt](#)) or video ([beginning at environmental sustainability](#)) before answering the questions below.

Question: Thinking about environmental sustainability, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on environmental sustainability, do you have additional feedback on this topic? Share it here.

Responses:

"Green space" isn't always compatible with improvements as green roofs are costly to maintain. Great sustainability and environmentally friendly features come with solar projects on rooftops along with Buildings which meet LEED or NGBS silver or above standards. Sustainability needs to meet people's needs not just through a return to natural space without people. The whole world can't be a park.

Consider options to purchase and access Wilkins Rogers parcels in Howard County over railroad bridge.

Be sure that the suggested techniques have a proven track record of success based on other similar situations country wide.

But do NOT remove historic architecture for green space!

Again, we would already have tree canopies if they weren't cut down to begin with. Permeable surfaces are a great idea, as are rain gardens. Q- who maintains the roofs and walls?
Yes, increase green space and accessibility but NOT to the degree it harms the historic character of the town
Yes. STOP the over development. Face the fact that this community is already developed way over the carrying capacity of our sensitive environment. The developers are already wealthy enough, the community is already way over any common-sense guidelines for smart growth.
I hope the heights where modern development is located will also be held to this standard as I cannot recall this happening decades ago when the modern development was not as large.
plant more trees. they absorb 100 gallons of water a day. less concrete, more green.
We should be doing all of these things. But why are biochar markets featured so prominently? It's not a terrible idea, but my understanding is that it's pretty nascent in its application to these types of issues. Debris snares seems like a good idea. Especially with natural wood materials higher up in the channels.
Other than safety, this should be a priority.
No waivers for environment requirements in the watershed!
This has to be a priority
I agree that wherever possible, permeable paving, rain gardens and other means of helping rainwater soak into the ground should be used.
Study existing flood plains and yards for opportunities to protect and preserve.
This is important but not nearly as important as making sure that you do all the other safety issues. Increase green space by ceasing/restricting development.
Don't let developers build any more buildings at the top of the hill that will in turn destroy the town by taking away any scrap of land that isn't developed.
The "green infrastructure network" needs to be implemented throughout the watershed, not just along the riverfront.
Similar feedback to the previous additional feedback. Appears that my time, your time and our tax payer dollars could be better spent. Sort of like asking to you care at all about the environment?
Green space can double as open space for gathering spaces. Currently gathering typically takes place in parking lots which are much needed for parking and traffic flow
Not sure what permeable sidewalks look like, but like the idea for sure.
When considering redevelopment of the court house area, need to reduce impervious parking and consider removal of the brick office building across Court Avenue from the Courthouse. It's not historic and ugly. Well-designed greenspace that help with SWM would be helpful.
I have feedback as far as questioning whether Ellicott City will continue to do her level best to avoid razing any historical structures in the attempt to implement these projects? Will all of Old Ellicott City be protected in these endeavors?
Whole-heartedly encourage maintaining green space wherever possible. *If* private property in the watershed is considering being sold for development (such as the property behind Klein Avenue in Central West End), please consider having the county approach the property owners to purchase that property for green space, instead of allowing further housing development that would contribute to more flooding.
Your plans do not at all look like the historic OEC that we know, love, and want It to remain. Looks like a new Columbia.
Impose additional restrictions on new development to limit removing green space to the maximum extent possible.
Historically, Ellicott City was greener, when being built up. I see no problem with green as long as it doesn't affect historical structures.
Good use of green space and new concepts related to env sustainability

Should have done this before. Take up parking lots and put in brick pavers to allow water to drain into ground, especially above old EC
Besides safety, aesthetics is an integral part of what makes Ellicott City the charming destination it is.
I think day lighting the streams is a great idea. Not only is it a good step for environmental sustainability, but it would also exemplify one of the defining characteristics of the town.
Stop building blacktop parking lots in county parks. We have destroyed natural land with playing fields and playgrounds that are underutilized so that we can "pretend" that this is what was needed and wanted by residents. We need a strategic approach when destroying the natural environment. Ellicott City is the biggest tragedy. Stop allowing developers to have a say in what is best for our Howard County before it is too late.
Make the parking lots examples of great SWM, at the Courthouse and County Government Complex.
If you want to improve environmental sustainability, then you need to reevaluate the over development and the pass developers are getting for responsibility of damaging our community.
Use native plantings whenever possible
using permeable paving and green space to assist in flood mitigation is wonderful and will help create a new aesthetic for OEC, one that clearly prioritizes safety over traditional building materials
My neighborhood has a water retention pond. It has issues therefore I was wondering if these new improvements do not work as plan who is responsible for following up on any issues?
Green space is important but instead of several small parks, it would be more beneficial to have a single large space for concerts/movies/farmers markets/family events and fewer smaller "parks" with bench and trees to rest during shopping/dining outings.
I still see development happening in the area. Something has to be done to expand the protected zone and stop these projects or the water will still run down into the town.
These techniques should be employed in neighborhoods up the hill/upstream from main street, too, to minimize the flow of water to main street in the first place.
Design for location - not change location to meet design
The concepts captured in the slide deck are wonderful and in line with other county initiatives such as the storm water retention and green roof at the Miller Library.
Plow it down. Return it to open space.
How are you partnering with Balt. County to do the same? I.E. The #9 Trolley Trail is paved. It leads directly to EC and acts as shotgun of water on Westchester Ave dumping into Frederick Road. If it was a permeable surface, there would be much less runoff.
Green wherever we can! This has proven time and time again to slow down flood impact areas. Parking lot G should be converted entirely into a park.
Permeable pavement would make a positive impact when it rains.
Save the cash, green projects raise the cost and just make people feel good. Focus on safety and leave the feel-good stuff out. That should be left for private investment and not be my tax dollars. Again, fix the safety issue as cheap as possible and leave the rest to private investment and put our tax money towards schools and services that benefit more than private business and home owners in a small area.
Like the green roof on parking garage
Excessive green spaces on Main Street will remove the cluttered charm of OEC. Many of the worlds historic shopping districts strive to maintain this atmosphere.
Use our waterways as an asset, not something to be covered up/mitigated. Make them a go to characteristic, don't cover them up. Add parks, greenspaces, trails/paths/walkways along the water so people can enjoy them.
Carefully research sources of biochar as traditionally impoverished peoples burn timber to produce it.
Need to spell out strict guidelines for management of water quality AND quantity for any future development proposals.

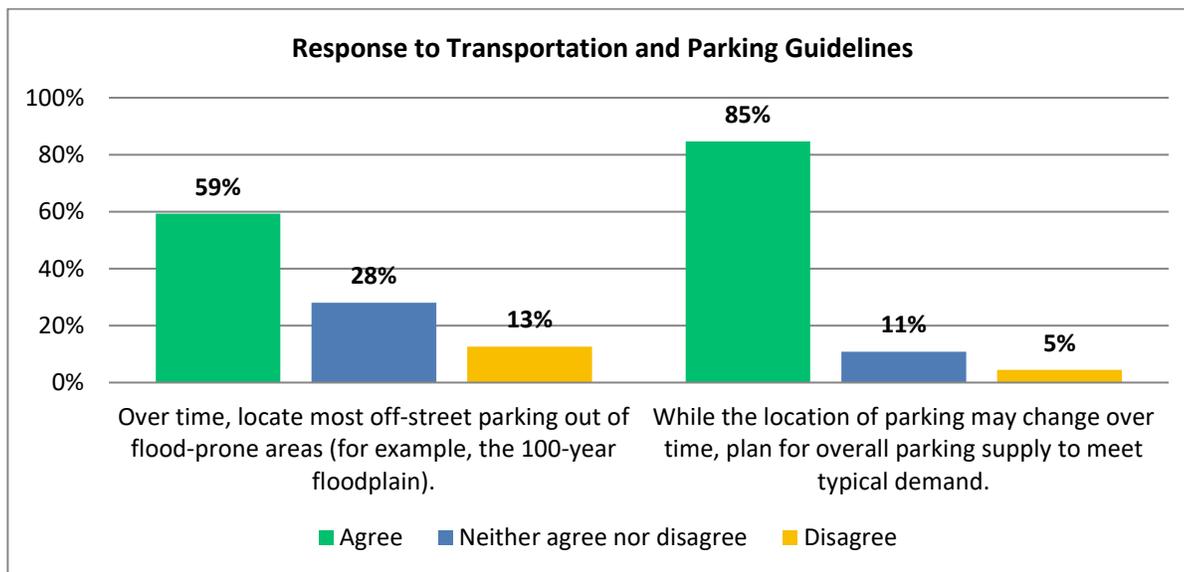
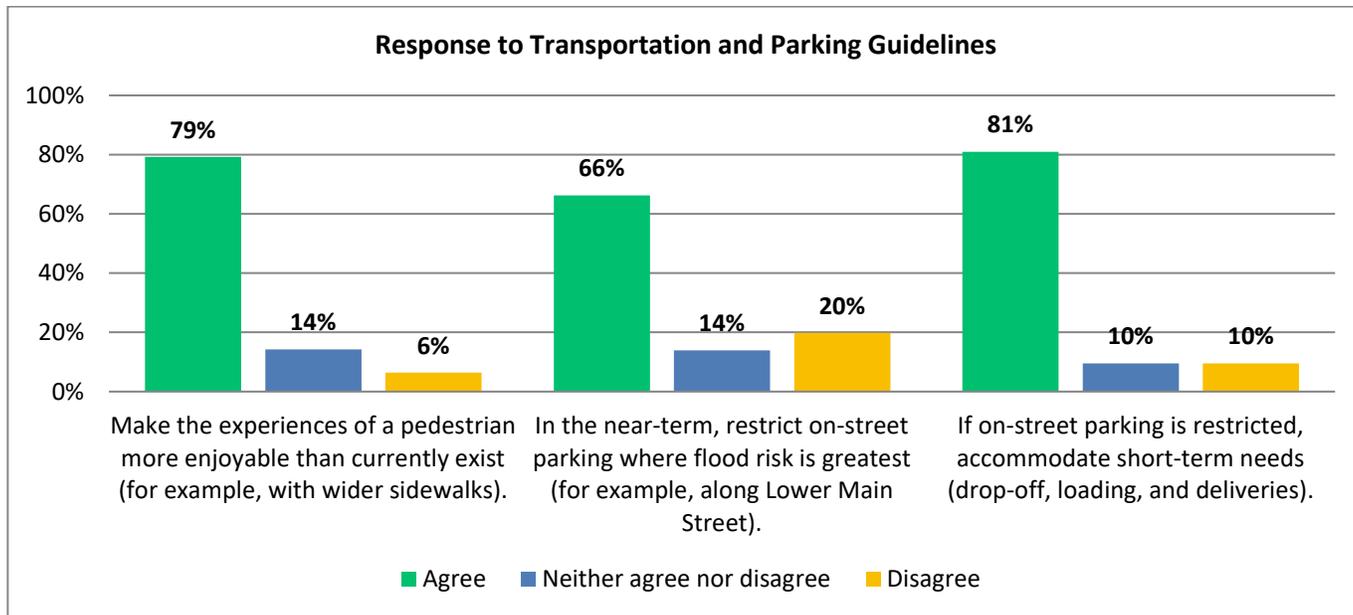
Absolutely love the wall of plants
The more green space the better. This is a natural flood plain so should be restored to that. It's OK to preserve historic buildings where possible, but to "force" more of them to remain than necessary to prevent future flooding is foolish. Life changes. Spending \$140 million for a pipe underground through granite is a pipe dream and arrogant. Limited resources are better spent elsewhere. We can still maintain a historic and beautiful downtown Ellicott City without that. And we can make it even more beautiful with more green space and plaza space for people to gather. Some of the most beautifully preserved historic places in the world include large open spaces and plazas. Taking more buildings down while preserving their memory with monuments, etc. is fine. I fully agree with historic preservation where it can be done but trying to preserve more than necessary in a changing weather environment and in a place that has always flooded is a fool's errand. We need to respect nature and design around it, not force feed solutions.
I have already mentioned my strong feeling that all new construction should be halted. Development of existing structures should also be tied to installation of rain gardens and permeable paving.
Could the Circuit Courthouse parking lot be changed to a permeable surface? Does that parking lot have to be that large anymore? Can some of it be given over to green space? Can a botanical garden be created on the land of the Patapsco Female Institute (and perhaps the Mount Ida property) as a natural attraction to bring business to the upper area of OEC? (examples: Brookside Gardens in Wheaton (50 acres); Whipps Cemetery on St. Johns Lane (1 acre)).
Stop providing exemptions to developers!
All the green paving, walls, and roof tops, while nice, do not replace gutted forestry and are inadequate to compensate for the amount of overdeveloped, paved developments of the last 20 years. I feel that more trees are needed.
See answer to previous question.
I think this helps but is mainly fluff. Stop development if you really want to to make a difference, no amount of permeable pavement is going to make up for housing development's springing up around town and upstream.

Responses to Transportation and Parking Guidelines

Respondents were asked to review concepts and ideas for transportation and parking in the PowerPoint presentation ([transportation and parking excerpt](#)) or video ([beginning at transportation and parking](#)) before answering the questions below.

Question: Thinking about transportation and parking, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on transportation and parking, do you have additional feedback on this topic? Share it here.

Responses:

<p>Parking needs to be where the action, events, shops and restaurants are located. No study has been done of the number of spaces needed to maximally support the businesses and residents currently and in conjunction with future projects. Studies of spaces available at certain times are not the same as a restaurant owner with half a building of empty tables, etc. When parking is in areas prone to flooding, ideally it will be elevated above the floodplain and if that is not practical, protective barriers of substantial substance designed to withstand flood forces, should be in place to prevent vehicles from washing off the parking areas.</p>
<p>Wrapper type parking lots with additional shops, restaurants, offices and residences are needed with open first floors for flood resilience and extra spaces open to the public beyond the needs of the project itself and beyond the spaces the project might take away. Public private partnerships can foster rapid development to solve the parking issue at no cost to the county while providing storm water management, green buildings, and needed new spaces to replace lost facilities. Create special zoning to facilitate this ASAP in select areas.</p>
<p>The sidewalks in West End are atrocious and completely impassible for people with disabilities. This needs fixing ASAP.</p>
<p>Build a garage!!! When I suggest building a garage I am told it doesn't look historic. You know what doesn't look historic, a large asphalt parking lot filled with parking tees. a garage could be constructed out of brick gas lantern lighting and wrought iron accents. Put it where the large parking lot is now and take all of the parking off of the street.</p>
<p>Use Wilkins Rogers as interim parking.</p>
<p>Short of closing a state road in the old town do not restrict parking on it as the town will economically decimated due to poor land and water management and continued poorly planned development</p>
<p>Don't let the town be run by automobile. It was designed to be crossed on foot. Americans are too sedentary and need to learn to walk more for their health. Carrying packages help maintain upper body strength.</p>
<p>keep the vision coming</p>
<p>Difficult questions to answer, given that we don't know what we don't know: effect of buildings been torn down on lower Main, the Safe and Sound project effectiveness, etc.</p>
<p>Please DO NOT put a traffic circle at Rogers Ave, & Main. It would be a "traffic-jam circle!" Howard County drivers are established by studies to be some of the worst drivers in America, sorry, but it's true. Howard Countians have no idea how to deal with a traffic circle other than to STOP and sit there like idiots. It's true. And especially when it's a three way stop (which it would be; a stop.) For reference please visit the traffic-jam circle at Rogers Ave. and Old Frederick Rd. in the late afternoon, around rush hour. Turn onto Old Frederick, make a u-turn, and try to re-enter Rogers. Hours later you will thank me for pointing out the absence of efficacy for any circle at Rogers and Main. That intersection is huge and has plenty of room to remodel with a left turn lane, without causing perpetual traffic jams. Thanks!</p>
<p>NO PAID PARKING ON MAIN. Add trees to sidewalks, especially on Lower Main to increase shade as well as add water absorption potential.</p>
<p>Where buildings are torn down, a green space park like atmosphere would be beneficial for the ambiance of Lower Main.</p>

<p>Greater attention needs to be given to ADA needs, especially for shop owners. While great care has been given to shopper's needs, you have disabled shop owners as well that need long term parking close to their shops. I do not see that in this plan. If it's not accounted for, you can cripple the diverse community you are trying to create.</p>
<p>Please consider introducing permit parking for residents or property owners. Agree with need to reduce number of cars parked on lower main but difficult for residents or business owners to unload/load or park closely.</p>
<p>Reducing in parking downtown will mean a reduction in ROI for the businesses. While multi-modal is awesome we know visitors to downtown will complain about accessibility. Let's not worry about vehicles and worry more about cultural resources.</p>
<p>make better public transit options readily and easily available to everyone.</p>
<p>If at all possible please avoid using parking meters</p>
<p>Disagree with putting parking deck in Lot D.</p>
<p>Create walking trails to adjacent neighborhoods. Increasing pedestrian traffic and reducing need for parking spaces.</p>
<p>Do not have the far lot, the 300 spaces lot, labeled "I'll have dessert" lot. I understand it's meant to be humorous, but as a dietitian who specializes in eating disorder treatment and works on Main Street with clients utilizing parking lots, the lot message implies dessert is ok when you exercise/walk it off- and this is a harmful message in the eating disorder field. Not to mention, it's a bad message for young kids/teens who feel like they can't enjoy dessert without "walking it off". It also contributes to a diet mentality with food. Let us enjoy our dessert on Main Street without guilt!</p>
<p>It's pretty awful for pedestrians on a busy day as things currently exist. Having a loading zone at the end of Church Road, where it meets main, seems like a bad idea since that turn, left or right, is already hard to negotiate (fairly blind, 'hope-this-works" scenario when turning off Church Road onto Main.</p>
<p>I'm NOT in favor of a parking deck in lot D. That would destroy the charming character of the shops down there.</p>
<p>We need better bike and pedestrian connections to the surrounding neighborhoods</p>
<p>By restricting on-street parking where flood risk is greatest, does this protect the stores, the vehicles, or people? Not sure how moving the vehicles off the street helps in case of a flood.</p>
<p>Lot D is in the flood plain. Please the very last priority. In fact, forget it. First project should be Oella parking garage. Second lot F.</p>
<p>Eliminating parking is not the answer. The community needs tourism and growth and that comes from visitors. Alternative solutions like transporters are a great idea but the overall goal should be to encourage more visitors and foot traffic to the area</p>
<p>Plan 10-20yrs in advance, and beyond.</p> <p>Cars park themselves, trolley in service.</p> <p>Less parking demand on Main St.</p> <p>Loading/unloading inherent to businesses/residents.</p>
<p>Having the sidewalk extending farther up Old Columbia Pike would be a great thing. Even though I live at the opposite end of that road, I would never consider walking on it to go to the historic district because of the lack of sidewalks.</p>
<p>Disagree with garage plans</p>
<p>How about we make parking lots into garages that also serve as retention ponds for the water? We need to have more garage and parking space.</p>

