

Summer Public Input Results Are In!

On June 25 and June 27, 2019, the Howard County Department of Planning and Zoning and the consultant team conducted two meetings to update the public on progress since the winter open houses. Following a presentation, attendees visited staffed display stations, asked questions, and filled out surveys. From July 10-31, 2019, an online open house was launched to gather additional feedback for those who could not attend the public meetings. All input has now been combined into a single data base.

How Will We Use the Results?

The combined comments will help inform and shape the Rt. 1 Master Plan as it approaches completion. Ultimately, this Plan will need to balance community needs with development strategies that address on-going corridor concerns. To do this, the County will consider and prioritize various implementation policies that best align with public sentiment.

How Are the Results Organized?

Citizens attending the open houses and responding to the online survey were asked a variety of questions related to the presentations and displays. Surveys included multiple choice and open ended questions dealing with desired change in the corridor, things to be retained, and how the public envisions the future of Route 1.

The following is a brief summary of the kinds of responses received and is not meant as an all-inclusive compilation. The results are categorized by five recurring themes: *Improved Transportation Infrastructure, Business Employment and Services, Preservation of Environmental and Historic Assets, Growth Management, and Quality of Life.*

#1: Improved Transportation Infrastructure

- Connectivity:
 - Trail/bike/pedestrian bridge improvements
 - Sidewalks/Crosswalks
 - Pedestrian Safety
- Traffic Calming/Reduction:
 - General Traffic Concerns
 - Desire for New Improvements
 - Parking Concerns
- Mass Transit:
 - General Mass Transit Needs/Transit Oriented Development
 - Mass Transit Ridership Doubt
 - Rail Lines
 - Bus Route/Lanes/Shelters

Surveys repeatedly raised the lack of interconnected sidewalks, trails, and bicycle paths, and crosswalks along Route 1 as a problem. These deficiencies were characterized as barriers to frequenting local businesses in a safe and convenient manner. Surveys also indicated that while addressing adequate

parking and traffic operations should be a consideration, addressing pedestrian facilities, such as sidewalks and paths, should be a priority to help mitigate the demand for cars.

Respondents overwhelmingly favored filling in missing sidewalk sections along Route 1 as a near-term goal. To encourage sidewalk use, there was also support for coordinating sidewalk improvements with providing or improving pedestrian crosswalks. Another near-term strategy suggested coordinating sidewalk improvements with traffic calming designs. However, survey results did not appear to support certain traffic restrictions, such as *No Turn on Red* or improved wayfinding signs.

Surveys also indicated that the County should explore multimodal transportation options in the corridor, but acknowledged that demand for bus ridership is currently light. Transit Oriented Development (TOD), which includes a mix of land uses, was identified as having a positive impact on transit use. Targeted traffic calming measures received support, including lowering speed limits to 25 MPH and road diets – which would narrow or repurpose traffic lanes. Lowering the levels of service for vehicles, thereby resulting in more congestion, was met with less enthusiasm.

#2: Business, Employment, and Services

- Desired Business Types:
 - More Mixed-Use Retail
 - Full Service, Sit Down Restaurants
 - Less Fast Food/Delivery
- Relocation or Renovation of Existing Businesses
- Concerns for Impacts on Existing Businesses

Respondents noted the many underutilized properties and businesses along Route 1, which could be renovated to create a more positive environment; with marginal businesses relocating elsewhere. An environment that encourages foot traffic and cultivates more local businesses was seen by some as a goal.

Another idea was to expand the vitality of the corridor into communities that do not directly front or are not visible from Route 1. Further, redevelopment of the corridor should be evenly distributed to benefit the many residential communities that surround Route 1.

#3: Preservation of Environmental and Historic Assets

- Recreational Areas and Green Space
 - Parks/Green Spaces
 - Preservation of Environmentally Sensitive Areas
 - Public Gathering Spaces/Open Spaces
- Street Trees and Vegetative Screening
 - Street Trees (reforestation)
 - Vegetative Screening
 - Scenic Roads
- Historic Preservation

Recreation areas and green spaces were cited as important amenities and participants supported their protection when corridor development or redevelopment occurs. In addition, the stream valleys that are interspersed along Route 1 and their use as active, interconnected, public recreational areas was seen as a positive. Respondents recommended sustainable development that would mitigate any encroachments into these areas. Overall, making the Corridor more livable was closely tied to preserving surrounding sensitive environmental habitats.

