

Ellicott City Watershed Master Plan

HPC Workshop | November 7, 2019

Howard County Department of Planning and Zoning

Mahan Rykiel | Arnett Muldrow | RK&K | Land Studies | SouthCoast Consulting |
Preservation Consulting

In consultation with: McCormick Taylor

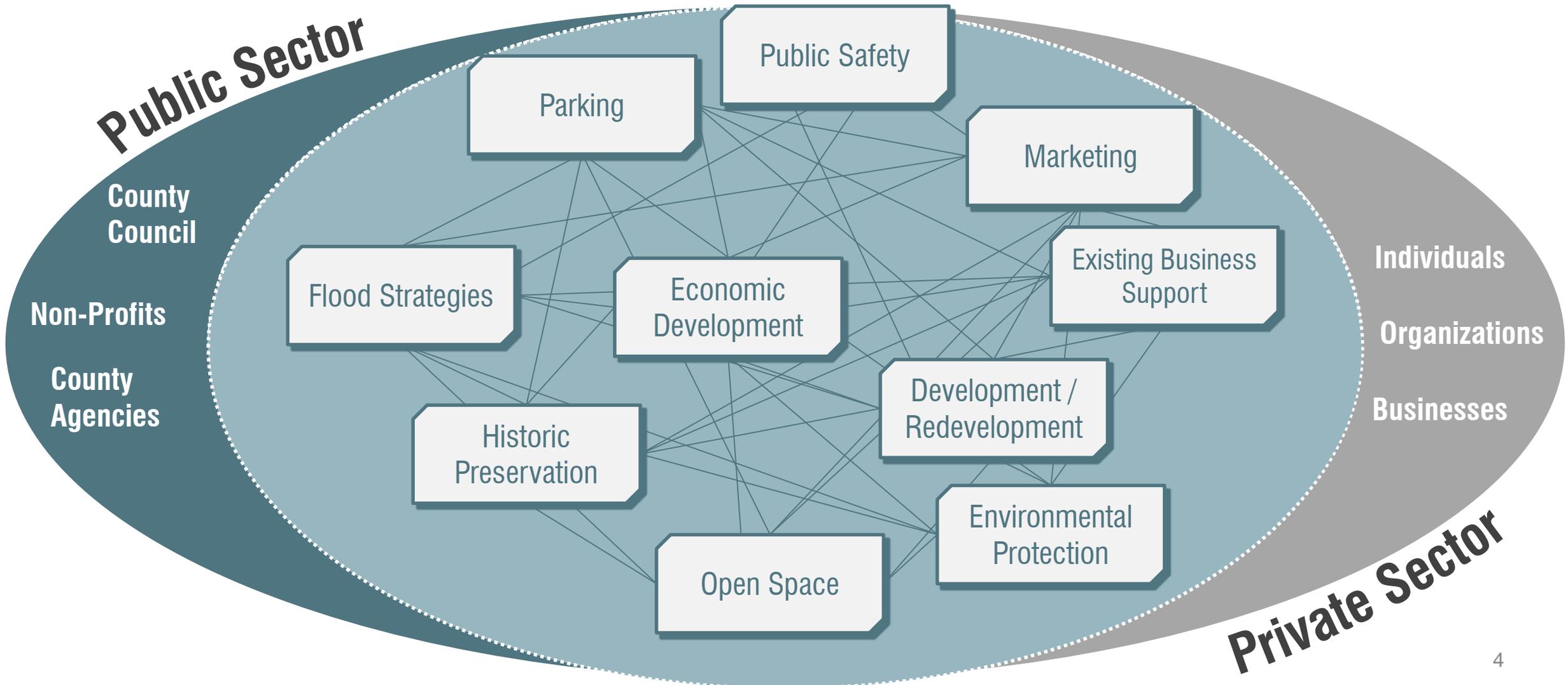
Outline

- 1. Introduction**
- 2. Plan Frameworks**
- 3. Concepts by Area**
- 4. Next Steps**



Introduction

Master Plan (Long-Term Guiding Plan)



Public Involvement Process

May 2017 to October 2019

- Seven public workshops
- Summer 2019 online open house
- Multiple online input opportunities
- Master Plan Advisory Team
- 2017 Focus Group Interviews
- Draft plan public comment