<p>This has always been a chicken n egg issue for OEC. Please consider parking garages out of the floodplain. that is build up and as close as possible. If you have convenient parking, prosperity for business owners will be spurred.</p>
<p>Again, this appears to be set up to receive a lot of positive feedback. I am supportive of much of what has been proposed but have background in data collection and analysis and am disappointed in Howard County utilizing this type of survey "research".</p>
<p>free lots and fee for street parking makes more sense than the way it is now</p>
<p>I believe the court house area is appropriate for storied parking and shuttle service. They need to be more creative in this regard.</p>
<p>Parking garages are expensive but allow accommodation of needed parking while also accommodating stormwater storage and attractive greenspace. For big weekend events when extra parking is need, use a shuttle to parking at the County office complex.</p>
<p>The present off-road parking was sufficient, especially being located on lower ground. On street parking, particularly on Main Street is unacceptable. I'm of the perspective that half to most of the damage was caused by vehicles being thrust into buildings by the rushing water. Where a decision must be made, Old Ellicott City is top priority! As you established, there are alternatives to transportation and access to OEC.</p>
<p>Long term plans should include an increased number of parking spaces to accommodate more visitors and paying customers.</p>
<p>If on street parking is restricted, then take advantage of the extra space and improve pedestrian walkability; do not allow for short term drop off (which would not allow for widening of the walkway).</p>
<p>Consider approaching Baltimore County about using the soon-to-close Wilkens-Rogers mill property for parking.</p>
<p>Moving parking off Main Street isn't going to stop or slow flooding. It will just reduce parking. Changing the sidewalks? Why? Leave them. It's OEC.</p>
<p>Love parking garage and green space on top. Moving parking to non-flood areas make make it difficult for people to navigate and seem "far away" thus discouraging visitors. Floods happen so infrequently I would say more education on what to do with cars when flood is possible rather move all existing parking further away</p>
<p>For the average visitor, there is essentially no parking on Main Street anyway (only if they're lucky to find an open space). Therefore, removing it altogether is no big deal.</p>
<p>The drainage for the parking lots would vastly improve upon removal of all historical debris from the streambed. An accumulation over time of many feet of thickness of rocks and debris now makes the Tiber and lower Hudson overflow at every major storm. Please maintain the existing drainage channels better. Please do recycle/reuse any large granite building blocks. And don't forget the archaeological aspect, as parts of the Tiber streambed down to Caplan's were already filled in around 1860. Thank you.</p>
<p>I've lived just off Main St for almost 30 years. The only time parking is an issue, is when there is a special event happening or a weekend when there is maybe really nice weather. There was a parking study done a few years ago and it determined that no parking garages are needed.</p>
<p>I disagree with building multi-level parking off Ellicott Mills Drive and in Lot D.</p>
<p>Great plan for new parking on main Street. Since moving here several years ago I've been saying that the sidewalk areas need to be rethought as often there are more people than space on the sidewalk. Offering resting areas would be wonderful as well as short term parking</p>
<p>Limit on-street parking where possible - causes congestion.</p>
<p>Think about difficulties for people in wheelchairs or the elderly. Not everyone gets a handicapped tag just because they are old.</p>
<p>Maybe a parking garage, to accommodate not parking on street</p>

Add a shuttle should be a guideline
I am a fan of the structured parking and the shuttle. Consider bus parking for groups coming to downtown EC with shuttles taking them to main st rather than drop-off areas along lower main st.
Fix the right problem. This is a manmade storm water issue. Moving parking will not stop, slow or begin to stop the water.
Improving pedestrian access at the Rogers Ave/Main Street interchange could help people to better travel into town from the surrounding communities. Right now, there is safe access to that interchange from Frederick rd and rogers, but without crosswalks or safe/not blind shoulders, it becomes a barrier for most. I also like the idea of at level sidewalks for festivals, which would be beneficial for the town's large events.
You don't want to make Ellicott City's parking so restrictive that elderly or handicapped individuals can't access the shops and restaurants. You also have to make, if you are adding paths that you have the infrastructure to maintain them which includes: safety from harm-additional law enforcement patrolling on foot/bicycle, keeping trees trimmed, ice and snow removal, benches, handicapped access, etc.
Consider cisterns under parking lots to contain stormwater
We need more parking. Greenery on top level of parking lots.
Get rid of the utility poles. They're ugly and cut down on pedestrian space. Make Main Street hostile to cars; run VERY frequent electric shuttles with hop-on/off access.
Limit lot D to 3-hour max
We need adequate parking to meet both typical and not typical demand, as if people come to down for a special event and can't find parking, they are unlikely to return. I would be hopeful that over time, with projects to decrease the amount of water entering the town via a) tunnels b) better upstream storage water and remediation we could fundamentally change the flood characteristics of the time and therefore allow more traditional on-street parking as they would no longer be in flood areas.
I have safety concerns about moving parking further away from main street and people walking back to their cars in the dark.
Accommodate short-term drop-off/parking for those with handicap tags. Not deliveries.
Prioritize travel by bicycle
build in opportunities for transit and shared bike/escooter/car facilities
Main Street should transition to be a MUCH MORE pedestrian focused zone. Loitering should be prioritized over throughput.
Creating a network of wayfinding signs will be a huge boost to the pedestrian experience, it will help people understand the scope of the area and see that any parking is not too far away from what they might want to see. Removing parking from Main Street is a great plan. Anything that can be done to make the sidewalks and any walking areas friendlier to the pedestrian will make a huge difference, now the town is designed for cars, and in order for visitors and residents to be prioritized, we need to make the walking experience better.
Seasons of the year should be considered when planning on street parking.
Should have a parking app for frequent visitors.
Oarking on OEC is a nightmare already, but will buses and trams actually help? I doubt it.
Absolutely put an emphasis on sidewalks and bike paths to connect neighborhoods to the town. Take Dunloggin, for example. It's a relatively short walk to downtown, but there's no safe sidewalk and Frederick Road is treacherous along that stretch. Making it walking and biking friendly would be great. Maybe shuttles to nearby neighborhoods as well.

<p>We REALLY need better (and new) sidewalks up Old Columbia Pike - all the way up to Brittany Drive, or better yet Montgomery Road. We walk down to main street from Brittany Drive now and it can be quite dangerous (no sidewalks until near the bottom of the hill; narrow margins on side of road to walk out of traffic; when you get to the narrow sidewalk it has plant growth hanging over it).</p>
<p>A side walk is need to St Paul's church from Main street as well.</p>
<p>I lost a car on lower Main St in the 2016 flood. I think this is a critical component.</p>
<p>Look into mass transit options for special events. My family and I went to Main Street a couple of weeks ago for lunch but couldn't find parking anywhere due to the Harry Potter themed event. Maybe a special shuttle bus? If that existed that day, I didn't hear about it. I also didn't hear about the Harry Potter event beforehand.</p>
<p>Plow it down.</p>
<p>No parking on Main street at all. Widen sidewalks so cafes could offer outside tables.</p>
<p>Don't see parking in a flood zone as a problem to be addressed.</p>
<p>I small parking garage in Lot G may help mitigate parking issues.</p>
<p>No paid parking!</p>
<p>I support sidewalks on all streets leading into Historic Ellicott City (Rogers Avenue, Old Columbia Pike, St. Paul Street, and College Ave.)</p>
<p>Make deliveries available only at night. No more 18 wheelers double parked blocking traffic.</p>
<p>No PAID parking! The whole point of Main Street is to bring people here. Not only will they be an eyesore to the historic aesthetic, it will deter people from coming.</p>
<p>Sidewalks would be greatly appreciated since people (school aged kids) are always walking on Frederick Rd and other small roads. It is a safety hazard to not have them.</p>
<p>Again, do what is needed for safety only and as cheap as possible. Any enhancements should come at the cost of the private business and home owners not out of my tax dollars that should go to schools and more parts of the county then one small street.</p>
<p>Parking decks seem most practical use of space. Bike path connectivity would be fantastic, along with trails into Patapsco. Pedestrian access to main street from higher elevation parking garages with good main road access seems an ideal solution</p>
<p>Love the idea of the electric shuttles to move visitors & employees from lots to town. Thought should be given to have most employees park out of town and shuttle in to free up space,</p>
<p>If wider sidewalks just mean merchants will put more stuff out there to walk around, then "no". Wider sidewalks so more than two people fir shoulder to shoulder YES! Plan for parking supply should be more than typical demand, whatever, that is, if you are thinking that you are creating a "go to" venue for the public.</p>
<p>Include pedestrian access from Old Columbia Pike. Currently it's not safe to walk to Main Street Laing this road. It needs sidewalks.</p>
<p>Improve mass transit access to flood-prone areas (more than one Main Street RTA stop would be nice.) Improve shuttle services from off-street parking in out of flood-prone areas to flood-prone areas.</p>
<p>Make sure parking plans allow for access by those disabled in walking! Younger/fitter/abled people do not realize usually how 'normal' distances become challenging, especially compounded by slopes. Note too that one does not have to be 'medically' disabled (ie, qualify for a DMV disability hangtag) to be discouraged from visiting areas that aren't friendly to the senior population (which we will all be eventually, if we are lucky) that DO still drive and want to spend disposable income.</p>

<p>Do not allow cars in downtown on weekends. Make it a pedestrian only-zone. Very difficult to pull out of Church Rd. with cars parked on either side of the road...safety hazard! No on-street parking, improve existing lots or add historical-appropriate structures. Get rid of cars downtown, make downtown a family and pedestrian friendly zone where restaurants/shops can expand into the road area either full time or on weekends. This will increase visitors to the area.</p>
<p>Existing parking in floor area does not concern me. There is no point to remove parking UNLESS there is a benefit to storm water management or removal of impervious pavement. Simply removing parking does not solve anything.</p>
<p>Congratulations to the team for thoughtful conclusions on a controversial topic.</p>
<p>I think the building of the parking garages and reducing on-street parking would greatly approve the feel of lower main.</p>
<p>Limit to a single deck parking structure in lot F and 3 levels in lot D</p>
<p>Do not allow developers to dredge up their tacky "wrap-around shopping" plan for parking lots. If a multistory lot is considered, locate it behind the old courthouse and make sure it conforms to the historic look of EC (i.e., with no "faux historic" wrap-around shops). Provide a trolley back and forth from downhill.</p>
<p>All roads to OEC are hills--they're ok to walk and bike down, not so good to walk or bike up. Linking nearby neighborhoods to OEC with paths is not fiscally-prudent, because people wouldn't use them.</p> <p>The Circuit Courthouse parking lot is under-utilized; it is on a hill, out of sight, difficult to get to/from main street. Any thoughts to making that a more attractive place to park? This is where the funicular idea comes to mind. How about a ski lift?</p> <p>Honestly, lower main street (east of Old Columbia Pike) should be transformed into a pedestrian zone. For the car traffic across the river, a bridge would need to be built from Church Road to Oella Ave, or a bridge from 144 to St Paul's and a second bridge from St Paul's/New Cut Road to Old Columbia Pike.</p> <p>If changing lower main street into a pedestrian zone is possible, then a wide tunnel under the existing main street may be possible (elevating the existing street level to store-front entry). Putting the flood tunnel there might be quicker and cheaper than boring through the hill and dumping flood water north of the bridge over the Patapsco. (Will dumping flood water north of the existing bridge compromise the structure of that bridge?)</p>
<p>DO NOT REMOVE ON-STREET LONG-TERM PARKING.</p> <p>Some stores have customers that require them to haul heavy or large items from their vehicles, and to stay with them (they can't just drop them off and then go park). By removing on-street, long-term parking you will make those stores less desirable and lose business.</p>
<p>continue to emphasize the need for green space into these areas, do not introduce a parking garage in parking lot D</p>
<p>I like the idea of a parking garage, and like the new pedestrian bridge idea!</p>
<p>I think that the shuttle system from the court house parking lot should continue.</p>
<p>Off-site parking!</p>

Because I live, worship, Shop on, and have to travel on Main St daily, I feel strongly about placement of potential parking structures. I recommend a structure in Lot F (where the log cabin was located) and guide/ force traffic flow off Main St as much as possible on Friday, Saturday, and Sundays. And, make a more concerted effort to limit traffic on Main St during events. Traffic can access using West on Route 40 to Ellicott Mills, Route 100 to Toll House to Frederick Rd to Ellicott and enter a parking from Ellicott Mills Road. In addition, a regular scheduled small shuttle on weekends and a larger shuttle for events would be necessary. If you have not already done so, I suggest trying to travel East to West on Frederick Road from The High's on Frederick Road in Catonsville at 5:30 on a Friday evening. I will take approximately 45-60 minutes to get to Ellicott Mills Drive due pedestrians crossing, vehicles being parked, and out of sync traffic lights, volume, etc. It's discouraging for visitors to encounter this. As residents, we don't typically drive on Main St on weekends. I hope the master plan will address this. I believe a parking structure in Lot D will continue to contribute to the congestion/ standstill traffic. I have written to various officials on this as the planning process evolved. As of today, many of those individuals are no longer in their jobs. So, I am making the suggestion, again.

I think the parking garage on Lot D could be too large and will potentially overwhelm historic structures.

Parking is fine as is.

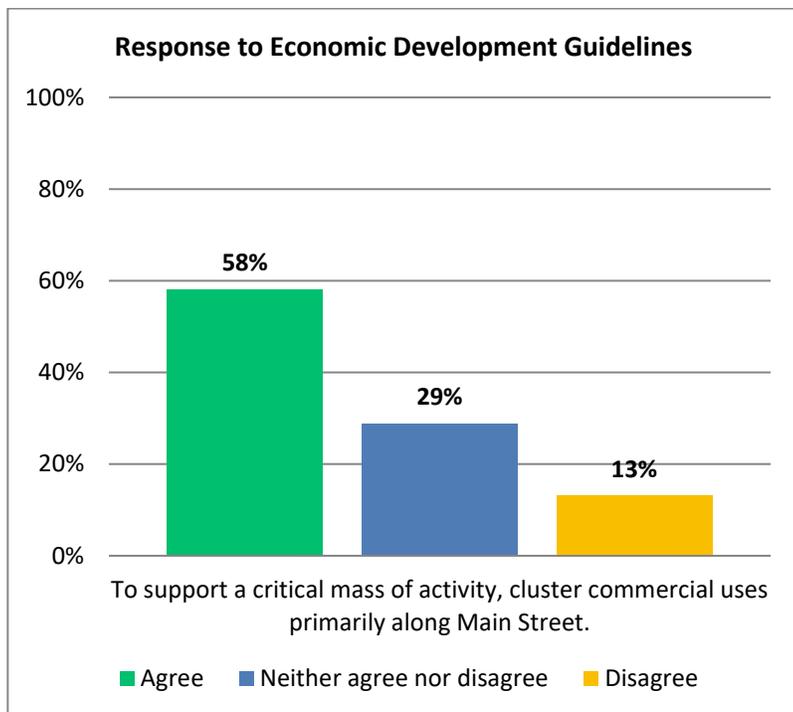
Parking has been a problem for 200+ years here, stop arguing and do something

Responses to Economic Development Guidelines

Respondents were asked to review concepts and ideas for economic development in the PowerPoint presentation ([economic development excerpt](#)) or video ([beginning at economic development](#)) before answering the questions below.

Question: Thinking about economic development, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on economic development, do you have additional feedback on this topic? Share it here.

Responses:

see answer to number 9 about wrapper structures ASAP.

additional thoughts: any bridges connecting Main to St Paul need to be high enough to avoid flood waters and sturdy enough to withstand hits of 3 ft diameter trees traveling in 15-20MPH flood waters.

Similarly, it seems inadvisable to keep any structures, like 8095 on lower Main St that cross the Tiber, without other structures to help shield each from flood waters, the next flood, likely to come before the completion of mitigation efforts, will likely destroy any structures crossing the Tiber. 8095 is not historic; there is no point to fixing it up and asking a tenant to risk their life there. Replacement, purpose-built wrapper structures are a better solution to keeping up critical mass.

Part of the charm of OEC is that it is a living neighborhood and not solely a shopping district. We should support business growth, but also make sure it retains a living neighborhood feel for its residents.

<p>You must encourage restaurants and food development. The idea of drug stores and traditional retail is not sustainable. The population center in and around that area will not support such businesses. The area should be developed into a "restaurant row". People will travel from a greater distance to frequent these establishments where they will not use a drug store on Main St. when there is one closer to where he or she lives. Going to a restaurant is a night out, a destination, an event. People would swarm Historic Ellicott City with a restaurant row and a convenient parking garage. In addition, Howard County can use more places to eat as wait times around the county are long.</p>
<p>Make it a safe place to visit and allow the independent nature of what a historic quaint town see its potential. Less the monopolized form of a development style currently trending commercial avenue project.</p>
<p>Preserve the Phoenix</p>
<p>Yes, mostly along Main Street, though people should walk to all parts of town to visit shops, businesses, and restaurants. The town will be more lively with pedestrian hustle bustle.</p>
<p>Retain the intimate environment. Quaint</p>
<p>Yes, mostly along Main Street, but allow other businesses elsewhere off main corridor to encourage pedestrians to walk around other parts of town.</p>
<p>Am I missing something? Most of OEC commerce is primarily on Main Street; however, the shops on Old Columbia Pike are of great value as well as off of the large parking lot. That's the joy of exploring OEC! Mix it up! Please don't turn into a town of boutique stores.</p>
<p>Yes, primarily long Main St but also permit other businesses to operate off main corridor to increase people wandering around.</p>
<p>To support economic development is important at times when the economy has come to a stop due to flood recovery, and such emergencies. Other than that, a laissez-faire approach is best. Let Ellicott City recover and get on her feet as a historic town. Please do not be tempted to over develop government economic ideas. If Historic Ellicott City ends up being an exhibit of an old historic town in what looks like a Mall - we have failed.</p>
<p>This is not an ideal environment for pharmacies, perhaps a specialty grocery store. More of a draw would be coffee shops, bakeries/donuts, or breakfast diner types of restaurants, as well as any fun themed restaurant that helps a celebrate the quirkiness of OEC (I.e. pirate bar concept that was nixed by building owners).</p>
<p>Again, if commercial properties are clustered along Main, long term ADA parking must be clustered along Main as well. Drop off/loading zones are not sufficient.</p>
<p>Clustering leads me believe there will be pockets of businesses and not stretched along Main St. Id like to see businesses along Main St. as they are now not clustered in specific corners.</p>
<p>Perhaps a pedestrian bridge from Saint Paul to old Columbia pike. Turning the unused buildings on Saint Paul street into commercial</p>
<p>Making the streetscape walkable, maybe even bikeable, would make the town more attractive to visitors. Bumpouts that include occasional shade trees and seating should be considered a necessity rather than a bonus.</p>
<p>Keep the uniqueness in EC. Boutique shops, art, vintage items and antiques, etc. Agree to limit franchises. Make it a worthwhile shopping experience to gain what can't be found in the average dept store.</p>
<p>Assume We will also cluster on the top of the hill around the Court House</p>
<p>No "new" building should be permitted.</p>
<p>Only recovery and resilience building to preserve and protect existing structures.</p>
<p>Merchants need more unity. They should band together and chose one bank to come</p>
<p>Back to Main Street promising to use them for business and personal accounts</p>

This is not as important as Flood mitigation. Until you have flood mitigation you can't foster businesses.
Build high level parking garages to make the experience as convenient and safe as possible. this can be done with some creativity to blend in with historic OEC.
Again, as mentioned small sundries, pharmacy type store, to attract "livable" neighborhood as well as additional other unique non-chain stores. One has to have a draw that is different from what one can get on Amazon.
Consider courthouse campus as an opportunity and opening up access/visibility to side streets.
The brave business owners of Main Street must be supported and more should be done to help them safeguard their livelihoods. They are a main driver of the economy in Howard County, making our town so unique.
If designed in coordination with stormwater mitigation, additional commercial uses in Lot D and at Wilken Rogers could also be desirable. Wilken Roger maybe best if parking on lower lever (with a small cafe?) and put art space, shops, restaurants on 2nd level and apartments or office above
I fully advocate and support those present projects and measures of economic development being implemented.
love the branded marketing
It's a lower priority for me behind safety and preserving what is there to the greatest extent possible.
Construction can be made more visible by not using privacy fencing.
I think that the businesses which would locate along Main Street are typically thinly capitalized and underinsured.
Even though historic, effort needed to make shops and restaurants more accessible. Handrails, doorbells, ramps where possible, one step or no step where possible.
While it would be good to have mass on main street, the market will respond appropriately to the supply, demand and market availability to determine where businesses locate in town. While we can encourage businesses to main street, it is ultimately their decision.
Figure out how you are going to pay for all of this prior to getting people excited. We as a county cannot afford to get into anymore business adventures that in the long run will cost the county extreme amounts of taxpayer dollars, in the long run, as we have with the new courthouse. We owe the future generations a better legacy than what we have done and are doing. The county needs to be more thoughtful when deciding upon the next best shiny object they wish to be involved in.
Residential units within walking distance should be encouraged. The mill should be repurposed as residential.
I guess I don't really understand what a "critical mass of activity" is; there exists enough interest in the downtown area to support activity in a variety of areas besides Main Street, i.e. courthouse area
I do not believe at this point it's wise for any business to move onto main street. The county has already spent millions trying to help business who rebuilt or newly came in after the first floor who were destroyed in the second. Until it's clear it won't happen again then we should not be spending resources on helping business build in an unsafe area and devote resources to fixing the problem.
Add conveniences for nearby residents and office workers
The old Courthouse area needs to be leveraged to INCREASE traffic to Main St. even as potentially competing businesses locate there. More traffic to the top of the hill linked with good, frequent connections to the bottom of the hill will benefit the whole town, all of HoCo.
If we only prioritize Main Street, there will be a critical mass that we cannot surpass, bringing in more businesses to expand the footprint of what is traditionally the "Main Street" area to include the Courthouse region will be a smart choice, how can we get people to park up there if we continue to divest from that area?
Additionally, bringing in life services (drug stores, grocery options, etc.) will increase quality of life for the residents of OEC, but it will elevate the experience for anyone visiting or shopping here too