Almost 80 percent of respondents favored providing green infrastructure along the Corridor as a mid-term goal. While population in the area is projected to increase, respondents desired a sustainable pattern of development that is better suited for the environment and better manages storm water.

Unique and valued historic areas, such as Savage and Elkridge were also addressed. The Plan should respect the character of the numerous and distinct neighborhoods throughout the Corridor and their historic value should be respected. Methods should also be explored for their preservation.

#4: Growth Management

- General Density Concerns
- Adequate Supply of School Facilities
- Affordable Housing
 - Low Income Housing
 - Senior Housing

Concerns about the adequacy of public infrastructure got the most comments; with overdevelopment being a common theme. Development regulations should also be revised to require greater community enhancements in exchange for higher densities. Lack of affordable housing for a growing population was a notable concern – in particular addressing housing for the elderly.

#5: Quality of Life

- Placemaking
- Code Enforcement
 - Recommended mechanisms for ensuring implementation of the Rt. 1 Master Plan
 - Property Maintenance Policies
 - Design Manual Recommendations
- Aesthetics/Streetscapes
 - General Aesthetic Comments
 - Submerge Utility Lines Underground

Most survey participants supported place-making that would make Route 1 more welcoming and livable and redevelopment more aesthetic. They also suggested the County employ code enforcement to address such challenges. Consistently mentioned was the importance of streetscape improvements, such as street trees and landscaping, and placing utility lines underground.

Implementation strategies that focused on cooperation between citizens and businesses, in tandem with County plans for infrastructure improvements, were preferred. Respondents also desired to find

solutions through a collaborative process when meeting redevelopment goals. While addressing transportation issues was high priority for respondents, paying for infrastructure applying a local sales tax and Tax Increment Financing (TIF) received the lowest support.

Character Area concepts were widely accepted during the public meetings and online; in particular focused development nodes. Also favored was the pedestrian oriented town center concept with public gathering spaces. Key ideas supported by the survey results were: natural resource protection, transportation improvements, limited and targeted new residential development, and preserving historic character and environmentally sensitive areas.

A table with specific comments for each of the six Character Areas is provided. Comments are organized by what was liked most and what worked best, concerns about Character Areas, and other ideas. The table below outlines the comments made for each proposed Character Area. The comments are organized by the questions posed in the open houses: what participants liked and thought worked best, by concerns they had with the Character Area and if they had any additional ideas.

Summary and Next Steps

Overall, respondents supported the six Character Areas, targeted infrastructure improvements, and a desire to work with key stakeholders on the redevelopment of Route 1. This information will be shared with the planning consultants and help shape the Master Plan draft.