We are here

Ellicott City Safe and Sound

Ellicott City Safe and Sound Goals:

- Ensuring Public Safety
- Supporting Business and Property Owners
- Retaining Ellicott City's Historic Charm
- Developing a More Inclusive, Community-Driven Process

Section 106

Review Process:

- Triggered by state/federal funding/permitting for flood mitigation
- Initiate process and involve other parties and the public
- Identify historic properties
- Assess adverse effects
- Resolve adverse effects

Vision + Goals

Vision

*Ellicott City and its watershed is a model, resilient community that thrives by protecting its people, commerce, history, culture and natural environment; **and by enhancing its vibrant and authentic character.***

Goals

#1 PROTECT OUR RESIDENTS, EMPLOYEES AND VISITORS

#2 MANAGE WATER QUANTITY AND PROTECT WATER QUALITY

#3 PLAN FOR ECONOMIC SUCCESS

#4 ENHANCE THE EXPERIENCE

#5 PROTECT AND PROMOTE THE IDENTITY

#6 ORGANIZE FOR SUCCESS

Part I:

Plan Frameworks

Plan Frameworks

- 1. Flood Mitigation**
- 2. Environmental Sustainability**
- 3. Transportation and Parking**
- 4. Economic Development**
- 5. Community Character + Placemaking**