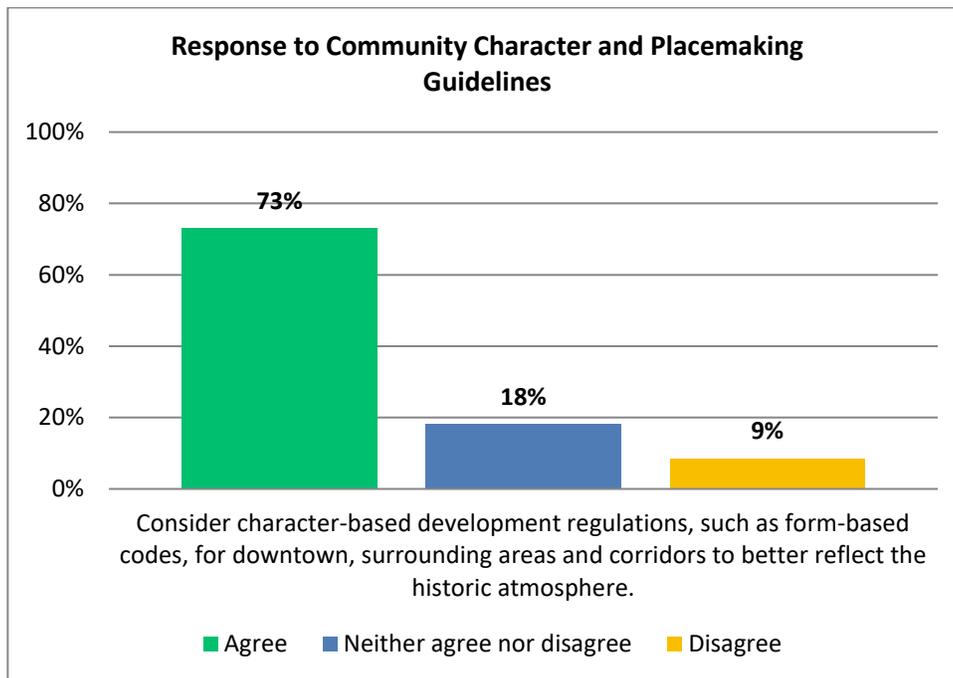
No offices on first floor. Only retail
I always thought it would be a good idea to have an eating area where food could be delivered by businesses like grub hub or packages held so individuals could do additional shopping and pick up from this area when shopping is completed.
Ban chain stores.
Any new structures MUST be consistent in appearance with the historic buildings; we don't want OEC to lose it's charm and historic feel. Vendors/businesses must be unique - no blockbuster/chain retailers.
Spread the activity mass. Too clustered as is
But, don't see that preserving historic buildings in the heart of the flood zone area as critical. Just move them to higher ground if really historic.
Developing and encouraging retail or restaurants on the ancillary streets to Main Street May be beneficial.
Support more businesses in and around Main Street
Need to retain apartments and housing as well as retail along Main Street.
Should be handled by private business, county's job is to fix the safety issue.
I think expanding what is "main street" west with useful commercial opportunities should also be priority.
Don't agree that all commercial should be on main st. Should be clustered around the parking.
Main St only has limited space and there are other great areas just off main st. Particularly if cars are still allowed on main street this is a safety hazard. All of OEC should be leveraged for economic development. Will also make visitor experience better than being crammed in one street. Add festival areas that can accommodate better logistics such as Christmas Market, music fests, beer/food fests, Oktoberfest, etc. Currently use parking lots which then restricts availability to parking.
It would be nice if the courthouse area could also support development in the future
A goal should be that future development will either reduce or maintain impervious surface on the property. AND, future development projects should manage ALL storm water runoff for 100-year storm on the property to the highest standards of water quality.
Utilize the platform at B& O for outdoor dining
New buildings should not be permitted until EC has successfully weathered another 100-year storm. Totally agree that the historic character of EC is its biggest asset and should be carefully guarded.
Economic development needs to be encouraged at higher elevations (courthouse area, on Church Road, to the west of Old Columbia Pike, on Old Columbia Pike and St Paul's). Why would we invest in a losing proposition (lower main street)? It will continue to be flooded, destroyed and need repair, eating up our tax money (and donations) time-after-time. How many more lives will be lost before we re-direct the commercial activity to safer zones at higher elevation? Offer convenient parking, and an interesting central feature at each of the higher elevation areas (mold them into little villages with distinct character) --that will draw people to visit each of the areas. (I like the gathering space idea reflected in the St Paul's Terrace Park.)
I like the idea of a maker space, but it's a new thing. Is there evidence of this model being successful?
I find the video excerpts to be mumbo-jumbo
I like the idea of extending "Main St" to Rogers Ave (through the West End) and apply improvements there. Parking on the street has always been a problem for residents, pedestrians, and others driving through the area. Cars often are parked on the side walk to ensure they are out of traffic. This makes walking on the north side of the street difficult.
Hey genius, if you don't stop the flooding there won't be any HEC to do economic development in

Responses to Community Character Guidelines

Respondents were asked to review concepts and ideas for community character in the PowerPoint presentation ([community character excerpt](#)) or video ([beginning at community character](#)) before answering the questions below.

Question: Thinking about community character, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on community character, do you have additional feedback on this topic? Share it here.

Responses:

we already have HPC - isn't that enough?
Character-based code guidelines can help shape future of various parts of EC, making sure that changes are reflective of what gives each space its unique and authentic identity.
Love the fact you are ensuring the character
Guidelines that explain to owners what is expected would be useful. It would be helpful to provide personal support before owners hire architects and submit applications. Ellicott City's "authentic character" is extremely important for long range success.
Yes- preserve and convey the importance of the heritage.
Design Guidelines that help owners know what is expected of them would be helpful. Person support prior spending money on architect fees and prior to submission of applications would be important. EC's "authentic character" is critical to its long-term success.
I agree especially if the form-based codes include strict development and building limitations - AT LEAST to reflect the laws that already exist. Exceptions should be just that, exceptions, not the norm.

<p>"reflect the historic atmosphere"</p> <p>Consider eliminating neon signage on Main Street...</p> <p>Consider signage approval committee</p>
<p>However, buildings should be modernized indoors to appeal to businesses that may want to open.</p>
<p>EC's distinct architectural styles and landscape is unique. We know historic downtowns with extant historic fabric is a major economic engine. Form based codes should help infill compliment the historic fabric to perpetuate what we know and love about EC. Moreover, it is imperative that each bay and level is active and mixed use.</p>
<p>Please consider the existing look and feel of our town when designing community spaces ... nothing new should look "new" but be in complement to existing character of Old EC.</p>
<p>I think historic preservation is a worthwhile goal but is given far too much weight when considering rebuilding a modern town. We don't use lamp oil anymore and no one is on horseback - it's ok for the town to evolve with the times.</p>
<p>The eclectic & unique character of OEC must be maintained.</p>
<p>Keep the architecture and style of the historic buildings but apply the form-based codes to the walkways, awnings, lighting, trees, etc.</p>
<p>We cannot even develop guidelines in over 4/5 years for the historic district. Have no trust that form-based codes will enhance or protect the character of the area.</p>
<p>Safety first</p>
<p>Character based, if used to preserve and protect existing structures.</p>
<p>Not if used to promote character relevant development designs.</p>
<p>Again...this is not as important at this time as the flood mitigation. It is important but not right now.</p>
<p>The most effective to bring more business to OEC and enhance a sense of community is to enhance the Frederick road-St John's corridor. There should be walking and biking access that would connect OEC to the Library, Senior center and retirement community on Frederick</p>
<p>Hope we go much farther than what was depicted on presentation especially regarding historical aspects and open space for family/children to run around. MUCH PREFER PULLING DOWN THE FAKE STORE FRONTS AND HAVING A SMALL PARK/MULTI USE PLAY AREA/ENTERTAINMENT AREA THERE.</p>
<p>Character is critical but so too is context. The EC we know today has changed greatly over the centuries. Cars and electric wires and incandescent lights run along Main Street today. Parking lots and buildings only decades old dot the area. Preserving character doesn't mean "as is" because the inherent value carries over between the eras, the history, connection to mill work and the river, will not be disrupted by building a garage in a parking lot. We have to recognize many sacrifices for modernity have already been made yet so much character remains. More changes can, and must, be made but history and a connection to the region and environment do not have to change along with it.</p>
<p>Changing the zoning generates a lot of angst for not much benefit. Better to have strong design control thru the Historic Preservation Commission</p>
<p>I believe the present guidelines to be implemented are sufficient and beneficial in maintaining OEC.</p>
<p>OEC has done just fine without this.</p>
<p>Development must fit the character of the town.</p>
<p>No art please, in the old center, that would affect its historical character of a lively business, mining, milling and manufacturing town. Art is ok more away from it, around west end of (i.e. newly named part of) Main Street.</p>

If the historic character is not there, the drive will not be there economically. The character is what makes main Street unique and brings in business as well as it's walkability. Not preserving this character would counteract the need to support small businesses there.
If millions of tax dollars are being spent to preserve old EC, its current and surrounding character must be guaranteed, or the money not spent.
It's fine, but the biggest issue is continuing to pretend that we are doing the right thing and behind closed doors everything is the same and developers, lawyers for developers who also have long standing relationships with HoCo officials are driving the plans. Obviously taking recommendations from the people and companies we have been taking advice from hasn't worked well for EC or HoCo. My father told me a long time ago, follow the \$green\$ and you will know who is planning and leading, not elected officials.
Redevelopment should provide an opportunity to do something about the utility poles along Main Street. They are an eyesore. Put utilities behind buildings or underground
Share as much visual history as possible
This is a moot point until the area is made safe. There are also hundreds of homes at risk.
Pursue obtaining property in West end of Church that recently closed.
Underscore the need for historic preservation both is what gets developed in the short run as well as ongoing renovations of existing owners. Establish an Historic Preservation Committee for this district
Must keep any changes consistent in look and feel with the current OEC charm.
Give Historic Preservation Commission a specific authority to approve or modify preliminary and final site development plans in order to maintain the historic character of the neighborhood.
Flood waters don't care about character.
Don't support excessive or heavy-handed building requirements. Zoning Design Guidelines are adequate for EC.
The old town should feel special.
Don't have enough information about form-based codes to know if it would be good or bad for EC.
EC needs an outdoor community gathering space. Like the idea of one on Ellicott Mills Drive.
More events based on our history should be implemented. EC 250, Inc. is working on concepts
Concerned about inclusion of "surrounding areas and corridors" to form based codes. How far are you going? It's not all historic.
Agree, when coming into OEC, all surrounding areas should start setting the 'tone' of downtown. Visitors want an experience, not just another commercial/downtown area that all the developers are putting up right now. Make use of our natural resource, the river! Open up the river so visitors can walk along it and enjoy it!
Community character and placemaking should not come with new construction, and should not detract from historic surroundings,
The Little Market Cafe and The Wine Bin have revolutionized social life in the last five years. Such entrepreneurs should be supported.
Find a way to preserve key artifacts of historic buildings if they must be removed by using them nearby, moving them intact, and leave as much of them in place as possible.
This seems like a good idea, but the definition and discussion of "form-based codes" is incredibly vague. If this means considering the character of EC when planning anything and integrating green and public spaces, then I'm all for it. If it means building new structures that are alleged to have "character," I'm against it.

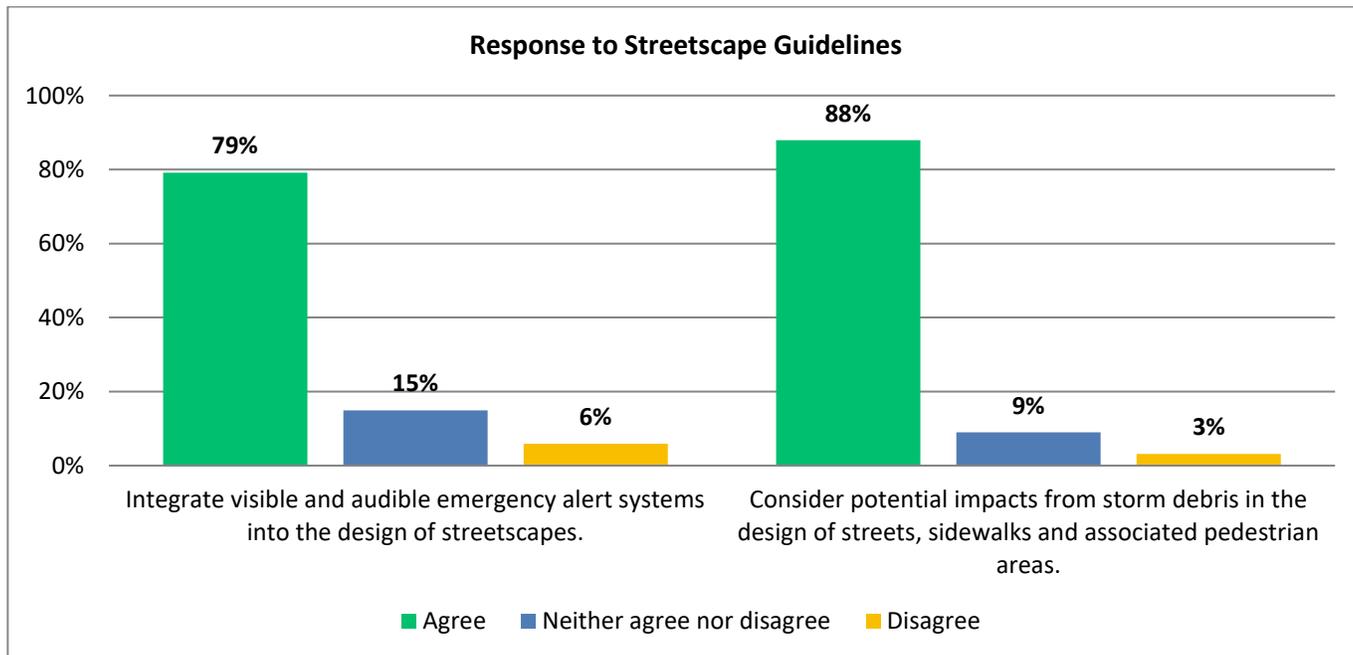
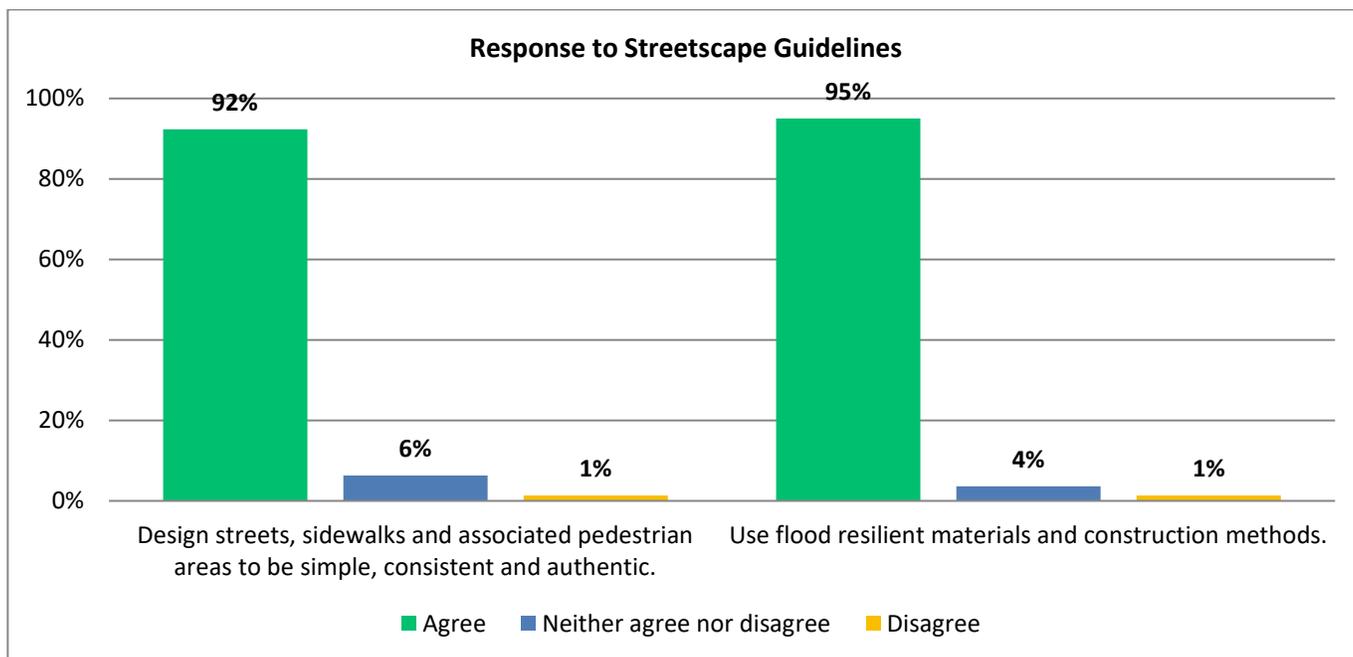
<p>Villages connected by public paths is a good idea, although I'm concerned about creating more hardscape in the area. At least one restaurant/cafe in each 'placemaking' area would prevent them from being dead zones when there are no ongoing activities.</p> <p>I'm opposed to more signage. OEC suffers from being overly plastered with signs and sidewalk obstacles.</p> <p>However, I agree with informing visitors of the flood risk (Blue dots will not conform to the historic nature of OEC, but I'm sure someone will come up with something clever).</p>
Careful attention to materials and detailing for a pleasant pedestrian experience, increasing the desire to dwell in public spaces. Avoid gray concrete, have warmer colors and pleasing textures.
The hyperlink for form-based codes does not work, so I'm not quite sure what is meant here.
I still don't know what this REALLY means
I suggest improved, permanent signage that is updated as changes occur directing visitors to parking, shops, parks, restaurants, etc. (like a guide in the mall); I would like to see a website for Old EC that visitors go browse before visiting or while there to help navigate the area; a clean/ clear/ safe area to launch kayaks, tubes, canoes, etc. would be a nice feature.
Better implement historic preservation standards and ENFORCE THEM!
What atmosphere? We're almost dead and you want to show us Disneyland. Do something and stop showing us pretty slides

Responses to Streetscape Guidelines

Respondents were asked to review concepts and ideas for streetscape in the PowerPoint presentation ([streetscape excerpt](#)) or video ([beginning at streetscape](#)) before answering the questions below.

Question: Thinking about streetscape, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on streetscape, do you have additional feedback on this topic? Share it here.

Responses:

see comments above about any structures crossing the lower Tiber being a bad idea.
Minimal impact on the original town design with maximum solution-based infrastructure change at the source. Reasonably keep the area safe and not harmful to all that live, visit, work and make a life here.
What are authentic sidewalks? granite blocks, wood? Consider alternative sidewalk materials - stamped concrete brick pattern. Color code warnings- green, yellow, orange, red on some visible posts
Use flood resilient materials until such time as the flooding of Main Street is resolved with a south tunnel. If water is removed from lower Main, then don't have to worry about the last two of #14!
It may be difficult, but sidewalks need to accommodate crowds without walking like a MD crab. :)
Flood features included in public design are only needed until dangerous flooding potential is resolved. Thereafter visual reminders should be removed as they could be off-putting for visitors. A south tunnel could remove the water from lower Main Street.
The flood mitigation features can be included in design for public until such time as dangerous flooding is no longer needed. Then there is no reason to scare visitors, if a south tunnel is implemented to remove water from Lower Main St.
Again, please do the necessary modifications while resisting the temptation to make EC the new developers' pallet. We don't want to look like a mall.
Flood resilient materials with respect to Historic Perspective/Motif
Pathways should remain consistent throughout OEC not patchworks of different material, which creates a disorganized flow.
I would like to see the above improvements without an impact to the historic fabric. Circles downtown are rarely a crowd pleaser.
Very much like the idea of sidewalk dining tables
Authenticity should take a back seat to resiliency.
Hopefully after the Safe and Sound is implemented, there will no longer be the necessity for the audible alerts? Please also build-in pedestrian protection from automobile traffic if there were no longer vehicles lining the roads.
This can't happen soon enough!
Street scape also includes frontage. Taking down structures removes the street scape facade.
Needs more plants.
Car traffic should not be impeded but made better by any changes
How to propose getting funds and buy in from taxpayers for this??
Your Streetscape Project should continue to encourage little to no parking on Main Street, with exception to delivery and handicap service where necessary. Your present Streetscape Project is otherwise very beneficial to OEC.
Take advantage of reduced parking. Observe Complete Streets principles. Build at a people scale, not at an automobile scale.
With proper drainage, after cleaning out the many feet of past hurricane's sediments from the stream bed of the lower Tiber and Hudson, we need less worry about making things more resilient against flooding.
Hasn't the third item already happened?
My wish is that the Historic Architecture be kept intact, where possible. I am happy to see that stabilization work has already started on Caplans. But I was not happy that the limestone front of Bean Hollow was not retained in recent drawings of the streetscape.