| | What Works Best | Any Concerns | Additional Ideas |
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| Character Area One | <ol style="list-style-type: none"> 1. Main street approach-continuous sidewalk/street trees/streetscape 2. TOD, mixed use entertainment -Commercial with less residential 3. Regional gateway i.e., Laurel Park, PG/AA/CL 4. Abandoned, eyesore property is redevelopment opportunity 5. Town center | <ol style="list-style-type: none"> 1. No new large scale residential on Rt. 1 (i.e., 175) -Overdevelopment 2. Increased traffic from commercial redevelopment -Unbalanced, density driven development without adequate investment/supporting resources (i.e., schools) - TOD public facility infrastructure 3. Existing eyesore, facelift needed; motels/auto yards attract crime 4. Surrounding uses ≠ investment, redevelopment hindrance 5. Removing existing business, industrial provides jobs 6. Missing sidewalk and paths for bikes 7. Plan detail/SHA agreement 8. No connection to Rt. 216, Rt. 95 or Rt. 295 9. Keep some undeveloped land 10. Large industrial users (i.e., Coastal/Dreyers) 11. Laurel Park floodplain 12. No stop at Laurel Park 13. Any attempt to connect Laurel development across Patuxent River to Laurel Train Station 14. Motels provide housing for some | <ol style="list-style-type: none"> 1. Consider more social spaces 2. Consider more transit/ transportation options for affordable housing, i.e., bike lanes 3. Consider including Emerson/All Saints (Rt. 216-95) in CA -Connect with office/residential -Baltimore/Wash. gateway 4. Keep auto-oriented uses for tax base and jobs -Beautify, create auto park 5. Consider ped/bike connections along 1 to surrounding county -Safe routes to schools 6. Keep remaining mobile home parks, hidden off Rt. 1 and affordable 7. Consider a main street approach without more gas stations, convenience stores, fast food -Diversity of businesses, not just what's there -Ensure adequate parking to support business -Model Ellicott City historic appeal, soften industrial feel 8. Address env violations 9. Increase law enforcement -Illegal drugs/sex activity 10. Need housing allocation to low-income (Section 8) 11. Consider Laurel Park transit 12. Need marketing: ethnic food trends, craft bar, small shops 13. Consider consistent investment incentive vs. through up-zoning 14. Limit residential component |

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| Character Area Two | <ol style="list-style-type: none"> 1. Transition to support existing residential <ul style="list-style-type: none"> -Commercial mix -Shopping/restaurant/grocery 2. Natural area preservation <ul style="list-style-type: none"> -Access foot/bike trails -Area adjacent to Allied Trailer 3. Light industrial/commercial <ul style="list-style-type: none"> -Trailer removal on east of Rt. 4. Tree/grass median dividing Rt. 1 | <ol style="list-style-type: none"> 1. No large scale residential on 1 2. Planning responsive to Savage's unique history/character <ul style="list-style-type: none"> -Expanding 32 connection 3. Lack of green space preservation on Little Patuxent 4. Sits in floodplain, stormwater management 5. Utility row prevents neighborhood connections 6. 32 panhandling 7. Mixed use = high density 8. Carmax has been good neighbor, not a priority 9. Diversity of competing commercial interests, e.g. used car lots, grocery stores, restaurant in industrial park and gas station - not conducive to harmonious character area | <ol style="list-style-type: none"> 1. Consider woods preservation along Little Patuxent <ul style="list-style-type: none"> -Green space/park, community space (events) -Make area center of forest conservation/reforestation -Part of Savage brand 2. Protect Savage Mill/natural areas, enhance and connect <ul style="list-style-type: none"> -Savage trail to Laurel 3. Provide sidewalks and bike paths between neighborhoods, retail and adjacent character areas 4. Replicate Carmax landscape frontage 5. Push back trailers from Rt. 1 6. Provide Gorman connection to Savage MARC 7. Consider utility right-of-way with paths/trail connections between neighborhoods 8. Leave as is, current amount of development is fine 9. Need grocery store 10. Expand Savage district parks and make improvements to trails; balance with more development <ul style="list-style-type: none"> -Business attraction, Savage Mill support 11. Provide senior housing intermixed with green areas |

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| Character Area Three | <ol style="list-style-type: none"> 1. Hotel/conference/hospitality use -Related commercial; business park 2. Trees, trail/natural space integration 3. Rail trail 4. Diverse uses -higher end housing, shopping center 5. High school 13 6. Existing residential integrated into surrounding area | <ol style="list-style-type: none"> 1. Overdevelopment and population increase -Future school overcrowding -Bank more schools, no cost to HCPSS 2. Sidewalks needed 3. Hotel/motel negatively impacting other businesses -Contributing crime -Poorly maintained mobile home parks and junk yards 4. Quarry area location for high school 13 5. Existing flooding worsened by changing land -Natural springs in area 6. Business needs high-tech focus 7. Office park compatibility with schools 8. Quarry status/viable land use projection 9. Quarry lake not mentioned -Active barrier to near-term opportunities 10. Divided bike lanes 11. Dense development's impact on schools 12. Gatewood Dr. (mobile homes) access 13. Do well, last large undeveloped area 14. Environmental quality of greenways, forests and streams 15. Increased traffic burden on Guilford Road and Rt. 1, loss of housing for road widening | <ol style="list-style-type: none"> 1. Consider more parks in area, playgrounds and places to walk -Near Mission Rd. 2. Provide more transit/transportation options for affordable housing 3. Use old railroad trail for transit east of Rt. 1 -Gateway trail 4. Preserve rather than build, corridor developed enough 5. Avoid another after-quarry gated community -Housing that complements the high school, connects to surrounding areas 6. Use permeable pavement 7. Consider upscale commercial (i.e., Clarksville Commons) 8. Provide wide roads with good traffic patterns for high school 13 9. Make connection to Gateway, NBP, Fort Meade, Emerson, and APL/Maple Lawn 10. Consider an additional middle school |