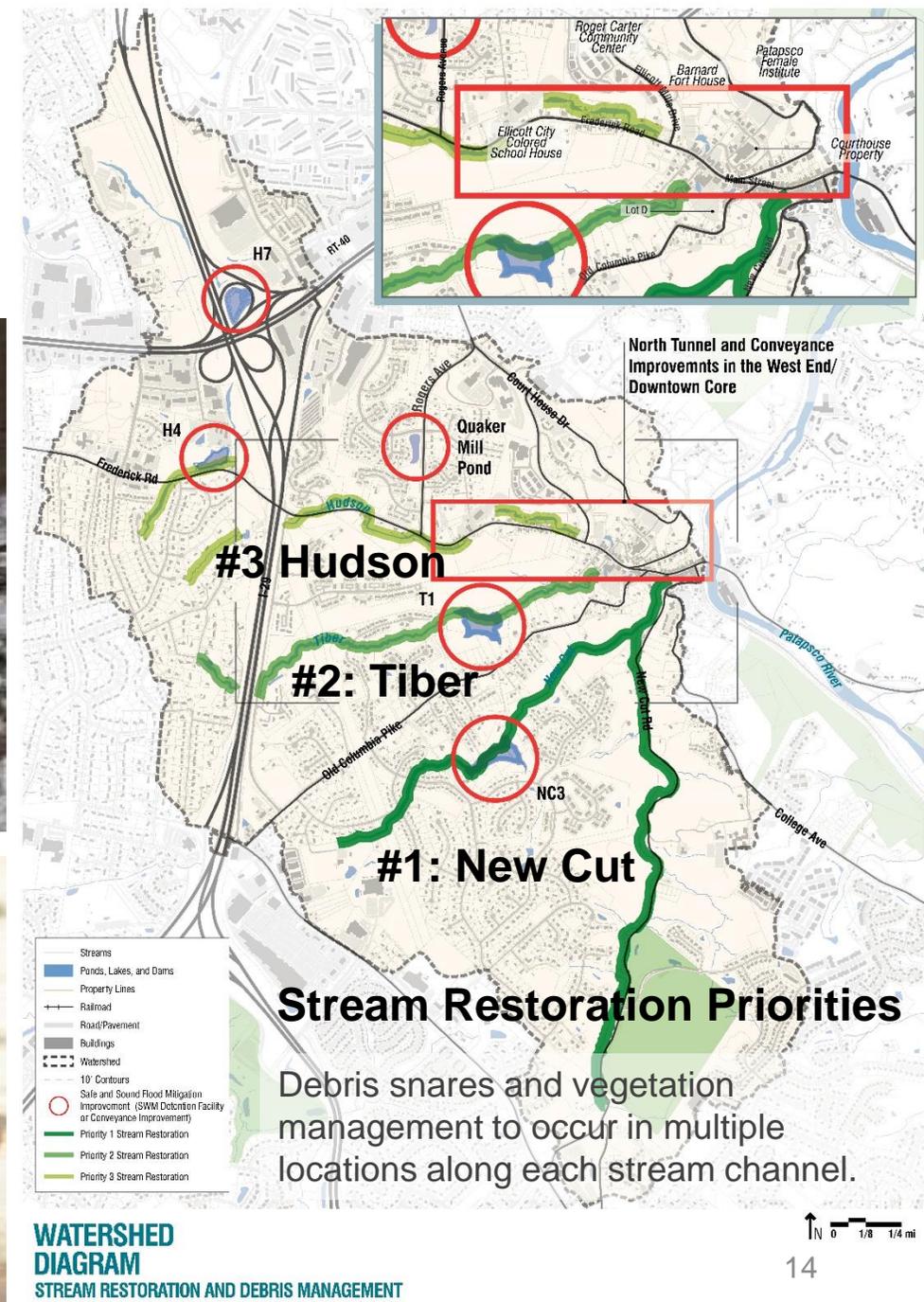
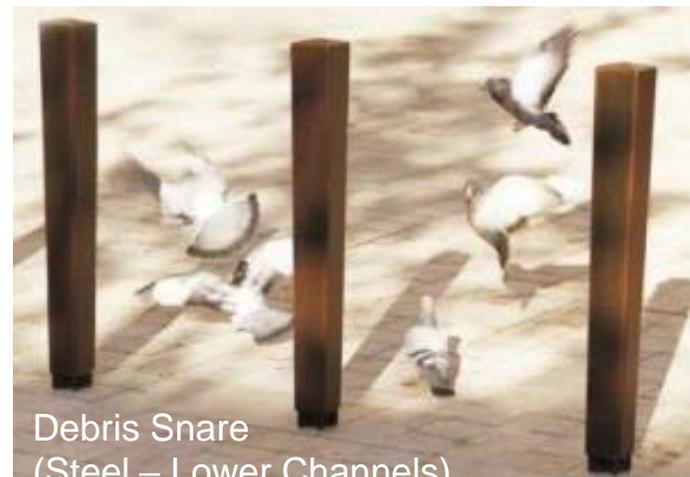
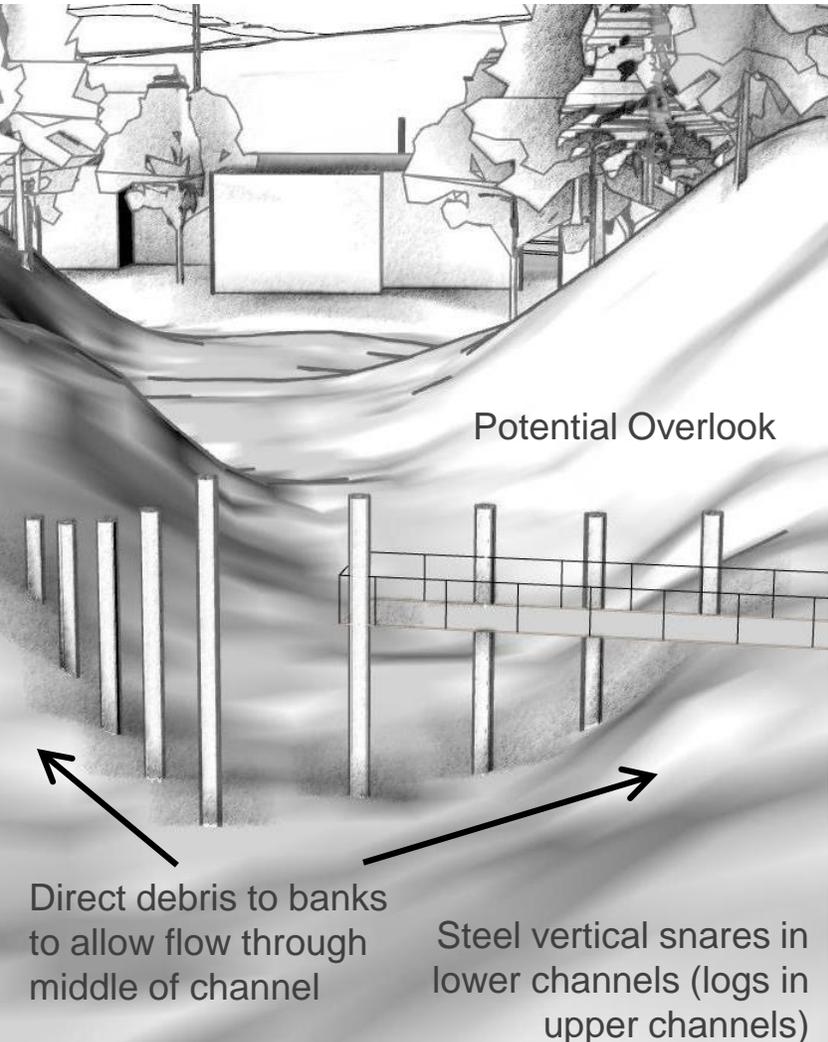
1. Flood Mitigation