Probably, old Ellicott City would not be located where it is if built today.
This part of the survey indicated that those working on this part of the project took into consideration every factor needed to SAFELY enhance downtown Ellicott City. Well done!
If traffic circles were placed at both ends of main street, a courtesy tram/shuttle with multiple stops between would be nice.
Scored concrete (not bricks or cobblestone) for better accessibility. (brick and cobblestone can shift over time w/freeze and thaw. better score and painted concrete)
Nice concept but does nothing to fix the problem of storm water management at the source location of the water.
I like the mountable curb, the improved pedestrian access at Rogers Ave, extending main street to Toll House, and improved appearance in the west end streetscape.
Keep handicap access a must. Ensure bicyclists have their own space as they tend to not follow traffic laws and run over pedestrians. Think of space for runners because they too run over pedestrians and take the right of way from pedestrians.
Once again, get rid of the utility poles.
Remove the utility poles
with the recent rash of autos jumping the curbs and striking folks, bollards should be installed in critical locations to protect pedestrians
Unfortunately, until the risk has truly been addressed the appearance of the building materials isn't important.
Agree with traffic circle at Rogers & Frederick road. Increase pedestrian and bicycle safety
Place utility infrastructure under ground
Prioritizing the pedestrian should be a super high priority, that is how the majority of the people visiting OEC experience it, and we should respect that, and make it easier for people of all mobilities to enjoy our town
Really love the idea of wider sidewalks.
Action needed. Words sound great but need implementation now
This is SOOOO necessary. The first flood took out all of the lovely brick sidewalks. In this last flood, there were so many people who didn't seem to know where to go to find safety.
Don't over-engineer anything - it will look and feel phony.
Want to see shade trees along Main Street (with benches, etc.)
Eliminate all or most Main Street parking, add permanent bike lanes.
Again, do what is needed to be safe. Any enhancement should come at the cost of the business and home owners not Howard County tax dollars.
Do not allow cars to park on Main St. If you want to keep it feeling 'historical' that's not the right tone you're setting. The entire purpose should be to make it more pedestrian friendly which it is currently NOT. Sidewalks are dangerous and too small. Keep the old granite curbs, this is a unique feature to OEC. Don't make everything look new, maintain the style of downtown. Do not do the mountable curb, it invites cars to park there even if in restricted zone. Ruins pedestrian experience. There are plenty of parking options elsewhere. Also restricts traffic as cars try to parallel park. Take down the emergency signs, they are confusing and take away from the downtown feel. People know where uphill is...downtown isn't that big.
Please extend sidewalks the entire way to Tollhouse Road for access to Main Street.
Streetscape should be consistent throughout. If the flood control measures are put in place, then the sidewalk should be built to withstand the lesser flood debris. Brick is preferred material
Flood resilient materials should be native and in character which is Ellicott City granite and materials from historic buildings.

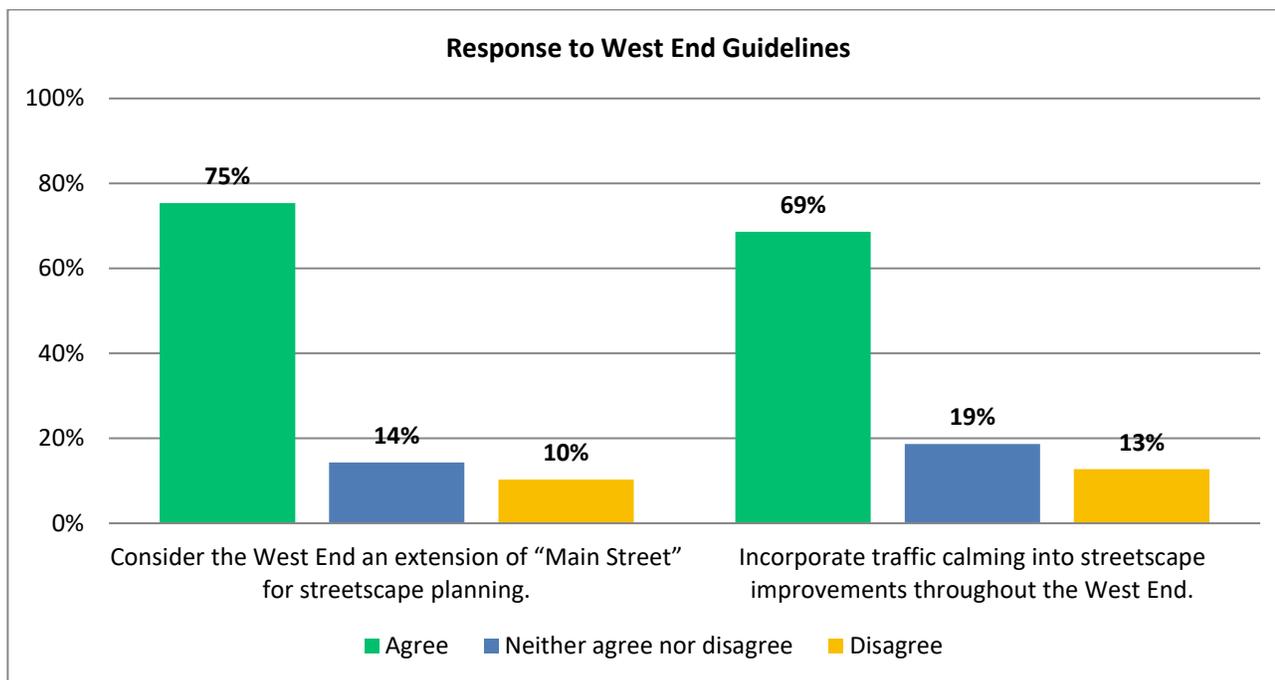
<p>Good concepts, but do not put a traffic circle on Main Street, which would clog traffic further. Put a stoplight there instead.</p>
<p>Until the residential buildings in the west end are made commercial, west end will not be visited by visitors. There's nothing of interest to draw visitors to walk that way.</p> <p>The old photos of main street are demonstrative of the first thing that needs to go --the utility poles. Please find a way to relocate the electricity to the rear of the buildings! They are THE major obstacle on our sidewalks.</p> <p>Can street lamps be mounted onto buildings rather than having additional sidewalk obstacles and clutter?</p> <p>I like the idea of the mountable curbs on Maryland Avenue. Can the same be done all along Main Street, so as not to have curbs jutting into the street? If flood waters hit the bump-out curbs, won't that create rapids? Isn't that how our streets & sidewalks wer gouged in previous floods?</p> <p>I'm thinking about how the woman died in the first flood. She and her family wrapped themselves around a pole or post, but she lost her grip. Do they make poles with hand holds or ladders to help people to hang on or climb above the flood waters? Are there other features that can be installed along main street or down by the river which can prevent people from being swept away? (plant rows of evergreen trees between the bridge and the B&O train station museum where the water swept people into the river, equip every building, utility pole and bridge with life rings on anchored ropes that can help people in need; install ladders on the sides of buildings for people to climb to get above the flood water; ensure that every building has an escape route to high ground above raging flood waters).</p> <p>For all roads leading down into OEC, install flashing red lights for when there's a flood developing in OEC. This will (hopefully) stop people from continuing down the roads into a flash flood.</p>
<p>Visible warnings should not be scary, cause people to hesitant to visiting, just warning when things are safe.</p>
<p>On street parking should not be an option. I know this impacts businesses not close to parking lots, but the last two floods weaponized all the vehicles parked on the streets.</p>
<p>Still don't understand when the audible alerts will be activated.</p>
<p>I suggest that the county urge, or even require and help subsidize storm/ flood doors and windows for all businesses on Main St. Some have already purchased and been challenged by the HPC. Instead, I would like to see a mindset shift where officials help them prevent damage.</p>
<p>You ever see the streetscape after the floods</p>

Responses to West End Guidelines

Respondents were asked to review concepts and ideas for the West End in the PowerPoint presentation ([the West End excerpt](#)) or video ([beginning at the West End](#)) before answering the questions below.

Question: Thinking about the West End, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on the West End, do you have additional feedback on this topic? Share it here.

Responses:

Parking will be key to extending into the West End.
Traffic calming NEEDS to happen in West End. There is at least one major traffic accident a year directly in front of my home. The most recent hit our car. The one before that was fatal. Also, a police presence at peak bar times Friday & Saturday is necessary for speed/drunken driving enforcement.
Ever changing groups of artist and craftsman have been the original makers up there for years ... I happen to work with and know a few ... it would be spectacular to have the support. But not at the cost of having a development style trendy hobbist factory.(overpriced retail studios....failed to become condos)
West End is too far to walk from Lower Main for streetscape.
West End can have its own unique character, so long as it's compatible with Main Street. Keep as much of West End architectural rhythm as possible, interspacing buildings with green sections. Don't let roadway, traffic calming, parking and sidewalks dominate historic character of that streetscape. Houses and people's active lives should have visual prominence over cars.

good stuff
Do not damage West End historic architecture. Reroute the channel to the East of #8777 Frederick Road, instead of tearing it down. Don't allow much new construction development which will change West End character. No more housing or large commercial development in West End or Ellicott Mills Drive. Adding such will dilute its integrity.
Do NOT tear down all the architecture which gives West End its character. Figure out how to save #8777 Frederick Road for example by rerouting the channel to the east of the building instead of tearing it down.
DON'T add lots of new construction development. We don't need more housing nor commercial development near Main St and Ellicott Mills Drive. Adding a bunch will - pun intended - drown out the old town as it evolved.
You may need to consider forcing a change at West End Service. That property is a huge part of the natural flood plain. Why they exist in such an obvious residential area is unfortunate. Move them up to Rt. 40. Sometimes eminent domain IS appropriate.
Open space would be ideal in the West End, as some buildings are sitting and deteriorating. In addition, the location of West End Automotive is not ideal for water flow and should relocate.
Traffic circles are a disaster and should not be considered as traffic calming measures.
The West End is not a place I normally visit but would like to do so and obviously this would strengthen the central downtown. Ensuring that the subdivisions are maximizing green space and their storm water systems are tied into the place are key to ensure this is a comprehensive look forward for EC.
Traffic speed through the West End at the present time extremely dangerous. Traffic calming should be considered but not impede of the day-to-day of West End business owners
Do not hold west end homes up to high historical standards when it comes to renovating.
No additional development on the nearby hills.
Love this idea.
Encouraging a couple more businesses in the west end would make improving the streetscape more valuable. Particularly if the businesses are similar to those on mid/lower main. A coffee shop, restaurant, bar, etc., could actually get some use. I doubt that more trinket shops in the west end would bring many more people that far up the street, at least not without some additional types such as a restaurant/coffee shop.
Lower priority, but it would be great to make the West End a positive part of town.
this area has taken the brunt of it. It is like the canary in the mines. Please get started on retention areas in this area. Please take down homes that are being neglected and bordered up for the past 4 years. Please move and elevate the historic building the County has purchased.
STRONGLY agree. Cars fly down this road and it can be very dangerous with the residents being so close. There is also a lot of foot traffic from cars parking in the West End during events
Retention capacity should be continually maximized. Development impacts should be continually minimized.
Totally against impeding vehicular flow with "traffic calming"
Connect OEC to the Library, Senior center and retirement community on Frederick
Don't really know what the property owners' feelings are about this, they must be consulted, but it seems quite plausible.
Have Economic Development encourage/ assist in relocation of West End auto and truck repair to a more accessible location (Route 1? Route 40?). This would provide a LOT of opportunity of tree planting and stormwater mitigation.
I fully support your present endeavors.

I'm fine with visually incorporating the west end into the visual look and feel of Main Street, but it is a very low priority that should be considered after addressing the issues along Main Street and the gateway area.
If private property in the Central West End is considering being sold for development (such as the property behind Klein Avenue), please consider having the county approach the property owners to purchase that property for green space, instead of allowing further development that would contribute to more flooding.
love the makers spaces concept. adding commercial space for the west end will make it more cohesive with main
Flood mitigation facilities come first, but needn't be ugly and obtrusive (underground retention, ponds, green space, etc.)
Because of the narrowness and close proximity of the homes, most people already drive pretty slow there, I don't see the need for bumps. The traffic bumping could shake & damage nearby houses.
EXPANDING THE COMMERCIAL AREA IS A LOW PRIORITY. THE NEED FOR ADDITIONAL RETAIL IS LIMITED AND COMPETING BUSINESS WILL JUST COMPETE WITH THE HISTORIC AREA.
If it contributes to the flooding issue, it should be in scope, but costs should be minimized if that end isn't really walkable with the remainder of main street.
Consider rezoning west end to allow for additional commercial space. Continue all finished from the bridge to 29
The current use is not changing at west end service and i think it is important to curb expectations as not to create false expectations though the community regarding what is demonstrated as a possibility in this plan and the current use of the owner-occupied facility.
Please don't allow developers into the West end. We have ruined enough.
Utilize this area as part of Main St. Maker spaces excellent idea
The west end is an ugly entrance to town. Clearly looks like West Virginia... dog runs, sheds without permits, homes started and not completed. The West End needs to be rezoned so that business will invest there.
Please consider the needs of the residents in the West end.
For West End to thrive, there needs to be convenient parking for residents. Homes without convenient parking will not be desirable, which leads property owners to invest minimal amounts in maintenance and improvements.
The maker spaces are cool, this makes it seem like a government-subsidized business, as opposed to a private one, which would be cool, but I expect not the case in truth
West End is not Main Street. It will confuse shoppers and customers. Main Street ends and begins exactly where it should now. Let's not dilute our great town by adding in a trashy and dilapidated street. It's ridiculous.
In steps in the conceptual design near the Shoemaker building won't work- looks super dangerous for toddlers/kids. Parents should have a space to take kids and not have them run off. Can there be a medium sized gated playground area? That would encourage families who then shop! Where is the dog park?
It would be nice to revitalize the West end of main street.
I love the idea of encouraging a maker's space. We really enjoyed the open studio tours before the floods.
So overthinking this.
I completely agree with this. This is a fantastic idea and should be implemented.
Parking on one side of the street would be best with a sidewalk on the other side and many crosswalks
This is not what county money should be spent on. Let a developer build this and make the cash.

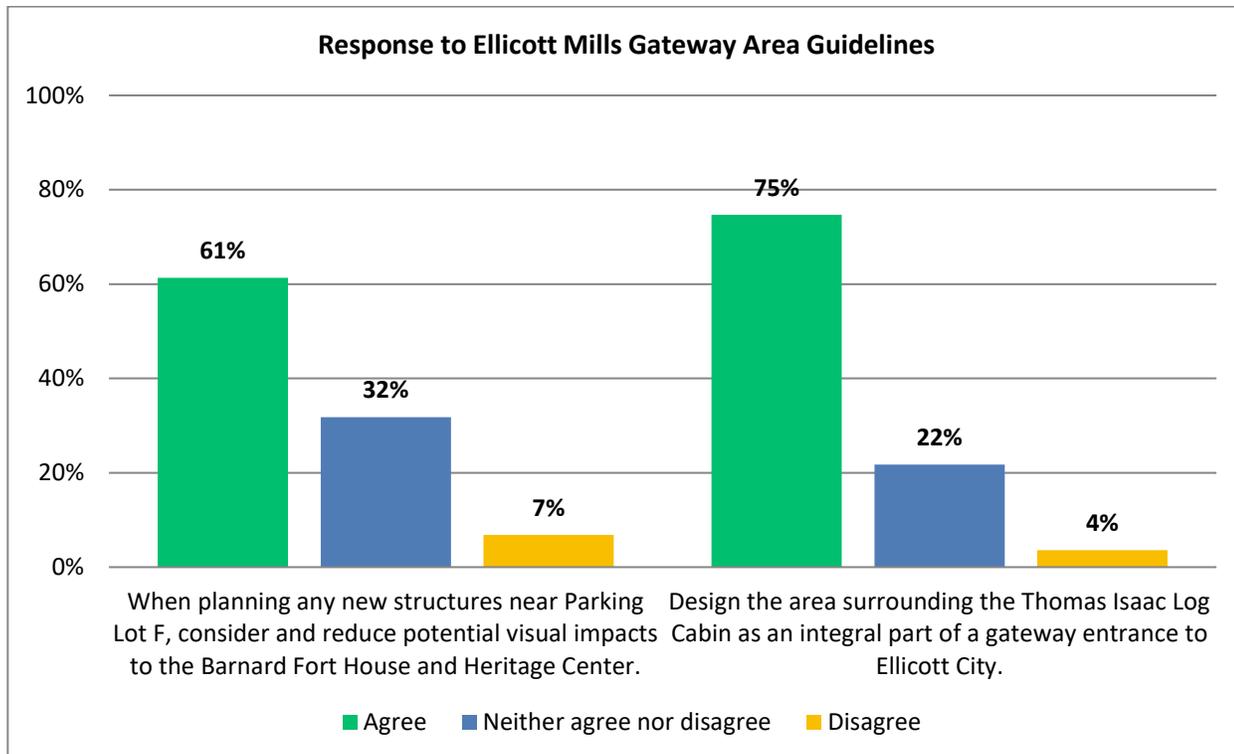
Consideration should be given to a site for off street parking for residents.
Do something with the West End! It is a current eye sore with vacant buildings that are falling apart. Sidewalks are a safety hazard and not pedestrian friendly.
I like the trail concept here
Additional park space in the West End is a great idea. Consider creating hiking trails that incorporate the "Old Colored School."
Commercial activity should migrate up the hills of OEC, including to the west end. Lower main street should go back to nature as we've destroyed its viability with upstream development. Plan for parking in this area of town, as it will be needed should it morph into the new main street area. Consider the mountable curb system instead of bump-outs.
Put to rest the rumors about the development of the West End.
see my earlier comments on parking in the West End.
Can we fix the immediate problem first

Responses to Ellicott Mills Gateway Area Guidelines

Respondents were asked to review concepts and ideas for the Ellicott Mills Gateway Area in the PowerPoint presentation ([the Ellicott Mills Gateway Area excerpt](#)) or video ([beginning at the Ellicott Mills Gateway Area](#)) before answering the questions below.

Question: Thinking about the Ellicott Mills Gateway Area, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on the Ellicott Mills Gateway Area, do you have additional feedback on this topic? Share it here.

Responses:

unless these two areas are really beefed up, no one talks about them and they don't seem to get a lot of traffic that I am aware of. They are nice but shouldn't drive improvements.
The design must have a 95% flood mitigation solution, and only then should it be embraced and executed Are we there yet?
How is tunnel access going to function and be safe?