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| Character Area Four | <ol style="list-style-type: none"> 1. Food truck cluster 2. Transportation improvements: sidewalks, bike lanes, bus shelters 3. Warehouse /industrial with some commercial infill 4. Troy Park development 5. Relocating auto-junk from residential 6. Little residential proposed | <ol style="list-style-type: none"> 1. New residential but no new infrastructure (i.e., roads, schools) -overdevelopment, already overbuilt (i.e., project at pet cemetery) 2. No existing roadway amenity; need sidewalks, landscape 3. Traffic signal at Bluestream and Rt. 1 4. Existing eyesore, facelift needed -Old shops/buildings on Rt. 1 5. Road diet equals reduced volume and Rt. 1/175 intersection is already in gridlock -Increase accidents @Bluestream Dr. 6. Not much change from what it is 7. No new residential needed, Hanover ES opened over capacity -Residential under construction but no high school 8. Food trucks 9. Don't want to celebrate industrial character; want tree and landscape screening 10. Food truck permitting 11. Making TOD with no T (i.e., Oxford Square) 12. Hard to navigate area today 13. Rt. 1103/1 intersection already bad without new traffic 14. Flex office space demand 15. How these plans will actually change function and appearance 16. No safe bike crossing of Rt. 100 | <ol style="list-style-type: none"> 1. Provide connection between Character Areas 3, 4, 5 and 6 via bike trails 2. Consider recreation/ neighborhood park in area 3. Consider more social spaces 4. Provide sidewalks and bike paths between neighborhoods and retail 5. Clean up/redevelop junk yards - Move away from residential 6. Consider auto auction site redevelopment 7. Provide traffic lights for higher density residential and industrial areas 8. Clean up flea market property 9. Maintain billiards hall 10. Directional signage in area to improve wayfinding 11. Consider a dog park in area 12. Improve 103 for heavier traffic Sidewalks and bus shelters on Rt. 1 at Blue Stream Dr. 13. Provide more trees and natural look 14. Consider retail for residents rather than flex office 15. Consider smarter, sustainable redevelopment (i.e., Elkridge Community Center) 16. Take into account residential nearby 17. Provide Rt. 1 visual buffering 18. Consider a bike/ped bridge over 100 to access Troy Park from south and Dorsey MARC from north |