Guidelines

1. Help achieve other planning goals through flood mitigation projects, whenever practical.
2. Monitor and evaluate the need for additional flood mitigation projects after Safe and Sound projects have been built.
3. When planning additional flood mitigation projects, include strategies to reduce the impacts associated with storm debris.
4. When planning additional flood mitigation projects, consider and explore ways to minimize flood impacts from the Patapsco River.

Flood Mitigation

Debris Management and Stream Restoration



2. Environmental Sustainability

Guidelines

1. Uncover and restore streams that are piped below ground whenever practical.
2. When planning improvements, increase green space, wherever possible.
3. Employ permeable surfaces, including permeable pavement, and other green infrastructure wherever they best achieve environmental goals.
4. Increase tree canopy, where possible.
5. Aesthetically integrate environmental site design features, such as micro-bioretenion, into surrounding landscapes.
6. Use a variety of implementation techniques to protect and enhance the watershed's green infrastructure network along the Patapsco Riverfront.

Environmental Sustainability



Permeable Paving and Bio-Retention



Rain Gardens



Tree Canopy

Green Infrastructure



Permeable Paving (Savage Library)



Green Roof

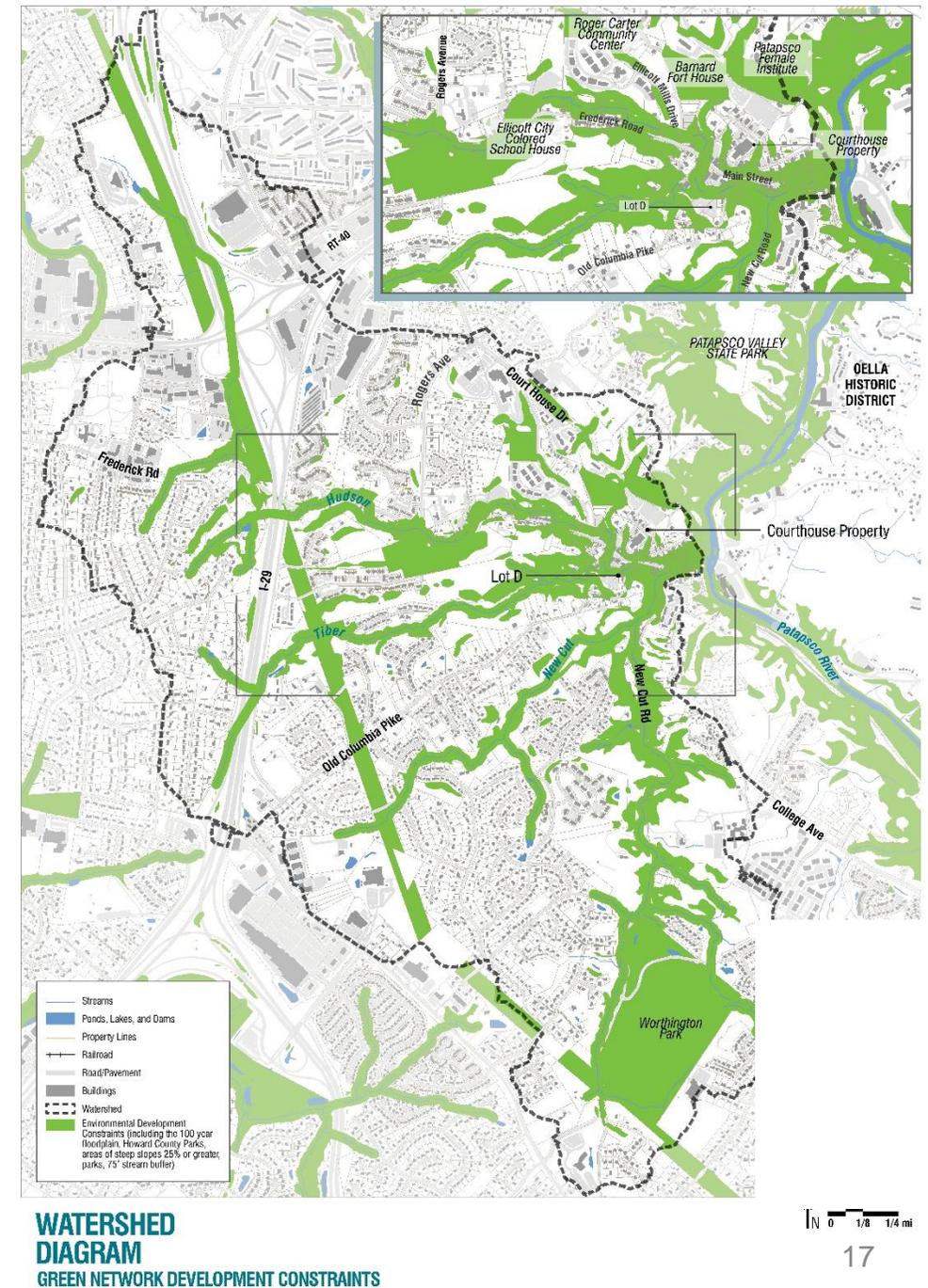


Green Wall (Clarksville Commons)

Environmental Sustainability



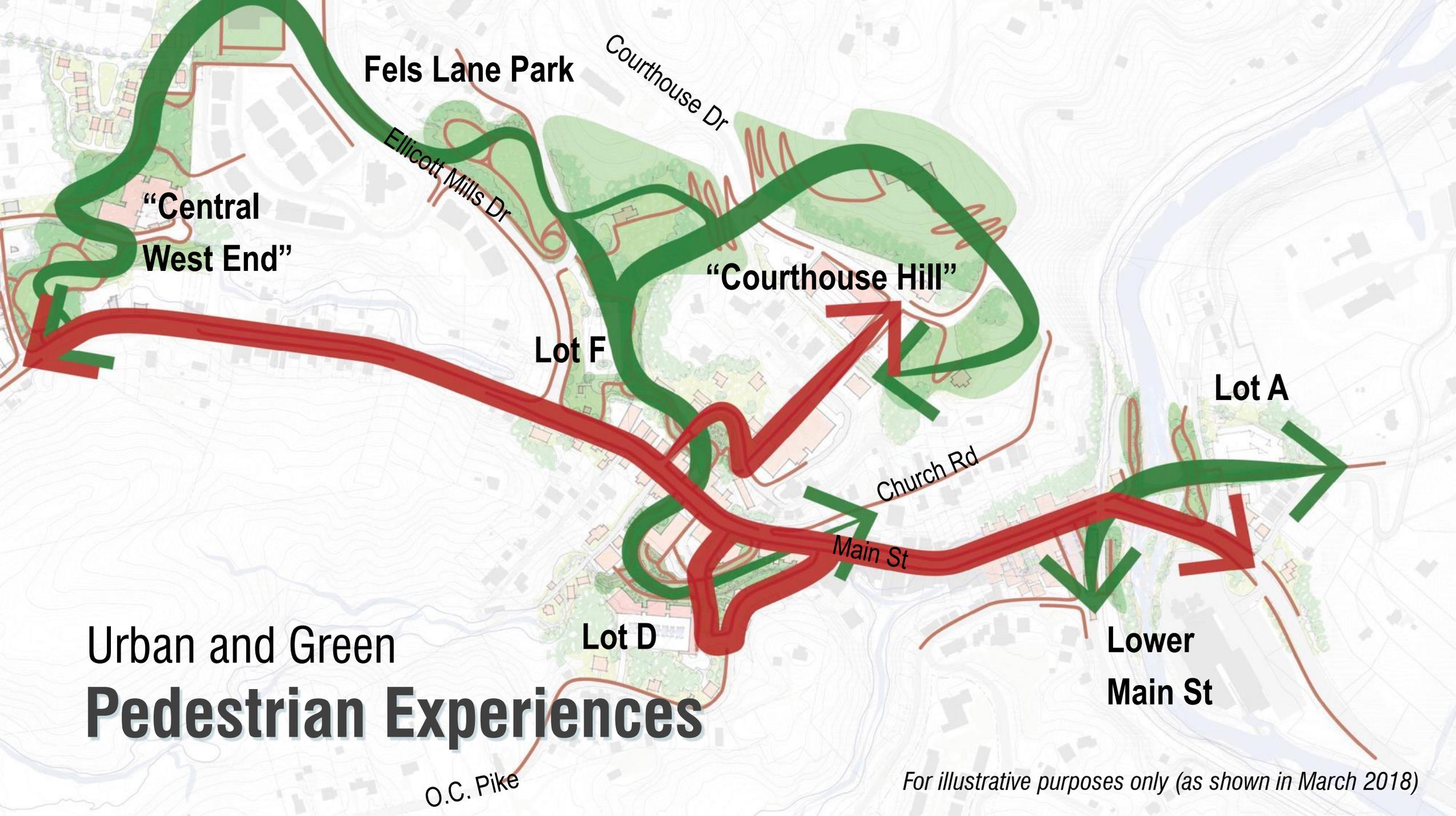
Protected Lands Serve as the Foundation for the Green Network