Don't let cars dominate! Screening parking structure with active uses that would be accessible and interesting to visitors walking on Ellicott Mills sidewalks would be a good thing.
Thomas Isaac Log Cabin was a functional early settlers' cabin; don't surround it with paving and imply it's part of a modern Gateway Entrance. It should be set on a short foundation as it once was, (and NOT banked for use as basement bathrooms or other radically modern purposes). Just let Cabin be what it once was, and that authentic history will draw people to learn more.
If new public bathrooms are desired, put them into parking structure instead.
I stand behind this design/concepts
playground area
A playground area here or in another part of plan would bring families
Retain Old Ellicott City's authentic architectural character
Maintain the architectural character that is authentic to old EC
Parking lot F expansion is an integral part of the "Gateway entrance to Ellicott City."
It is normally where we park. Better orientation, signage, and a design which fits the character of EC is a great idea.
agree to second statement, just don't make it look kitschy and fake historic. make it new construction that honors and reflects the old architecture.
The Barnard Fort house is a secret treasure in Ellicott City nobody sees. Turn it into an event/park space and coordinate with local festival planners.
Tree planting, green walls, green roofs, etc., could be used in such a way as to allow a garage in lot F without marring the viewscape.
I do not favor a parking deck in this area. I want as much green and pedestrian amenity in this area as possible. A potential area for gathering spaces.
Wherever possible, increase vegetation.
As a longtime member of Historic Ellicott City, Inc. I love the idea that the Thomas Isaac Cabin would be used in this way. And of course, highlighting the many historic structures is paramount.
As long as new structures are compatible with and compliment OEC, and encourage visitation to OEC, I fully support these concepts.
Until I watched the presentation, I had never heard of the Barnard Fort House. After watching the presentation, I still do not know how it is currently used or will be used in the future. If it is a priority, then a PR campaign needs to take place on its behalf. My current thinking is that a parking garage at Lot F takes priority over the Barnard Fort House and its visibility.
Love the park idea.
If a parking structure is going to be added in this area, please "wrap" it in a manner that would make it seem more integrated with the historic character of Ellicott City.
Not a fan of multistory parking structures
Once the Hudson Branch tunnel is built (for inlet structures, google "Trash Screen"), we need no downstream stream bed widening and teardown of shops, provided the accumulation of sediments is cleaned out of the stream beds of the lower Hudson and Tiber.
Why would there be any new structures near Lot F? Please stop building.
ANOTHER LONG-TERM PROJECT THAT SHOULD FOLLOW PROTECTION AND RECONSTRUCTION OF THE LOWER AREA.
not a fan of tunnel. do like parking deck w/active uses along garage face/assuming accessible
I think this area would be a prime location for some kid focused activity area, such a playground or interactive art. Lots of families in the area and families visiting town could engage in this space.

It's not going to look like or feel like old EC in any way. We have destroyed a treasure and now we are trying to fix what we broke and say it's amazing. Very sad especially since we also have to pay for what we allowed others to break for us.
Replace the other historic structure that was destroyed in the most recent flood
we need a parking garage on lot F
Safety must be our number one priority. Do not encourage people to come to main street if it's not safe. Nothing else matters unless that one goal can be attained.
I think when planning new structures, we consider the environmental and potential runoff impacts more than the visual impacts.
A parking deck at Lot F would be an eyesore and inconsistent with other aspects of historic preservation built into the plan
I agree with the second part of the question even though the Thomas Isaac cabin is not labelled on any of the slides. You are planning on putting it back where it was on the day of the later flood? To me, there's nothing notable about the Bernard Fort house. I like the idea of the Gateway park on the site of the old Roger Carter Center, and I especially like integrating an event space there. OEC needs more people-gathering events like the music festivals.
I fully support the parking decks, especially when wrapped with art or business, there is no contest in my mind that it would be better than a simple parking lot. Many towns have successfully integrated parking structures into historic neighborhoods, and nothing came of it but better access for more people.
There is a good emphasis on green space, and I'd like the County to think about including a family play space in at least one location--finding things to help alleviate kids' energy in OEC can be difficult on a normal day and adding a playground or splash pad park would do wonders for the families that spend time here.
no new buildings in that area - maximize green space that water can soak into, not run over.
Adding parks, green space and even new commercial buildings is key
This will enhance main street
Like the added uses along a garage. Think a Amphitheatre on the park site would add to the music venues in and around EC. Recently read an article in the Baltimore Sun that Catonsville is going to be an Arts and Entertainment District. I feel EC should also have that designation with all the arts concentrated there.
Yes to SLIDE 63!!!! Make Lot G a park, take away the parking lot. It barely holds any cars anyway and this would help slow down significant water flow that impacts the Tiber and Main Street!
Not needed, just extra money waste. Fix safety and then move on.
Parking deck with future front retail space (A1 design) seems preferable for future growth
Use our green and historical spaces!!! They're currently hidden, tucked away, or underutilized. There are some interesting and unique features that EC can improve and leverage that other areas don't. Visitors want to come for the ambiance and the shopping/retail options. Don't give them a fake or second-rate experience.
Avoid parking deck if possible; keep it green and simple; research alternate name Fort-Heine house for historic accuracy.
Line waterway concrete with natural stone on both sides of tunnel to retain historic charm. Use planting wall on parking lot if building an upper deck
A multi-story parking structure would be an eyesore in the Lot F location.

I want more information on the proposed tunnel. What are the proposed dimensions? How will that impact the structures on the hill (is the hill all granite)? When water empties the tunnel, what hazards will be added to the bridge, lower main street & the Baltimore County side of the river?

I agree with opening and restoring the stream.

I never heard about the Barnard Fort House and Heritage Center. Perhaps this is an area for a botanical garden (with children play area) to draw people to the Center.

I agree with a parking garage in this area as it allows people a high-ground option for safety.

Should a parking garage be so close to the tunnel entrance? What if the entrance gets clogged with debris and the flood waters can't get in the tunnel? Would that compromise the integrity of the garage structure (and any businesses adjacent/attached to the structure)?

Should the parking garage be on the curve of the street? Aren't waters rushing down the street & popping the curve here?

Minimization of hardscape in this area of town would be best. There's already too much hardscape upstream of this location.

stop over development in this area

This again is just words.

As I mentioned in comments earlier, I believe Lot F is the spot for a parking structure that is accessible to main routes for visitors coming to OEC and I am confident this can be accomplished in a way that allows views of the Barnard Fort House or has signage highlighting it. For example, make two points of pedestrian exit from a structure - one toward the house and one toward Ellicott Mills Drive

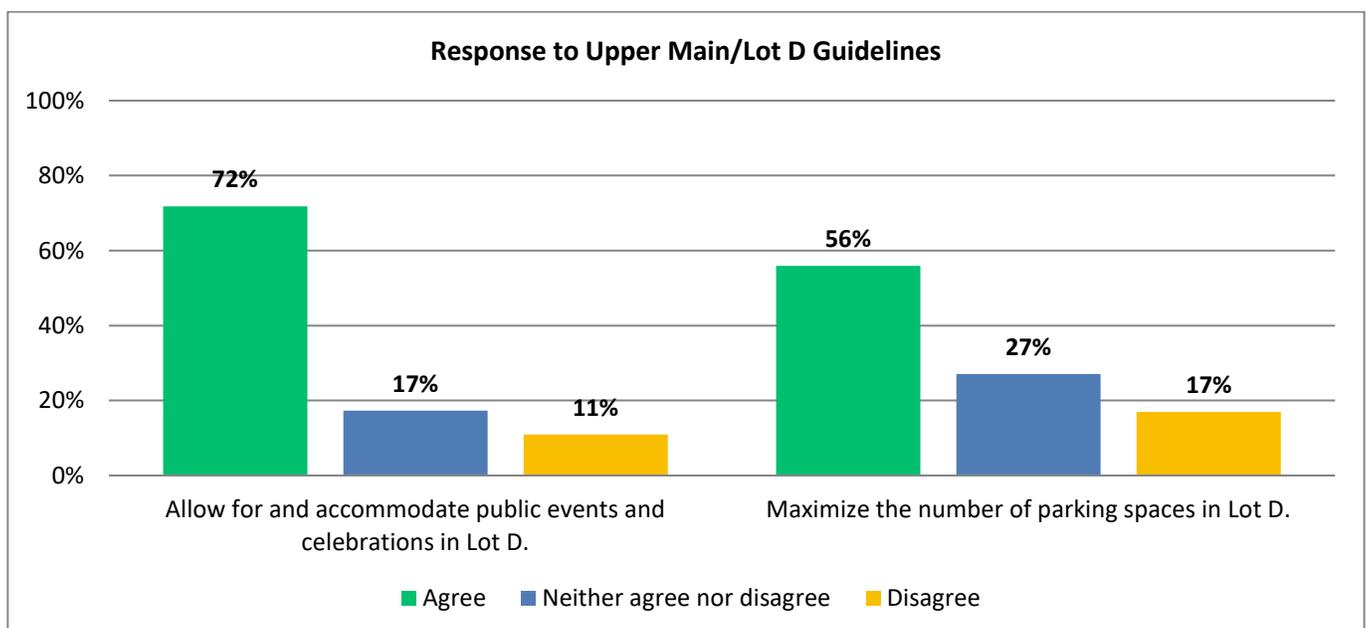
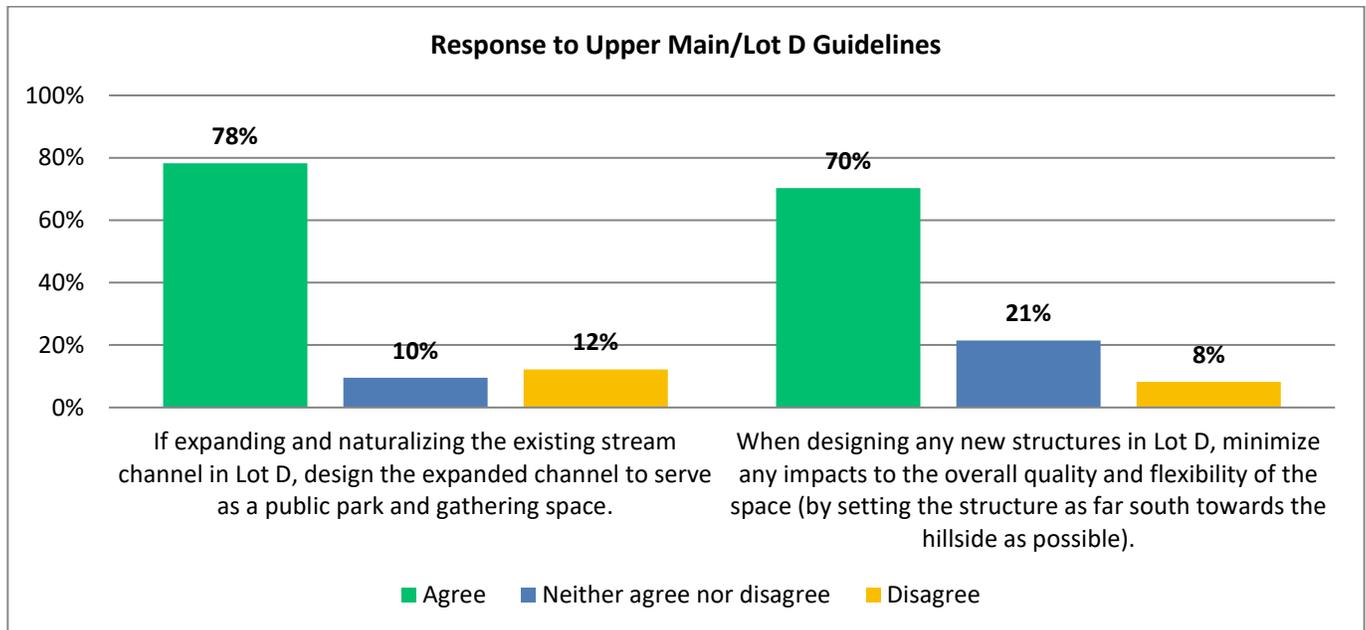
Please stop the flooding first and then develop

Responses to Upper Main/Lot D Guidelines

Respondents were asked to review concepts and ideas for the Upper Main/Lot D Area in the PowerPoint presentation ([the Upper Main/Lot D Area excerpt](#)) or video ([beginning at the Upper Main/Lot D Area](#)) before answering the questions below.

Question: Thinking about the Upper Main/Lot D Area, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on the Upper Main/Lot D Area, do you have additional feedback on this topic? Share it here.

Responses:

Keep the parking in Lot D. We need all the Parking we can get
Ideal location for Wrapper building with extra free parking at no expense to the county, trade land with zoning for plan and parking easement on garage space.
I agree with building the parking deck, however, abandon the green roof. Green roofs are designed to be used in cities for the benefits they provide. There is no true benefit from building a green roof in a floodplain. Although it will slow drainage to a point it is negligible in this application. A great deal of money could be saved if the roof is removed and the top deck is converted into another level.
No construction in Lot D until courthouse and Wilkins Rogers spaces are stabilized. And even then, why build in floodplain?
Balance will be key. Let historic structures shine. Keep new construction secondary, not permit it to dominate the space. Wrap with pedestrian accessible uses facing OCP and Main St. See if upper level vehicular access from OCP can be obtained across private land, if it won't compromise that architecture.
It appears close-in-proximity parking is affected by this section. I feel close parking is essential to OEC's sustainment. Keep as much parking, even above the channel, as possible.
Make sure any new construction is compatible with historic structures like Tongue Row.
The multi-level lot w/green roof is not desirable.
Do not allow new constriction development to dominate over historic structures such as Tonge Row
Lot F is the better choice for expanding parking spaces, and fixes Lot D's age-old problem of having the main parking a block or more east of the beginning of the shopping area. The shops to the west of Lot D do not have the pedestrian traffic the shops to the east do. Lot D should be more green space and useful public space. Any parking structure there will be an eyesore forever, right in the middle of town! And, very importantly, NO consideration should be given to "wrapping" shops into a parking structure. This is a terrible idea which EC residents have defeated over and over through the years. We do not want phony historic shops in the middle of our authentic historic town.
Public park is absolutely necessary to the future of OEC.
Lot D is already overfull every day. Reducing parking spaces will only make this worse. Where would you have business owners park in this plan? How far from the door of their own business will this be? And how does that fit with ADA requirements?
less parking! create a good public transit system.
Lost parking spaces MUST be replaced somewhere else. If eliminating festival space, have a plan to move festival events to new green spaces being created in the plan.
A multi-level parking structure in lot D will be an eye sore.
It might just have to be parking lot OR public space.
A deck in Lod D would ruin the character of the space & the charm of the shops/restaurants there.
I'm all for naturalizing the stream and beautification by way of green space, however we must simultaneously plan and implement additional public parking solutions.
I cannot believe we are still talking about a parking structure in this lot. Forget moving to the hillsides. This is a central core area and can accommodate flexible uses. Has the opportunity to create green space.
Maximize retention/vegetation. Protect existing structures. Use outdoor space to increase business attractions. Minimize the impact of additions.

In the reimagining of Lot D, I like option A since it doesn't reduce the number of parking spaces too much. If the parking garage were to be built, I prefer option B1, because I like the concept of a green roof.
Who is going to gather in these out of the way spaces? Can't see the purpose or need for this.
Disagree to the extent that question 20 refers to building a parking structure in lot D.
A parking lot some place must be expanded. If not D where? Build garage at D. 4 or 5 stories
Understand the issues regarding flooding etc... however it is IMPERATIVE that we have a parking garage VERY CLOSE (one block) to E.C. As the population ages if it becomes more difficult for them to get into and out of an already OLD TOWN (with uneven pavement, narrow roads etc...) you will NOT have that generation pulling in the next one. We need to have easy access to OEC. Having a shuttle is nice but will add an extra half hour each way to the trip. It will eliminate the "quick trip to pick up.... " and require a half a day. Even though one may end up spending a half a day there one doesn't want to have to.
Was disappointed that a parking garage did not seem to be noted as on a fast track.
What will keep OEC going is access to unique shops, walkability and a sense of community and history. Adding a bus ride to that experience makes it seem more like a Williamsburg experience and we don't offer that and that is something that doesn't have a local community feel.
Feel this is the perfect meeting ground for any event or celebration. Solve the parking in another area and bring folks in by shuttle or walk in, minimizing traffic on Main Street. I don't think the multi-story parking lot is consistent with our downtown, but perfectly fine at the court house or maybe riverside.
Think about Frederick's greenspace!! Can only "maximize" parking if it's in a multi-story garage that is design not to compete or interfere with historic character of other buildings
I fully support this project but advocate continued encouragement of alternative transportation as mentioned at the beginning of this survey.
This is a difficult place to plan for. Lot D is the most desirable parking area, but still needs to be flexible enough to allow for public events, while still maximizing green space. If a parking structure is going to be added in this area, please "wrap" it in a manner that would make it seem more integrated with the historic character of Ellicott City.
Why put any structures in the parking lot??
Love any use of public green space and gathering areas to maximize beauty of the area
A1 or B1 would be my preference. Not B and "we'll do the pretty stuff when we get more funds"
Stream widening in Lot D would destroy the historical flood walls. Please maintain as much of possible of the more than 150-year-old flood walls along the Hudson and Tiber. Just clear the debris out. Someone even dumped an old millstone there, for heaven's sake. The amount of material in the stream bed at Lot D that's blocking proper drainage, is outrageous.
Consider closing Main Street when there are large events in town...like Main St Music Fest. Close it from either Old Columbia Pike to Baltimore County, or from Ellicott Mills drive to Baltimore County. People know how to get around when Main St is closed... like they did for both floods and the railroad accident.
I think celebrations could be better held toward Ellicott mill drive. Enough people are on main Street anyway and will walk down to the shops if they want to
When celebrations are held in Lot D (closing the lot to parking) it creates difficulties for individuals attending to find parking.
A parking garage in Lot D will probably look hideous.
This issue is perhaps the most important to visitors coming to Old Ellicott City.
Lot D is not the right place for a parking garage. This is a high flood area - why would you want to put more cars there?

consider parking garage here
leaning toward b and b1 w/deck and associated uses
I would be cautious to installing a new structure in Lot D. I think the space should be enhanced and i worry that a new structure will complicate current problems and cut down on the open space in town.
Add some trees
Lot D needs a 3-hour parking limit strictly enforced.
The "wrapped deck" idea continues to be at odds with the character of the town; removes the area from use for open festival type events, and makes little sense from an investment perspective -- i.e. who would want to take the risk of locating their business there until flood mitigation improvements are in place?
If people can't park easily they will stop coming. It is already a huge problem. With only one lot open I never go to main street around dinner time to eat at any of the restaurants because there isn't enough parking. There's virtually no parking that's handicap accessible.
Consider permeable paving. Parking to be free.
Maximize GREEN space in Lot D, not parking spaces. Peripheral parking and a FREQUENT shuttle to Main St will be key to making this whole idea work.
Lot D is the one that everyone knows about and increasing the number of spaces there will do nothing but help. Additionally, the prospect of having an event there, and not having to cut off parking access to any number of spaces should count as a win for everyone. I think the green roof is great and would be a wonderful addition to the structure. maximizing the potential of that space is a great plan.
Use pervious material throughout parking lot. Trails through lot for families to walk would be great.
Multilevl parking might work
Lot D would be better as part of the town.
Given the area is prone to flooding a parking garage makes no sense here. A courthouse parking Garage or Lot A make the most sense.
Keep as much parking as possible and spend as little money here as possible from county tax money. Enhancements should come at the cost of owners and business not tax payers.
Utilizing lot D as a deck with green roof seems useful. Public events can be organized around expanding pedestrian spaces throughout downtown, as well as park space near Lot F and the Patapsco
Why are all the pictures using red brick, OEC is known for its gray granite. Use color appropriate materials. Red brick is EVERYWHERE and makes it look like just any other development. Don't just build new to build, make it lasting and fitting. Maximize green space around the river, don't add parking just to add it...there are other options. Don't expand Lot D just for parking, people will walk and there are other options. Keep OEC feeling historic, not like a parking lot. Will also help keep traffic out of Main Street if parking is limited.
Beauty and magic are good guidelines
unsure about additional buildings in lot D. Why do developers / county officials think building will solve anything?
Development should NOT be allowed to increase impervious surface over the current amount.
This is a prime location to build a parking structure downtown while still allowing for public space for events.
Retain the ability to hold city wide festivals and events
Please, please, do not let developers use the flood as an excuse for their horrible parking-lot development idea. This idea has been around for twenty years and is in violation of EC's historic character. And it would allow the particular developer who has already created overdevelopment in EC to continue to inflict his tasteless and self-serving vision on the town.