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| Character Area Five | <ol style="list-style-type: none"> 1. Library, senior center, connections; Library as civic node in north corridor 2. Potential center for Elkrige 3. Recreation 4. Medium density residential vs. higher 5. Connections to surrounding neighborhoods | <ol style="list-style-type: none"> 1. Incomplete sidewalks and buffers 2. Need additional sidewalks and paths 3. High school needed -Land bank auto/truck terminals 4. Overdevelopment, pressure to continue building 5. Not much change from what it is -Run down motels, building renovations needed, poorly maintained junk yards 6. No more high density residential -Tremendous infill, overcrowded schools 7. Existing eyesore, facelift needed -Ducketts Ln. junk yard -ABS trucking conflict w/ residential 8. Auto junk, poorly maintained, overwhelming amount of auto uses as potential redevelopment 9. No additional residential, mix use without housing 10. Business relocation costs 11. Environmental preservation not defined, don't know how it would work 12. Affordability 13. Speeding/no sidewalks (Dr. Patel Dr. to county line) 14. Residential/truck traffic conflicts 15. Area east of Rt. 1, environmental hazards from existing uses and proposed civic and residential 16. Everything will end up residential | <ol style="list-style-type: none"> 1. Consider sidewalks with buffer (i.e., Troy Hill) -Civic/rec area connections to surrounding neighborhoods -Neighborhood gaps to Rt. 1 -Troy Park to Rt. 1 -Housing to retail 2. Provide connection between Character Areas 3, 4, 5 and 6 via bike trails 3. Consider high school 14 across from library 4. Create auto-oriented park for business relocation 5. Provide police satellite office 6. Consider a community gathering area w/ connection to retail: coffee and other shops; stage area for bands and food truck area 7. Provide sidewalks/bike paths between neighborhoods and retail; Consider an overpass for walking/biking over train and major roads/library 8. Provide library wayfinding 9. Relocate junk yards to industrial park (i.e., ABS) 10. Maintain mobile home parks, last affordable housing 11. Move truck companies into Character Area 3 12. Consider public art in public space, develop around water 13. Provide sidewalks on Rt. 1 and Old Washington Rd. 14. Replace junk yards with resident amenities and natural areas 15. Remove motels, mobile home parks and junk yards 16. Underground powerlines from Ducketts Ln. to Old Wash Rd. 17. Consider environmental restoration, buffering, reforestation and reducing carbon footprint |

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| Character Area Six | <ol style="list-style-type: none"> 1. Retain and build on special/historic places 6 -Scenic roads 2. Mom and pop 3. More shops, less residential -Single family housing with mixed use 4. Walking paths to embrace parks/nature in area 5. Elkridge Corners shopping center 6. Howard/Baltimore proximity - Guinness, Patapsco Heritage Greenway Trail, main street Elkridge | <ol style="list-style-type: none"> 1. Need additional sidewalks and path connections, barriers to investment 2. High school needed 3. No new housing, overdevelopment -Infrastructure for roads, support restaurants and commuters -Rush hour already functions poorly with Hanover Rd. development 4. Not much change from what it is 5. Overdevelopment of historic area and environmental areas of Patapsco River 6. No ped/bike crossing at CSX tracks 7. Small scale, edge area not able to support business, not visible 8. Parking and traffic from main street development 9. Opening tunnel between upper/lower Main St. 10. Loss of uniqueness 11. Making historic area walkable and safe 12. Hotel crime, Bonnie View Ln. -Already high drug/crime area 13. Too much infill, feels like converting at 1:5 houses per acre 14. Flooding events, all roads impassable 15. No green spaces or parks or access to the river 16. Homes owned by LLCs ready to develop without a plan in place 17. Loss of character with newer development (i.e., Riverwatch, Lawyers Hill Overlook) | <ol style="list-style-type: none"> 1. Build retail into Main St. 2. Clear Main St. to make visible, -Pictures of Old Viaduct hotel along railroad, hospitality, partner w/ Belmont -Viaduct connection -Lower Elkridge Main St. revitalize as commercial with walkable area with small shops, restaurants, parking areas, no more dense housing in this area 3. Provide connectivity of trail from Patapsco/Rockbun parks to Main St. through to Guinness -Guinness part of revitalization 4. Consider a connection between Character Areas 3, 4, 5 and 6 via bike trails 5. Provide parking for outdoor river recreation - kayak, hike, bike -Pocket park along Patapsco at Volleyball House; more green space 6. Consider an opportunity to connect upper and lower Main Street via railroad tunnel 7. Preserve community feel 8. Consider a Historic district for lower Elkridge/Main Street 9. Consider a pedestrian access to cross river and connect to BaCo (suspended from Rt. 895) -Over the Patapsco and to Ellicott City via Grist Mill Trail 10. Keep Daniels 11. Push out motels, taking buildings down and replacing with forest or different business 12. Provide traffic signal at south end of Old Wash Rd. and Rt. 1 to function during rush hour only 13. Consider no development on steep slopes, loss of character 14. Strengthen Lawyer Hill historic district 15. Make Montgomery Road over Rt. 95 safe for bikes |