3. Transportation and Parking

Transportation Guidelines

1. Support alternative ways of getting around (walking, bicycling, shuttle, and regional transit) through the transportation network.
2. Make the experiences of a pedestrian more enjoyable than currently exist.
3. Make sidewalks and paths more accessible, to more people.
4. Link nearby neighborhoods to downtown with new pedestrian and bicycle paths.
5. When designing streetscape improvements, enhance visual and physical access to high ground.



Fels Lane Park

Courthouse Dr

Ellicott Mills Dr

“Central West End”

“Courthouse Hill”

Lot F

Lot A

Church Rd

Main St

Lot D

Lower Main St

O.C. Pike

Urban and Green Pedestrian Experiences

For illustrative purposes only (as shown in March 2018)

3. Transportation and Parking

Parking Network Guidelines

1. Be comprehensive in the overall parking strategy for Ellicott City and consider the alternative ways people get around.
2. In the near-term, restrict on-street parking where flood risk is greatest.
3. If on-street parking is restricted, accommodate short-term needs (drop-off, loading, and deliveries).
4. Over time, locate most off-street parking out of flood-prone areas.
5. While the location of parking may change over time, plan for overall parking supply to meet typical demand.
6. When new parking is being planned to meet supply, balance the number of spaces against other site opportunities and the surrounding character.

Parking Network

EXISTING PARKING

Lot A = 76

Lot B = 24

Lot C = 31

Lot D = 238

Lot E = 28

Lot F = 95

Lot G = 47 (Temporary)