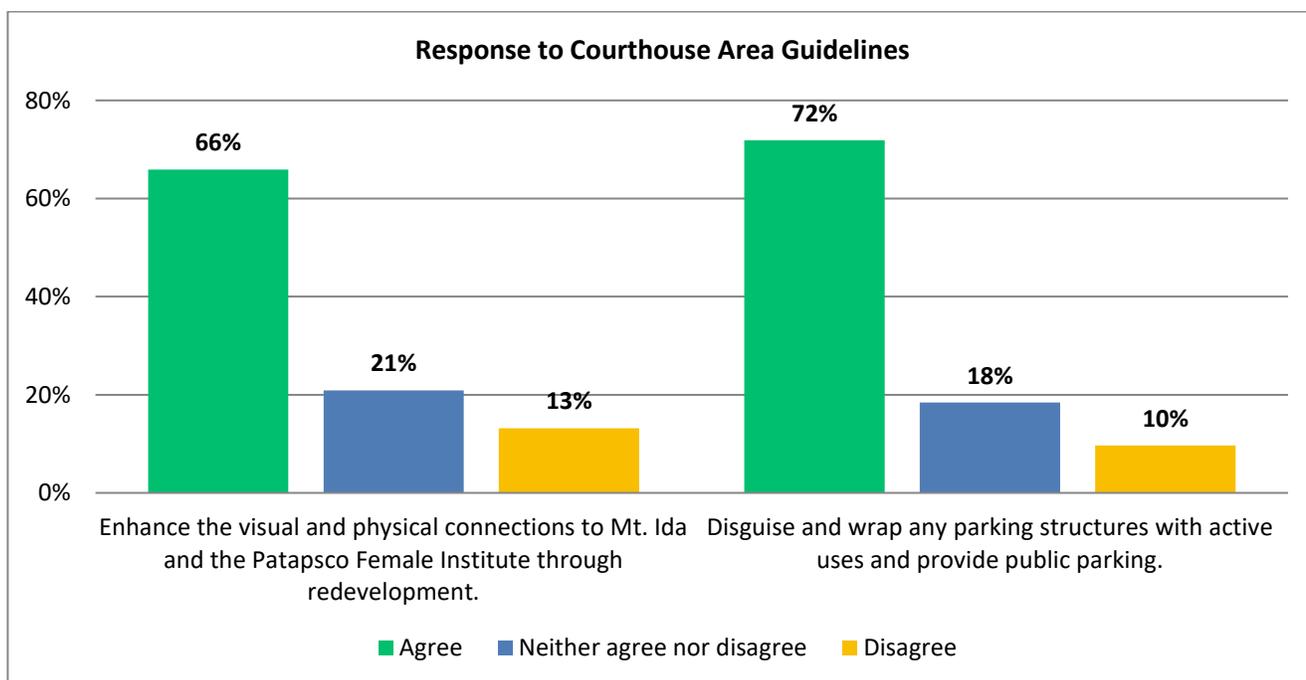
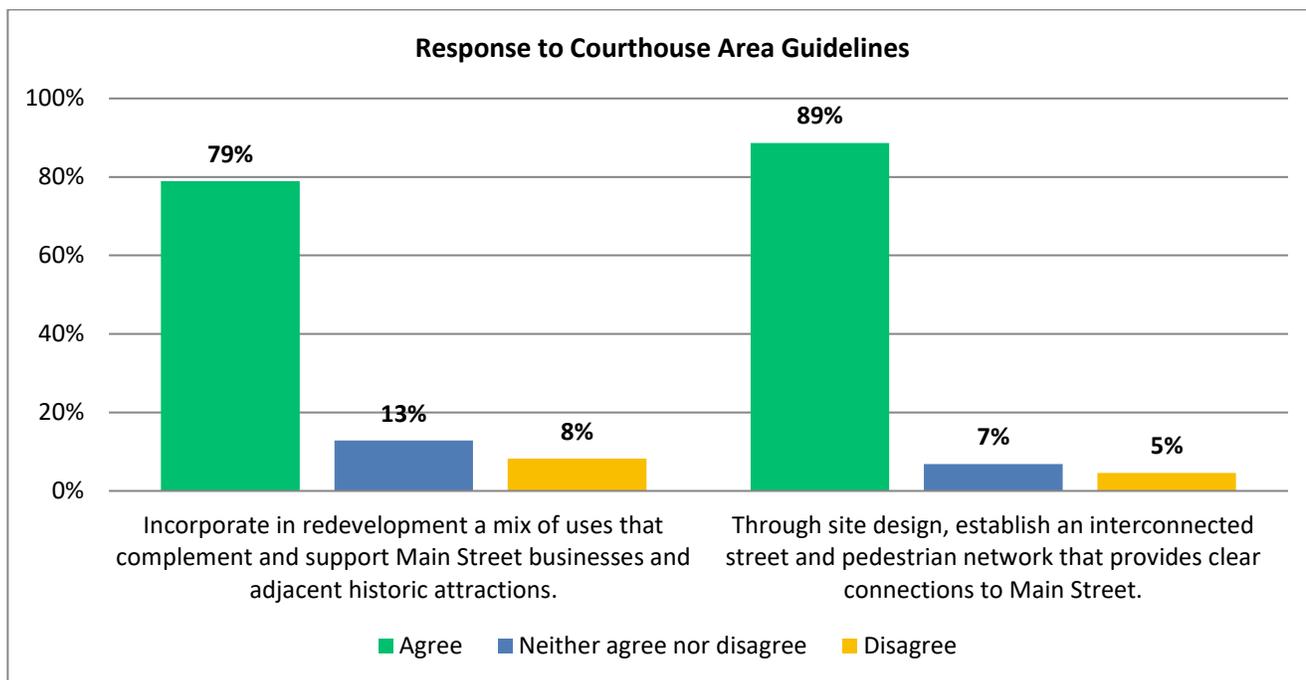
<p>This area is a flood plain. We should not draw people to this area. We should re-direct parking to higher ground. We should not build any new structures in this area. We should not divert water underground. We should naturalize the area as much as possible. If there is parking here, it should be minimized to the 140 spaces (or less) option. We should not risk our visitors' lives; they don't know the dangers of parking in this lot, and we should clearly display the flood potential for those using this parking lot (the blue dot system would work here).</p>
<p>Lot D is key to several businesses "off" Main Street, but part of OEC's business. It needs to remain open and inviting, with plenty of parking, so these businesses continue to receive attention and revenue.</p>
<p>Do not implement a parking garage in this location. Maximize green space and place for community gathering!</p>
<p>Can there be some incoming parking signage about a mile outside of historic area?</p>
<p>my responses here are ambiguous because I believe lot D is not a space for a parking structure. If there are plans for other structures, I may agree. But I don't think it's the right place to direct visitor traffic for parking or to build a parking garage. it's a great space for events!</p>
<p>The parking structure is too large, impacting surrounding historic properties and resources. Pushing the parking structure against the hill impacts residents and ignores their sight-lines.</p>
<p>Bury the Chanel and keep the parking</p>
<p>Another flood and you can make Lot D a swimming pool</p>

Responses to Courthouse Area Guidelines

Respondents were asked to review concepts and ideas for the Courthouse Area in the PowerPoint presentation ([the Courthouse Area excerpt](#)) or video ([beginning at the Courthouse Area](#)) before answering the questions below.

Question: Thinking about the Courthouse Area, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on the Courthouse Area, do you have additional feedback on this topic? Share it here.

Responses:

Please look at sustainable design build and direct impact on surrounding environment
Any new development shouldn't overshadow historic courthouse, nor jail, nor PFI nor Mt. Ida.
New idea: There should be a visual axis (open roadway) from where parking first begins (north of the thin triangle of parking at NW corner) to Mt Ida. This cuts through what is now the open parking lot site, and so development there instead could be a street double-loaded with sidewalks and shops/office on both sides of the straightened path of Courthouse Drive. Mt Ida gains the visibility it rightly deserves, making it more marketable; there are more areas for storefront retail or offices/restaurants; and parking can be tucked a what is now SW side of open lots.
Agree with #22 last question for the facades that face Courthouse, PFI, and Mt Ida.
What can be done on that site to collect and hold water? - unless the new tunnel can handle all rainfall.
Again, no development until courthouse building is stabilized.
Your survey is great, and the visual hyperlinks are perfect.
Make sure Mt. Ida is highly visible from Courthouse Drive. Don't let new construction overwhelm old Court House or Mt. Ida.
I don't understand the last guideline- are you referring to using green walls for parking lots? Too vague.
establish / leave a visual access corridor to enhance the prominence of Mt Ida.
Do NOT allow new development to encroach on integrity of Mt Ida or historic courthouse
Please invite current owners of Mt Ida into conversations involving the property
You don't need to disguise any parking structures with "Wrapping." Please don't do it. Surely the developers are champing at the bit to make EC look like a mall. Our local developers are amateurs, imho, and have questionable taste. Can't we just try to keep our town, and fix the damage without giving in to the temptation of installing every poor taste idea that comes up? I hope so. Make parking for parking, let the shops get back to work without becoming secondary to the tasteless, McMall type of development, and without unnecessary competition.
Roof top gardens on parking structures.
Again, adding parking here does not address the needs of handicapped visitors and business owners on lower Main.
Agreed all around. It is hard to walk from there to Ida or the PFI.
PUBLIC TRANSIT
Any development on the hill should include a water retention system. Any work done in the watershed should be done with intention of improving the situation on the bottom of the hill.
It was a mistake to move the courthouse out of the county seat
What an exciting and wonderful way to grow our town
No one talked about the jail. It is there it has been closed up it is historic. Assume some of the office/homes will revert to residential. Major potential for Court house as a multi-use building.
Add vegetation wherever possible. Use outdoor spaces to increase business area.
Proving plenty of parking in this area is critical, especially if the number of spaces goes down in the lots along Main Street.
More greenspace and stormwater mitigation is important

I support this project.
I agree that if parking structures are going to be added in this area, that they should be "wrapped" in a manner that would make them seem more integrated with the historic character of Ellicott City. Any redevelopment to the area needs to be done in a manner that would prevent more stormwater runoff.
There's the problem. Quit developing anything. You've done enough damage
yes yes yes to all above...this area seems ripe with opportunity for integration into the main street community
I'm against redevelopment of this area unless it adds to flood mitigation. I'm also against using minor flood mitigation as an excuse for redevelopment.
All new construction should be according to middle/late 19th century techniques and appropriate materials. Reduce asphalt. Use local material: mine/retrieve building material (granite) from Tiber, Hudson and Patapsco stream beds.
Avoid domination of everything by cars and parking for them.
The focus on the project should remain to mitigate flood risk. Money spent to improve the area should be left to private enterprise.
The top of the hill has been too disconnected from Main Street for too long. With proper design, Ellicott City could be more than just a town where people explore main street, but more of a community where they explore the community.
"Incorporate in redevelopment a mix..." haven't done it so far, little confidence in any new planning other than it will cost the taxpayers too much and developers will get richer.
The Courthouse is very chopped up into smaller spaces. I think a hotel or residential units is the only use that might work. The old elementary school is a good model to follow.
Overall, I believe it is imperative to maintain a critical mass of parking in the Main Street and main street adjacent areas due to the lack of public transportation available.
Seems to be very little detail about proposals for this area, which could make a lot of sense given the right developer
My current main concern about parking in this area is the safety of walking that far at night. There is never any police there or a way to call for help. There is no way to access this area if you have any mobility problems. This is not an adequate area to replace lot D or the Ellicott Mills entrance.
Though I choose neither agree nor disagree, I think it would be nice to link the two areas. I just don't see it as a top priority.
Courthouse Hill is rarely considered as a place to park by locals. This should be the primary parking space and signed as such. Consider adaptive reuse of jail. Embrace and celebrate the historic structures of this area and the surrounding streets. Again, too many people are only familiar with Main Street and Tongue Row.
Opening up the historic sites and the courthouse is a great opportunity for OEC to expand greatly, and in a location that is not prone to flooding risks--what's the harm in investing in land that we know will stay dry, and is just as desirable as Main Street?
Courthouse projects are less important than Main Street projects. Please let's do something on MAIN first
I support revitalizing existing structures, not adding in new ones.
The most important element will be to ensure that parking is adequate but doesn't look like a parking garage. IT needs to fit with the character of Ellicott City
These are great assets to the town and underutilized.
More activity should be planned for this area. Any new building could take advantage of the fantastic views and proximity to Main Street.
disguise and wrap any parking structures should be done to support greening to help with climate change

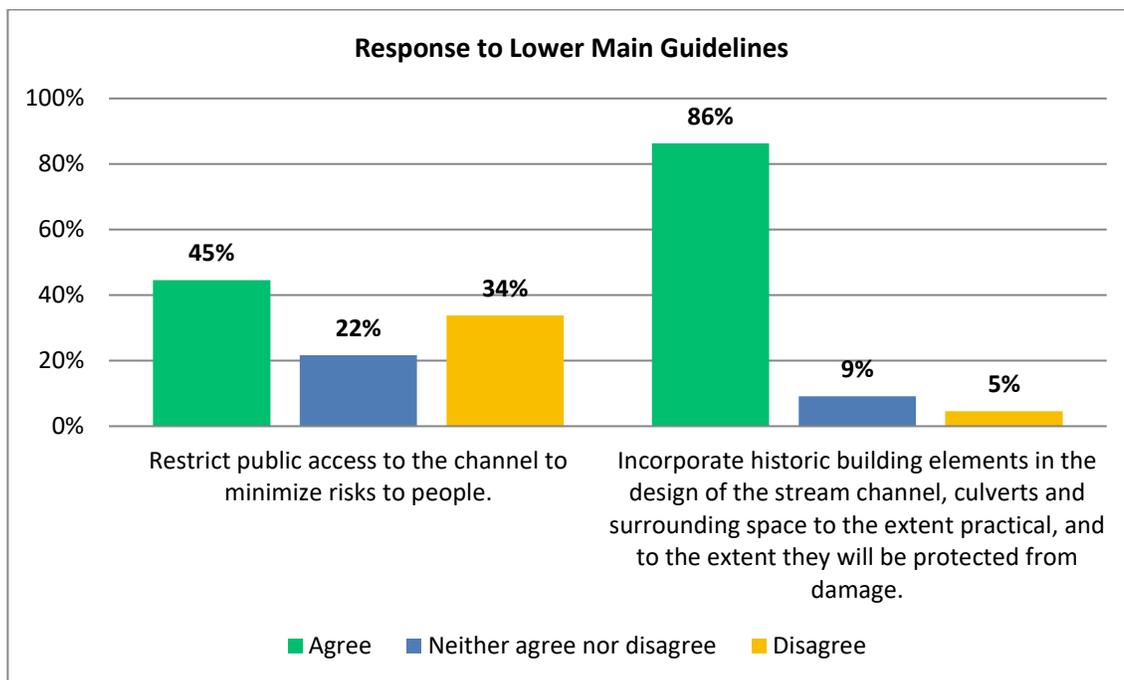
I'm ok spending some tax money here. The court house lot is in need of improvement and if it benefits the downtown, I'm ok using tax money to enhance our courts and benefit old EC.
Use all spaces! This is a great area to expand OEC into long term and break up the congestion on Main St. Keep the old feel of the streets/sidewalks. Consider going back to the cobble stone and develop streets leading to/from Courthouse Area. Look into new food court options...not enough dining options on Main Street with focus being on retail. people want to eat, not just shop.
It would be good to connect this area with Main Street in future.
Parking structure should account for public parking that is needed to support the historic district. Reducing stormwater runoff from this site should be a PRIORITY for the safety of the historic district.
This area is totally underutilized
If a parking structure is necessary, this is the only place it would not disrupt the town's historic character by sticking out like a sore thumb. As long as the term "redevelopment" does not mean building additional buildings uphill (which is a bad idea for the floodplain), fine, but we should definitely consider the problems with building anything, including a parking structure with a "green roof" uphill from Main Street. Also note that a green roof or any other environmental measure would have to be maintained by the county in perpetuity and other administrations might not be as committed to doing that.
I disagree with the development proposals because I don't understand the extent of the plans. It seems like a huge development is being planned. Is a parking structure really required here when there is no draw to this part of the city? It's too far and uphill from main street, which is why most people don't use the existing lot. Is the existing parking lot sufficient for 99% of the year? How often is the existing parking lot filled to capacity (which special events draw people to this lot)? Will the amphitheater and parking garage over by West End divert events from the Female Patapsco Institute?
A botanical garden in this area of Ellicott City would be ideal. To my knowledge, there isn't a botanical garden in Howard County. Whipps Cemetery is an example, but it's on 1 acre and has parking for may be 3 cars. A botanical garden would provide an additional reason to visit OEC; a wedding venue; green space with extensive tree canopy; winter evening light displays like Brookside Garden of Lights in Wheaton; income and jobs; and a draw to this part of OEC which would lead to development of cafes and restaurants on the hill. A parking garage may be useful at that point.
The courthouse could really be a great adaptive reuse project. its character should be kept intact but refreshed. I can imagine events there, concerts, public meeting space, historic visitor center, and maybe some food, bar that makes it worth climbing up the hill.
Continue the shuttle from the courthouse lot down to Main Street.
While the Courthouse space is great for a parking structure, it's too far from the cluster of activities for that to be a real enhancement. I also suggest enhancements to make it easier to walk along Court House Drive to Sarah's Lane to the PFI with sidewalks. Currently, there is a "shoulder" for pedestrians walking to the PFI but it has not been cleared of brush for a few years. PFI event attendees walk on the street on Church Road. I live at the top of Church Rd and there have been many close calls with walkers at night and drivers not expecting someone in the middle of the road.
there seems to be too many parking structures in this plan.
It only works if there's a Main St. See previous comments

Responses to Lower Main Guidelines

Respondents were asked to review concepts and ideas for Lower Main in the PowerPoint presentation ([Lower Main excerpt](#)) or video ([beginning at Lower Main](#)) before answering the questions below.

Question: Thinking about Lower Main, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on Lower Main, do you have additional feedback on this topic? Share it here.

Responses:

as long as there are adequate warning systems in place, we should cherish and enjoy the water, just as we do beaches at the ocean. It is an asset, don't try to lock it up. People will flock to it and enjoy it if warning systems are in place.
Save the Phoenix Emporium building.
Keeping the town as close as possible to the originally design mitigate the water issues from the upstream/s sources and keep the old charm without harm to its visitors and locals
Preserve the Phoenix. Protect the B&O. Bollards to keep cars out of channel in flood. What barriers at open Maryland Ave channel. Steps in stream channel take up space for water volume. Why is modern back of Tea on Tiber preserved?
wish we had "strongly agree" on some of these, like these two questions.

Thumbs up for proposed designs for Shoemakers, St Paul Terrace, and behind Caplans, Johnson, Shoemaker buildings.

What will keep that channel basin area from becoming a trash dump as people drop things for the sheer pleasure of seeing them fall or garbage is wind-blown into the soon to become windy corridor? Consider the maintenance cost to clean up the litter daily.

Opening up a full quarter block of lower Main St into an open plaza channel basin radically and irreplaceably changes the character of the historic town. Keep as many of the streetscape elements in place as possible to define the National Road "urban" corridor.

Yes, it would be nice to see more of the B&O, but as designed, the view coming down Main St and looking across MD Ave would be of two existing rows of parked cars and a tree planted in front of the Museum, so keep the plane of facades in place instead! The view coming west under the RR bridge wouldn't be a charming historic town streetscape as it is now, but a modern open plaza instead. How is that authentic? How does that preserve the National Register town's architecture and best display it to visitors?

Why was Bean Hollow's stone storefront removed from this image? In previous versions, it was cleverly kept in place as a sculptural element at the edge between sidewalk and channel basin, continuing the plane of the streetscape. That stone storefront is an interesting element that references Ellicott City's 20th century life and should be left standing in place -- not reassembled in a museum nor merely mentioned on a sign. Keep that authentic element standing where it has been since 1930.

Why can't the front section of 8069 Main St be retained? Peeling off the ugly gray stucco would reveal Ellicott City granite side walls and a brick facade on the upper levels. The ground floor could be rebuilt as a wood storefront or left open as desired. It does not cover the historic stone-lined channel and the building helps define the town's multigenerational streetscape.

Once the double culverts crossing to the Patapsco are installed and west end paved over as shown, a modern version of the red-roofed oldest part of 8049 Main St along MD Ave. could be created to pay homage to the older structure and give definition to the MD Ave streetscape. It's more important to keep the streetscape context than to create long or wide views of the B&O station.

The B&O never faced onto an open plaza; it faced the corner of a bustling street intersection with businesses eager to serve its operation.

Why was the Easton Sons facade kept in earlier plans removed from this drawing? Please keep Bean Hollow store front where it still stands; don't move it. Also use as many of the Tiber's original stone walls as possible. It would be great to keep the older building at the back of the Phoenix in place since that is not spanning the Tiber channel. The corner of Main Street and Maryland Avenue should still feel like a streetscape and not an open plaza.

WHERE is the limestone frame of the Easton Sons facade shown in earlier Master Plans? Plz keep it in place to provide continuation of streetscape.

Keep the historic stone walls of original channel in place.

Absolutely keep as much of the first four buildings in place as possible, such as trying to save the earlier gable portion of Phoenix that is not over the Tiber channel.

Just don't screw it up! The local developers will screw it up if you let them. People don't come to EC to see concrete and railings, they come for the historic towns. Let's fix it, not change it ANY MORE THAN NECESSARY.
I think it should include a river walk that potentially could go up the stream along New Cut Rd to also allow for more pedestrian access. The area on lower main must have more trees and plants as well as permeable ground.
If I say parking again, you're going to groan... but PARKING. Bearing in mind you have both older and disabled business owners who cannot travel from Lot D let alone the Courthouse.
These are great ideas, but it appears as if a few buildings will be razed to accomplish this as seen in the drawings. The reduction of historic fabric reduces the viability of the downtown as a whole. Otherwise, the proposal on Lower Main as seen herein is great.
Restricting people from the channel is not desirable. People should feel connected to the landscape and recognize that they are affected by it. The fencing that keeps people away from the river and the streams serves to promote the disconnect between area users and the landscape.
I think public should have some access to sit on what appears to steps in the park area.
The Maryland Ave culverts risk damage to the B&O complex. The Phoenix should be saved.
Well I notice that we are still taking away major structures and no alternatives. Saw nothing of the facades of Bean hallow, Great Pains.
Like the bridge ideas. Liked the idea of safety outlets. Not certain the water feature will be very attractive most of the time.
Recover, Preserve and Protect existing structures.
1) I like the idea of keeping part of the Shoemaker building over the stream by eliminating the floor nearest the ground. Clever!
2) I also would like to see granite block be used in the new open spaces as kind of an homage to the oldest buildings on the street.
3) The idea of connecting the back of Caplan's to a pathway/park up on St. Paul's Street is a really interesting idea. I'd like to see that come to fruition.
Do not know what question 24 refers to
DO NOT BLOCK DOWN THE PHOENIX or any other building until you have the CSX approval.
Find another way without knocking down buildings.
Attempt to find a way to make all of Main Street handicapped accessible, what would a person do once they reached this portion if not? Would they have to turn back around, defeating the view you are opening up to the B & O Station?
access to the channel as a public space is desirable but need emergency alerts and directions to evacuate when needed.
I fully support this Project.
I'm not sure why we would need to restrict public access to this portion of the River when the public can access it both further upstream and from the Patapsco.
The visuals look great and I love the idea of the terrace park.
The pedestrian walkway over the stream channel looks a bit small (and little unsafe?) in the artist rendering.
This design is meant for Columbia not historic Ellicott City. It's just ugly and doesn't solve anything.
great potential here...love open space, public gathering spaces, potential for education opportunities into the history

Do nothing (preserve the buildings) until the culverts are proven to be feasible, effective, and approved by CSX, and as effective or better than a South Tunnel that diverts water from further upstream to further downstream on the Patapsco
Terrible idea, it looks like that everywhere, please maintain/restore the Tiber drainage channel as it is displayed on the 1878 map. It urgently needs to be cleaned out. The flood walls rest on bedrock, as far as I can tell, so there seems little danger to the home & shop structures built on top of those walls.
Please try to save the front facades of the lower Main St buildings!!!!!! I think this will help people feel better about losing these buildings.
I don't agree with maximizing viewing access to the B&O Museum. I think this might impede keeping historic structures. Instead, if you want to make sure visitors know where it is, have attractive, historic signposts in strategic locations pointing to B&O Museum.
Also, I assume the channel will be dry most of the time. It will probably need regular cleaning of debris.
Again, nobody would allow buildings to be built over channelized streams today.
CREATION OF THIS CONCEPT WILL DESTROY THE COMMERCIAL VIABILITY OF BUSINESSES ON LOWER MAIN STREET NORTH SIDE. NO ONE LOOKING TO SHOP OR DINE IS GOING TO WALK TO LOWER MAIN STREET WITH ONLY THE FEW BUSINESSES ON THE NORTH SIDE. CHANGING THE TIBER INTO A CONCRETE SPILLWAY WILL TAKE A GENERATION TO ACHIEVE CORPS PERMITS AND THE MITIGATION COST WILL BE SIGNIFICANT.
The concepts for redesigning this part of Main St. is very original--and appealing.
I think that this area should be available for the public. People see worried that it is a liability if it storms, but i have to believe in people's common sense.
The charm of old EC is gone. These plans enhance that, and we will never recover what was lost, just be a poor imitation of what was. If you want a big concrete area in the lower end of old EC, then you have designed that perfectly. No ambiance just more of the same in HoCo.
Increase the depth of the channel in order to add capacity
Honor the history of the buildings that will be torn down. Add as much greenery as possible and places for people to sit and enjoy surroundings
Love the drawings, let's get it done!
I (and many others) continue to take issue with the removal of buildings in this area, one of which contains a beloved, bustling business. The rationale for removal of these buildings make no sense to me but seems to be predicated around the "culverts" that will be built within the B&O museum property. We should hold off on any bulldozing of these buildings until it is determined that a) the culverts are actually feasible, given the requirement they go within inches of a historic structure and under a working rail line, b) the culvert inlets must be located in the area the buildings currently occupy and c) it is determined that even after the north tunnel is constructed, water levels during a flood would still not be lowered to a adequate level
It's not historic it's new and hiding that is misleading. The destruction of Main Street is the direct result of human greed. Hiding that is unethical. Look to London and the way they have mixed the old and new to replace parts of the city destroyed by WWII. Dedicate this area to the people who lost their lives to floods caused by overdevelopment.
The ideas and renderings shown for this area are exquisite. We realize this will involve removing current buildings, but the result will be best for the overall area. Careful and consistent treatment of the owners of these buildings will go a long way is gaining their support and the support of the community for this major and important step in securing the long-term safety of Old Ellicott City.
to make the most of the opportunities we have, people will need access (not just exposure) to Nature. Water contact is an essential element. Bring the people to the stream, provide them warning of coming hazards and let them be adults (and adults supervising children.) Nature is not a You Tube video. Let people get their fingers and toes in the water.

<p>The plan down here is great. Opening up Lower Main visually will impact the town greatly in opportunities for group events, art and much more. The idea for the St. Paul Terrace Park is great, it's a cool addition to a place with too few outdoor spaces and teaches people about the reality of flooding on Main Street, but also how to be safe.</p>
<p>I did not love the design of the tall fences around the river. It's no longer a gathering space. People will come and look over and that's it. The tiered steps allowed for gathering. If water levels are high or dangerous it can close</p>
<p>Get rid of the steps with huge drop- dangerous for kids. Include a medium gated playground to encourage people to stick around and shop/eat. I disagreed with restricting public access (#24) because the design calls for all hardened channel sides- you should reconnect it to the floodplain- not harden it.</p>
<p>I don't quite understand the questions. The buildings and structures here do not look/feel historic. Need to retain the historic look/feel of OEC throughout the main street corridor.</p>
<p>In favor of public access to water but people should not be in areas with high walls and culverts, etc. and should only have open water access at the river bank in Lot B.</p>
<p>Use Fredricks Carroll Creek as a reference. Access to the channel should be part of the design.</p>
<p>Should incorporate park setting that could host bands during music festivals.</p>
<p>the picture above would definitely be an improvement</p>
<p>Do what is need for safety as cheaply as possible. Enhancements and extras should come from privet donations, fundraisers, business, and home owners not at the cost of Howard county tax payers.</p>
<p>Unclear on what "restrict public access to the channel" means</p>
<p>If you have steps leading down towards it people will be in the water. Guaranteed. So, throw some low flat boulders down to make a crossing in drier weather. Don't see how this design has any room for any performances. No benches?</p>
<p>STRONGLY disagree with restricting access. People want to use our natural spaces and will understand if there is a storm to find a safe location. Don't restrict due to unwarranted safety concerns.</p>
<p>St. Paul exit is essential and green public space highly desirable</p>
<p>Why hardscape the channel? Consider naturalizing. This could be a nice design feature.</p>
<p>The design shown does not add to or celebrate the historic nature of town. Too much concrete. Something more natural and organic would be better</p>
<p>I grew up playing in / walking along the Tiber as a child, this is a valuable stream for connecting with nature. When Flood risk is high people should have sense to seek higher ground. It would be nice to at least have some areas where people could get closer to the channel</p>
<p>I would still like to see The Phoenix saved somehow. That corner looks really sad without it. The historic look of the waterway is a good idea; however, those concrete steps do not look historic and look like an opportunity for teens to tumble into the water.</p>
<p>Get rid of the beams at Caplan's. Teenagers and young adults will get on them, do tricks, hang out, take selfies, etc... Not safe. They're also going to hang out on the terrace steps on the lower end in the channel. If that is unacceptable, don't install them, or make the area a terraced garden, so it doesn't look as inviting for hanging out on a hot night playing in the stream. Can the channel have any grasses to naturalize the area a little? It looks like an awful lot of concrete.</p> <p>Is the debris clean-out access point open to the public so they can walk in there, or is it gated? If the stream is at a trickle, I can see families going down there and watching the water go by, getting their feet wet, etc... Will the walls of the channels have exit features? If someone gets swept into the stream up-river, what features will help them escape the channel? Will the walls be smooth concrete, with no way to climb out? The historic building elements would be ok if they didn't increase the budget. They're going to get destroyed, and we should plan for that.</p>

Just not too much bare gray concrete. More warm natural colors, interesting but not too busy textures. Lots of native planting.

Finding a way to not destroy our historic resources would be preferred. A restricted channel will just be a channel full of trash that no one can access to pick up.

Don't restrict human access. It's part of the character of the town.

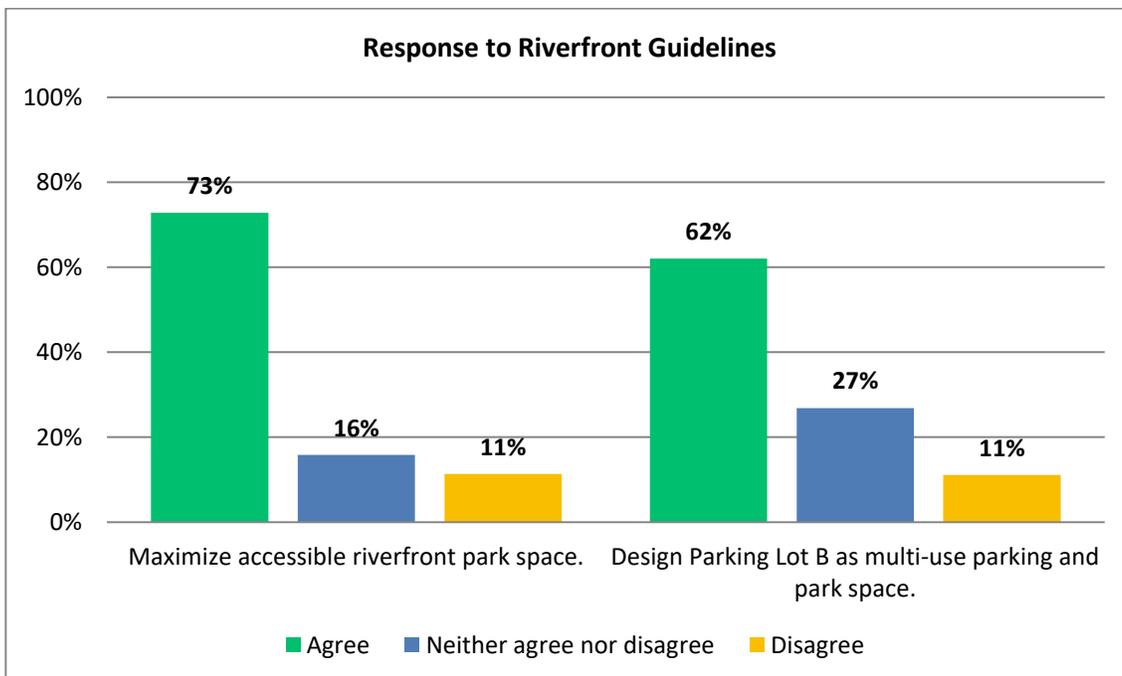
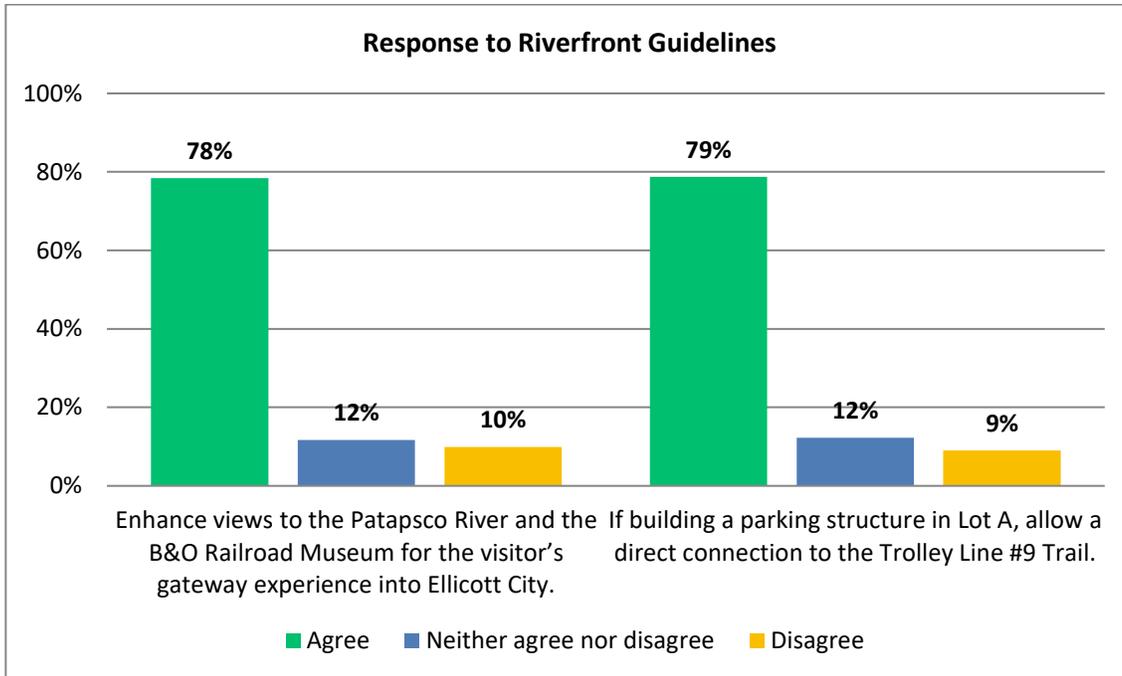
Sure

Responses to Riverfront Guidelines

Respondents were asked to review concepts and ideas for the Patapsco Riverfront Area in the PowerPoint presentation ([the Riverfront Area excerpt](#)) or video ([beginning at the Riverfront Area](#)) before answering the questions below.

Question: Thinking about the Riverfront Area, how do you feel about the following guidelines? (Choose from: agree, neither agree nor disagree, or disagree).

Responses:



Question: After reviewing the slide and/or video excerpts on the Riverfront Area, do you have additional feedback on this topic? Share it here.

Responses:

<p>Any new bike/pedestrian bridge design should reference the historic trolley bridge from that same location across river, as the trolley was such an integral part of life in EC for many decades and a boxy square truss bridge is a simple, efficient, and historically appropriate design for that location. It would offer yet another way to tie EC's past to its future.</p>
<p>See comments from previous question too.</p>
<p>Again, safety before access, beautification or economic draw.</p>
<p>Lot B too small to matter. Too shielded. Consider Wilkins Rogers before other developments esp. Lot A. Minimal access with CSX riverfront ownership. Wilkins Rogers bridge access to HoCo.</p>
<p>I think we're adding a lot of beauty and park/relaxing space in this proposal. Retain parking also as much as possible.</p>
<p>add/ maximize parking in and around lot b</p>
<p>Enhance the views but not at the expense of retaining historic architecture.</p>
<p>Very much like the idea of a ped-bike bridge, and ADA access to #9 trail. Wish there was a way to do that w/o a multi-level lot. Erosion is a concern re the plans for Lot B, if I'm looking at this correctly.</p>
<p>Enhance the views, but NOT by taking down historic architecture not cutting trees in the Oella Entrance Garden on Balt Co side.</p>
<p>Work with balt co and developer of flour mill site to create cohesive and integrated use and appearance that maintains the historic use and function of that site's Ellicott Mills origins.</p>
<p>Sure, it's tempting. Can we be assured that Ellicott City citizens will still recognize Ellicott City? I believe the priority should NOT be to take advantage of the floods as an opportunity to have a modern, museum-like, McMall version of once was once - not long ago - a unique, historic town; please don't give in to the temptation to provide the developers with new tenants by wrapping new structures with new business properties.</p>
<p>Good ideas!</p>
<p>Consider opportunities with the Mill for green space, parking, housing, and more shops.</p>
<p>Just so we're clear (here I go again) Lot A and B are not close enough to Lower Main to accommodate visitors and business owners with ADA needs.</p>
<p>why are there so many parking lots.</p>
<p>I don't see this being compatible with a tunnel outlet just upstream from the riverfront area. Hard for me to believe that enhancing the view of the B&O museum is important- people who love trains will find it. In 7 years in EC I've had only one visitor tell me they wanted to go to the B&O museum. Enhancing views of the Patapsco is good if it just includes some judicious limbing, but not if it means cutting down more trees.</p>
<p>This is an exciting area. The bridge pedestrian/ bike is wonderful. Parking garage great. Green space. The possibility of the Mill is also very intriguing but long term.</p>
<p>I really like the idea of a pedestrian/bike bridge over the river to mimic the old trolley bridge. Such a bridge would make it so much easier to access the trolley #9 trail from the Ellicott City side of the river.</p>
<p>Maximize vegetation.</p>
<p>I fully support this Project with continued encouragement for alternative solutions to transportation.</p>
<p>If a parking structure is going to be added in this area, please "wrap" it in a manner that would make it seem more integrated with the historic character of Ellicott City. When enhancing views, please do not remove trees (limbing is OK, please just do not remove them).</p>

Please stop with redesigning or redeveloping anything. Parking lots just cause run off. Direct connection to the Trolley train? Again, your creating more run off.
love ability to connect to trolley trail easily and also utilize the beauty of the river an open up access to it. right now, both the trail and river and difficult to access. love to idea of the boardwalk.
Disagree with limbing trees. Disagree on building a parking structure. Strongly agree with pedestrian and bike bridge. Strongly desire more green space.
Modern/fake-old-style ped bridge is horrible. Better spend the money on deepening the Patapsco downstream
It is impossible to cross Frederick Rd in this area. Better crossing areas need to exist especially as progress happens with the old Mill site.
This all tries to make the best of a bad situation.
This area of Old Ellicott City has been ignored; this plan would bring it to the visitors' attention and give them another reason to come and visit here--an oasis for relaxation and enjoying the natural beauty of the river.
The project is already extremely expensive; only efforts that reduce flood risk should be funded by taxpayer dollars to keep the costs down.
Prefer lot b to be just park space.
Pedestrian access is a great idea to the trolley trail. Improving the sight lines of town and the B&O would be great things for the town. Improving access to the river would be great, it is a huge part of what we are, but we never really get to engage with it.
A boardwalk in a floodplain? Remember bicyclist and runners are not always considerate of pedestrians, so while building walkways for multiple use consider a division for walkers especially handicapped or slower movers.
The most recent floods have resulted from stormwater flowing down from the overdeveloped watershed above Downtown, but previous flooding came from the Patapsco overflowing its banks and rising into Downtown. Are you prepared for a repeat of that occurrence such as providing floodgates under the railroad bridge?
The river is an asset, we need to capitalize on it.
This is an appropriate area to showcase the natural beauty of Ellicott City.
The bridge to the trolley trail is a great idea
Adaptive reuse of the old flour mill could add vibrancy to this area
Primary use of Lot B (again, no labels in the slides) should be events and river access. Routine parking and leaving of cars should be prevented. Short, medium, and long-term parking for this zone should be in Lot A, in Oella
We know from so many cities around the country, that riverfront properties are highly popular, and there is no reason to ignore the gift we have of the Patapsco. Creating a secondary, pedestrian/bicycle-only bridge would be a wonderful service for the community and a fantastic marketing opportunity (see Visit Omaha for a great example https://www.visitomaha.com/things-to-do/stories/bob-the-bridge/)
What potential is there to develop the mill space, which just announced it is closing?
This is a good idea. We have a beautiful river and no way to access it. It should be a focal point or gathering spot
If possible, connect Main Street with a trail to the Grist Mill trail head of Patapsco State Park. A trail along the river or nearby would bring day hikers downtown.
not sure where parking lot B is - it's not labelled in the slide deck.
The river is very underutilized as an attraction.
Like the idea of clipping trees for views of the B&O Museum (on HoCo side) and tree pruning for views of the Patapsco River on the Oella side.

New pedestrian bridge connecting the Trolley Trail to EC is FANTASTIC. Do it!
Do not cut down trees!!!! Trees help prevent flooding impact!!!! Everyone knows there is a museum, you'd make the B&O more vulnerable if you took out trees!
Again, this is all nice, but not needed. None of this is a safety issue, this should be funded by business, home owners, and donations not tax money. Schools first.
See how San Antonio, TX planned their riverwalk area. It works well as does their 'pearl' area.
Lot B should be park area only
Lot B as park space would be creepy in the evening. It's pretty creepy now...
Definitely figure out a better way to get from ground level to the trolley trail. A zig-zag ramp, perhaps? It's impossible to get from the trail to the street with a stroller. If possible to purchase after it closes, the Wilkins-Rogers Mill would be ideal as multi-use parking and park space.
Do something with the riverfront. It is severely underutilized and is turning into a hangout for drinking and drugs. You can't even walk along the riverfront right now due to all the broken bottles and trash. People want to be able to walk along and enjoy the water, help them do that.
Truss bridge looks clumsy. Consider modern design with historic references.
Riverfront is a flood zone and should be expanded as such by allowing it to return it to its natural use of protecting the river. And-protecting people from the river when it floods.
The Patapsco river front is the most underutilized feature of OEC and could be a hidden gem to bring visitors for businesses.
The more green the riverfront is, the better.
<p>Don't limb up trees, because they may provide people something to grasp if they get swept away. Wait until after all remediation efforts have been made to see how swiftly and deeply water runs down main street into the river.</p> <p>Building an ADA compliant ramp onto the trolley path is interesting, but perhaps a waste of money. The trolley path is all uphill from there. I cannot see people in wheelchairs or pushing wheelchairs making use of that trail. It would be difficult going up, and dangerous coming down. A botanical garden on the courthouse hill would be a great place for ADA-compliant paths--it's mostly level there.</p> <p>With regard to the tunnel entries, what will prevent youth from finding and entering them? Imagine kids daring one another to hike through the tunnel.</p> <p>With regard to the outfall of the tunnel, some concerns are erosion control at the river's edge, the addition of a lot of water upstream of the bridge possibly compromising the structure, and flooding the trolley stop area businesses. If only there was a way to dump the water south and west of the city.</p> <p>The idea described earlier about making lower main street a pedestrian zone, with an under-street tunnel, would dump the water at the existing bridge area. There would be new, higher-elevated, car bridge(s), either north of main street (Church Street to Oella) or south of main street (St Paul's to 144).</p> <p>Main Street is a natural water flow (all downhill and hardscape). A large, under street tunnel should be incorporated into this planning.</p>
View corridors are important in wayfinding for visitors. It's ok to limb trees for this reason.
Again, my responses are ambiguous because I don't think Lot A is the best spot for a parking structure because it's not easily accessible for visitors while limiting traffic on Main St. - I don't think you want to direct traffic on Main St to get to Lot A.
Don't take away parking
Got to stop the flooding first

Additional Feedback

Finally, respondents were given the opportunity to provide additional feedback.

Question: *Is there anything else you'd like to share? Comment here.*

Restore RR plaza clock to its former location.
Include some shaded benches or wide planter edges for sitting and people watching in the new Lower Main/MD Ave plaza.
Thank you for trying hard to get this "right."
Please make Historic Ellicott City safe from flooding.
Keep it historic and allow everyone to enjoy the water views. Keep us safe but don't directly remind us all about the floods. Lots of folks are scared and jaded over them. Don't push them away from enjoying Main St over their bad memories. Help them make new ones in a safer, accessible and beautiful environment. Thank you!
additional concepts from the Alexander Concept Design could benefit OEC with the creation of a "traffic circle" with one-way traffic heading west on Main from Maryland to Columbia and one-way East on a new road from Old Columbia/Main to St Paul. Traffic lights could be eliminated at Maryland and Old Columbia, sidewalks could be wider, making OEC better for cars and pedestrians. The bridge over the valley for the Southern loop headed East can serve as a SWM feature, described above. Put a traffic circle at Ellicott Mills and Main to continue this idea.
Spend the money and get it right. We have no problem spending an exorbitant amount of money on Columbia's redevelopment, yet we allow our county seat to take a back seat. Do it right and spend the money!
Please take the long-term approach of safety for sustainability of life for then the economics for this town and county can flourish. 95 % water mitigation will get the economy of scale back in order as society only thrive and towns only prosper when they are not fearful and underwater!
Show some concepts of Lot F drain and tunnel outfall. Show Maryland/CSX tunnel views. Get tentative CSX approval; public does not believe that it will happen because CSX is not on board.
Go forth and prosper
Keep Ellicott City authentic by minimizing radical changes to the historic architecture. The HPC should independently decide how any streetscape or architecture alterations are made.
I♥OEC.
Let the HPC have control over how the architecture and visual features is changed, not ask them to rubber stamp DPZ plans.
Do all you can to enhance old EC's unique and historic character.
Keep Ellicott City as Ellicott City, but with Safe and Sound practices to make businesses, residents, and visitors safe, but please don't use this as an opportunity to create something entirely new. Some of the problems are old issues, and this is a good opportunity to finally fix old problems. Parking Lot F is a great spot to expand parking, as its terrain is suitable to make a visually less obtrusive expansion, would serve to enhance the pedestrian access to all shops, and has much more superior ingress and egress than Lot D! Picture that, traffic trying to get out of an expanded Lot D. Good luck! Do a good job. I appreciate the opportunities for citizen feedback.

<p>The design for parking lot D is falsely predicated on the need to expand the drainage area when the tunnel will divert the water. This plan unnecessarily destroys our only public gathering space with a building that is out of character with the town and a multilevel parking structure that is required because you destroyed the existing parking lot. There is no precedent for buildings in Ellicott that are oriented toward streams or the river and your plan develops a "water feature" to fulfill a romantic notion of place. Please go back to your requirements that require changes to be in character with the historic structures and spaces and develop a new plan that is appropriate. I do not believe that the HPC would ever approve your current proposal for the reasons stated above.</p>
<p>I know this plan is preaching an overall increase to parking space, but those are only usable for people in good health. Visitors with special needs are unlikely to be able to visit a part of Main other than the one they parked in and business owners with special needs may be driven out of town by an inability to park anywhere near their business. Reducing street parking to loading zones and drop off zones only will hurt both the commerce on the street as well as the variety of business owners you can attract.</p>
<p>These are great ideas overall. However, as mentioned I visit there for the unique historic fabric. If it is removed, changed in character, etc. this will adversely impact visitation, business retention, etc.</p>
<p>too many parking lots that "serve" as another space. get rid of the lots. provide a decent public transportation system. you don't need 7 new parking lots.</p>
<p>Prohibit additional building in the hills above OEC.</p>
<p>Living on college Ave, a walkway/bridge to the middle of main street is needed- from St. Paul/New cut area. This will provide walking access to Main Street during construction on Maryland Ave.</p>
<p>Please remove cars from Main Street.</p>
<p>Obviously, safety is #1 concern. OEC gets crowded without the need of parking decks.</p>
<p>I look forward to finally moving forward with these important positive initiatives.</p>
<p>Thanks for all of the work.</p>
<p>Please consider the flooding activity on the west end more. This area is upstream, floods first, and floods easiest. There have been several occasions since the last flood where another 6-12" of stream levels would overflow the culvert and bridge</p>
<p>Maximize vegetation.</p>
<p>Mill is leaving. Plan for a multi-use residential and retail and waterfront area with a large London like Ferris wheel</p>
<p>You have to focus on the flood mitigation first and foremost as well as the historic preservation. Why was there no notice of the tunnel here? We should be seeing mockups of the tunnel and culverts rather than this secondary stuff. Please work to get this info worked out.</p>
<p>By allowing developers to build massive complexes at the top of the hill and taking away anything that resembles land or grass you destroyed the town yourself. Twice. Knocking down buildings that have been around for hundreds of years because some multi-millionaire wants to build terrible apartments is insane.</p>
<p>I have made this comment before at a Public meeting. Please investigate. Underground the Power lines and communications lines along main street or move them away from main street. I know for a fact no one has contacted BGE and challenged them to come up with something creative. For example, running the power lines through the new tunnel. Now is the time to plan that. There are many ways to pay for this so as not to hit the master plan budget. BGE can place a special rider or their bills to pay for this that would be a historic preservation rider. A competent government official who wants to see the city beautified would take this up. Those power lines are not just normal distribution poles they carry transmission lines at the top. That is why they are so unsightly. Please have someone in HC government contact BGE and start a dialogue. Now or never!!!! I know this can be done -- I worked in that business a long time.</p>

<p>Please continue to quickly get the renovations done. Please quickly get safety and parking enhanced. Still think that the store fronts on main street near the Tiber are a waste of taxpayer funds that will be gone again. Would be easier to have a park type setting. Let us make the tough choices now and not push them down the road.</p>
<p>Good luck and thanks for YEARS of hard work, investment, and outreach.</p>
<p>Continued fear and risks of living and shopping in OEC are a constant concern. The lack of action and continues meetings/discussions inhibit the peace of mind and action. Actions speak louder than words.</p>
<p>Want to know how the final numbers will be presented to the public. Also wondered if the firm hired for the study is enough, should another be contacted for a second opinion, now that the tunnel idea has been made more salable?</p>
<p>Good work. Let's get going!!!</p>
<p>I'm very much looking forward to experiencing the final results of this endeavor! Best wishes to you!</p>
<p>Build a pedestrian pathway from Village Crest to Main Street</p>
<p>Plans must be actualized asap - we cannot allow OEC to wither away and die - or drown - while we wait...and wait...and wait</p>
<p>Do not allow any more development in the EC Watershed area!</p>
<p>Again, want to re-iterate: *If* private property in the watershed is considering being sold for development (such as the property behind Klein Avenue in Central West End), please consider having the county approach the property owners to purchase that property for green space, instead of allowing further housing development that would contribute to more flooding. If any parking structures are going to be added, please "wrap" them in a manner that would make them seem more integrated with the historic character of Ellicott City.</p>
<p>Why not spend time to halt the development or redevelopment of anything upstream from OEC. If you want OEC to remain this is a must. So far, every plan just destroys what makes Ellicott City Ellicott City. These ideas to change what has worked for the city many many years are just ridiculous. They are expensive and yet solves nothing.</p>
<p>Thank you for all of your hard work and listening to and being a part of this beautiful community!</p>
<ol style="list-style-type: none"> 1. increase flood safety 2. improve interconnectedness of all the area has to offer...court house area, riverfront, oella side/trolley trail, mt ida....connect all!! 3. increase green space and public space especially along the river
<p>Should not proceed with any irreversible actions (like tearing down buildings) without detailed plans on what is to come. Focus on safety and preservation, not redevelopment. Emphasize convenience for people, not cars.</p>
<p>If Howard County will keep neglecting to clear out Ellicott City's historical drainage channels, Ellicott City will keep flooding. The plans presented here do not address the maintenance of the new drainage structures. So, they will not help a bit in the long run.</p>
<p>Please keep the work on track to reduce potential flooding. Also, please make sure that Main St is not a grid-locked traffic jam when work is being done. Terrible for those working or visiting here.</p>
<p>I think any parks or open areas added to Historic Ellicott City would be a plus! This gives visitors places to hang out and then maybe stay in town longer.</p>
<p>Please stop the development near Historic EC.</p>
<p>Please stop granting environmental waivers to developers in Howard County.</p>
<p>My eyes have been opened to the activity of the Planning and Zoning Department in regards to the last two items above, and I'm in shock. It seems to be a total disregard to what happened to this town and surrounding areas in Howard County in July 2016 and May 2018.</p>

This proposal/informational presentation is just wonderfully done. Great job!
Please lift the building moratorium well up-stream, i.e. Plumtree area. I need my life long investment now to live!
WHILE THE TUNNEL UNDER NORTH SIDE BUILDINGS IS A WAY TO MOVE THE WATER THE DRILLING OR BLASTING NEEDED IS LIKELY TO DESTROY MOST OF THE STRUCTURES INTENDED TO BE SAVED.
Please continue the moratorium on new building in the Watershed area. I would hate to lose more soil and trees for the benefit of an aggressive development, for which we don't have the infrastructure (roads, etc.) to accommodate additional homes in the area.
I think the plan looks beautiful and will keep the integrity of the historic elements.
Creating impervious surfaces will be key for the future of Old EC. Stop any new construction in the watershed upstream.
Seems a lot of projects and costs. Be mindful of construction all the time. Do this in stages where it doesn't feel like a constant construction especially during summer months and avoid impact on taxpayers all at once.
Thank you for allowing HoCo residents to actually see all the effort being done to bring back Old Ellicott City as a safe and beautiful day-trip destination for visitors.
I feel the estimated costs of the project (\$113 to \$140 Million) FAR outweigh the benefit of implementing all of the measures in this plan, particularly the tunnels. I feel only enough public money to reasonably mitigate risk of death should be spent. As development upstream continues, and as climate change worsens, both contributing to runoff and flooding, I feel there's no means to avoid future flooding of businesses on Main street. The public should fund only what is needed to avoid loss of life; private enterprise and the market should determine the remainder.
The master plan should be focused on the issue of storm water management created by over development of the surrounding area. What is proposed will not help the wrath created by decades of poor adequate storm water management.
Keep up the good work.
Get rid of the utility poles!
Is there any potential use of the old mill to be included as part of the historical area on both sides of river
Keep up the good work! Faster the better
Consider impact of overdevelopment "upstream" off of St. Johns Lane and in the Route 40 corridor. Overdevelopment does not equal prosperity. Slow growth to attend to traffic and safety needs of current residents.
Ellicott City represents a unique place to live for outdoor enthusiasts with nearby trails of Patapsco State Bark and Benjamin Banneker park. The walkability to restaurants and shops also appeals to those who seek outdoor adventures. Promote EC has a place to live for those who enjoy the outdoors experiences.
This is a very thorough and well-designed plan. This plan would propel Old Ellicott City to become a destination that far exceeds what it was before the floods and to revival Downtown Frederick and even historic Annapolis. This would ultimately be the real heart of the County and be a great complement to Downtown Columbia.
The reduction in properties acquired and removed is cramping the improvement opportunities and is a marked decrement in breadth of vision from the previous presentations. If owners are willing to sell, buy them out and improve both high flow characteristics of the area and the gathering spaces that would provide.
Thank you for the great work on a wonderful plan for OEC

<p>I think the time has come to let some of the historical structures go in favor of a safer Main Street. Many are simply facades, with little or no authentic features left. Ellicott City should be a place where folks shop, eat and gather without concern for their safety.</p>
<p>Please do something now. The building structures are still up and the whole town looks Ames's. The sidewalks are shameful the BGE gas things everywhere, the power lines. It's the land time forgot. Make it look pretty!!!! And do something about the flooding already.</p>
<p>Need a gated playground on lower Main Street! That will encourage families to stick around. I can easily see leaving my husband with the kids at the playground to shop or grab coffee for us to sit and enjoy the river and watch the kids play. Needs to be gated because kids run off and the river/streams are right there. Please include a gated playground. A low (4 ft) natural gate would suffice and blend in with the environment. Also, a gated dog park at the upper end of town would also be heavily used. This area is lacking on dog parks.</p>
<p>Thank you.</p>
<p>It's critical that there be a permanent ban on further development up stream of OEC. Any fixes in the next couple of years to the main street area & flood plain will not prevent future flooding if building is allowed to continue uphill.</p>
<p>Emphasize the historical nature of the town in any changes like the rebuilding after the bakery fire</p>
<p>Widen sidewalks everywhere and make bike lanes instead of on street parking for lower Main Street.</p>
<p>Make downtown more handicapped accessible. Getting into shops and parking, sidewalks and walkways wheelchair friendly.</p>
<p>Plow it down.</p>
<p>Great plans overall</p>
<p>How will you pay for it?</p>
<p>This needs to be completed asap before another flood occurs. When will a timeline be provided and work begin? This happened in 2016 and little was done before the 2018 flood.</p>
<p>I like the plan Kittleman finalized</p>
<p>Please do what is needed to make the area safe and spend our money fiscally responsible. We should not be using tax money to benefit home owners and business in a very small area of the county for these extravagant enhancements. You can build a lot of school improvements, park improvements, and extra fitness and bike opportunities that will serve more than extravagant enhancements that are not needed. If they want those things fund raise and ask for donations and investors.</p>
<p>I do not see anything for bike lanes in this plan, they should be added. Once approved the bike plan should be updated as well as the sidewalk plan to make note of these changes.</p>
<p>See plans from San Antonio, TX river walk (and pearl area). They have a great plan with a river. Additionally, consider plans for Houston, TX bayou place area as it's in a high flood plain as well.</p>
<p>Thank you for allowing public feedback!</p>
<p>Don't make this look like other historical areas, OEC is unique...keep it that way. Keep as many historical features as possible (granite curbs, old buildings). Don't use red brick, everyone uses red brick. Know it's cheap/easy but that's not what OEC feels like. Start working on this now!!!</p>

<p>As a taxpayer, I want to minimize the outlay of public funds spent to YET AGAIN 'revitalize' historic EC...for the number of businesses there (many of whom didn't have business insurance last time?): cost spent PER business seems too high; don't want to spend money JUST for 'historic preservation' when we need that money for future uses (education, environment, aging population). Business community usually gets the attention of the politicians because they are donors and organize, have legal representation, etc. I've lived in HoCo for almost FIFTY years, am a progressive liberal Democrat, but am tired of spending again and again for EC and seeing developers (esp. with downtown Columbia and 'Merriweather District') get their way while the homeowners with more modest incomes (esp. retirees) see the quality of life of our county go down.</p>
<p>As a resident, I would like to see sidewalks incorporated the entire way up Main Street to Toll House Road. Toll house supports many residences and access to Main Street is impossible to walk/bike. Columbia Pike access to parking in Lot D makes sense.</p>
<p>I want to thank the team for all work you have done in designing a future plan for Old Ellicott City. Such a complicated place. i would like to have seen the removal/relocation of the ugly wires that distract from the beauty of main street. There was a master plan type report done in 1976 that suggested the wires needed to be removed, parking needed to be addressed, traffic issues needed to be addressed, flood mitigation needed to be looked at, economic development was in the report. i read that report and looked at Ellicott city today and realize that little or nothing has been done in 43 years to address the items in the 1976 report. I hope my grandkids won't be reading this 2019 report in 43 years and say the same thing.</p>
<p>With the flower mill closing downs adds a great opportunity to improve the potential for development of public park and business opportunities along the river.</p>
<p>Integrating all areas of town will enhance foot traffic everywhere. There is no green park in town. It's much needed. Consistent attractive sine age and better labeling of important historic places and events would be nice. Burying power lines would be a nice aesthetic change</p>
<p>Thanks for all the hard work that has gone into this. Please do not allow developers to continue to have the most powerful input into plans for EC. The overdevelopment on College Avenue indicates that developers cannot be trusted to have the town's best interests at heart. People who are motivated not by profit but by a love for the town are its best stewards.</p>
<p>Is the county working with upstream neighborhoods to remediate water run-off from their properties? Bioswales along all the downhill residential streets that contribute to the OEC watershed could greatly diminish the amount of water flowing into the city. That might be a low-cost contribution to the overall solution to remediate the OEC flash flooding. Many Ellicott City residents and community groups could be tapped to assist in the creation of the bioswales. We all want to help---many are just waiting for someone to tell them exactly how they can help.</p>
<p>Looks great!</p>
<p>Preserving life should be in the forefront at every step of this process. Maintain historic integrity but preserve life first. Stop the over-development and developer exemptions. Protect the unique charm of this town.</p>
<p>I am excited about this plan! Good work!</p>
<p>As you can tell, I believe placement of parking structures is essential to influencing traffic flow and traffic flow (or congestion) will make a pleasant (or miserable) experience for visitors. Please use this opportunity wisely.</p>
<p>I feel The Master Plan is purposefully vague to allow certain business and development interests to expand and to formulate exemptions.</p>
<p>Planning is important, identifying what needs to be done is really important- however, the prioritization of those is key. And I have not heard anything related to prioritization.</p>
<p>I am excited to see what Old EC can be in the future.</p>
<p>I think overall the plan lacks focus on historic preservation.</p>
<p>Stop the flooding, save Disneyland for later</p>