On-Street = 85

Courthouse = 275

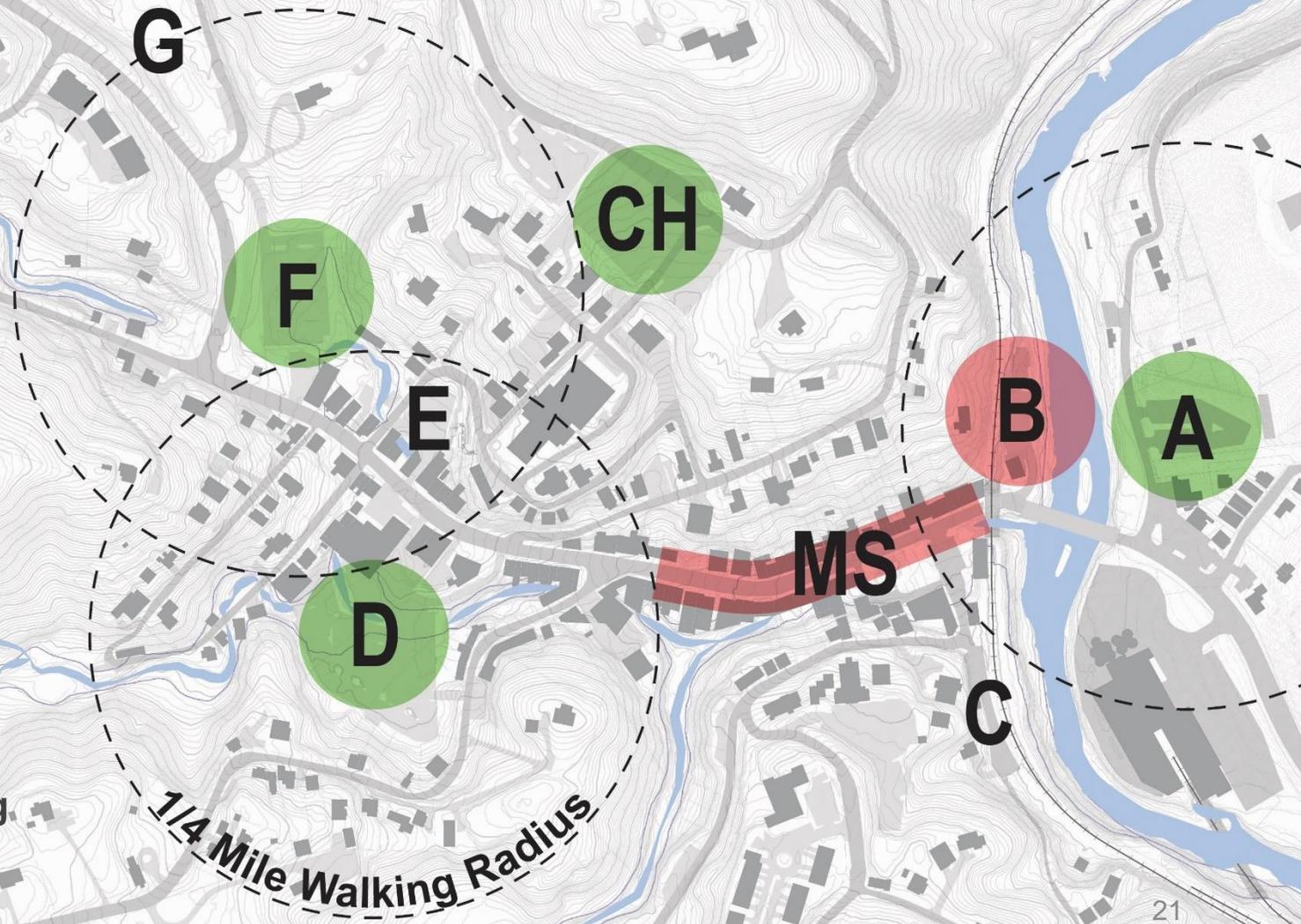
TOTAL = 852 spaces (899)



Best Opportunities to Increase Parking.



Potential Areas for Reduced Parking



4. Economic Development

Guidelines

1. Ensure customer and visitor access to downtown businesses during construction.
2. Coordinate efforts to draw customers downtown during project construction.
3. Design new buildings to accommodate the future expansion of successful businesses.
4. To support a critical mass of activity, primarily cluster commercial uses primarily along Main Street.
5. Protect and enhance Ellicott City's historic and distinctive character and view this character as intrinsic to the town's economic value.
6. To support sustained investment in historic buildings, enhance and celebrate downtown as an attractive place to shop, live, and work.

Economic Development

- Opportunities for **downtown** exist in key categories
 - **Restaurants** (both full-service and limited service)
 - **Furniture & Home Furnishings**
 - **Specialty Food Stores & Grocers**
 - **Pharmacies & Drug Stores**
- Arundel Mills skews the clothing data for the Secondary Trade Area, but the mall should not be viewed as a direct competitor with the specialty shopping in Ellicott City.



Economic Development



WHAT WILL YOU **TAKE AWAY?**



LOCAL
FLAVOR



DISCOVER A STORY WORTH
LEARNING

OLD ★
ELLCOTT
CITY



Y
IP
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VisitEllicottCity.com

EXPLORE THE **GLOBE** SO CLOSE BY



OLD ★
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5. Community Character + Placemaking

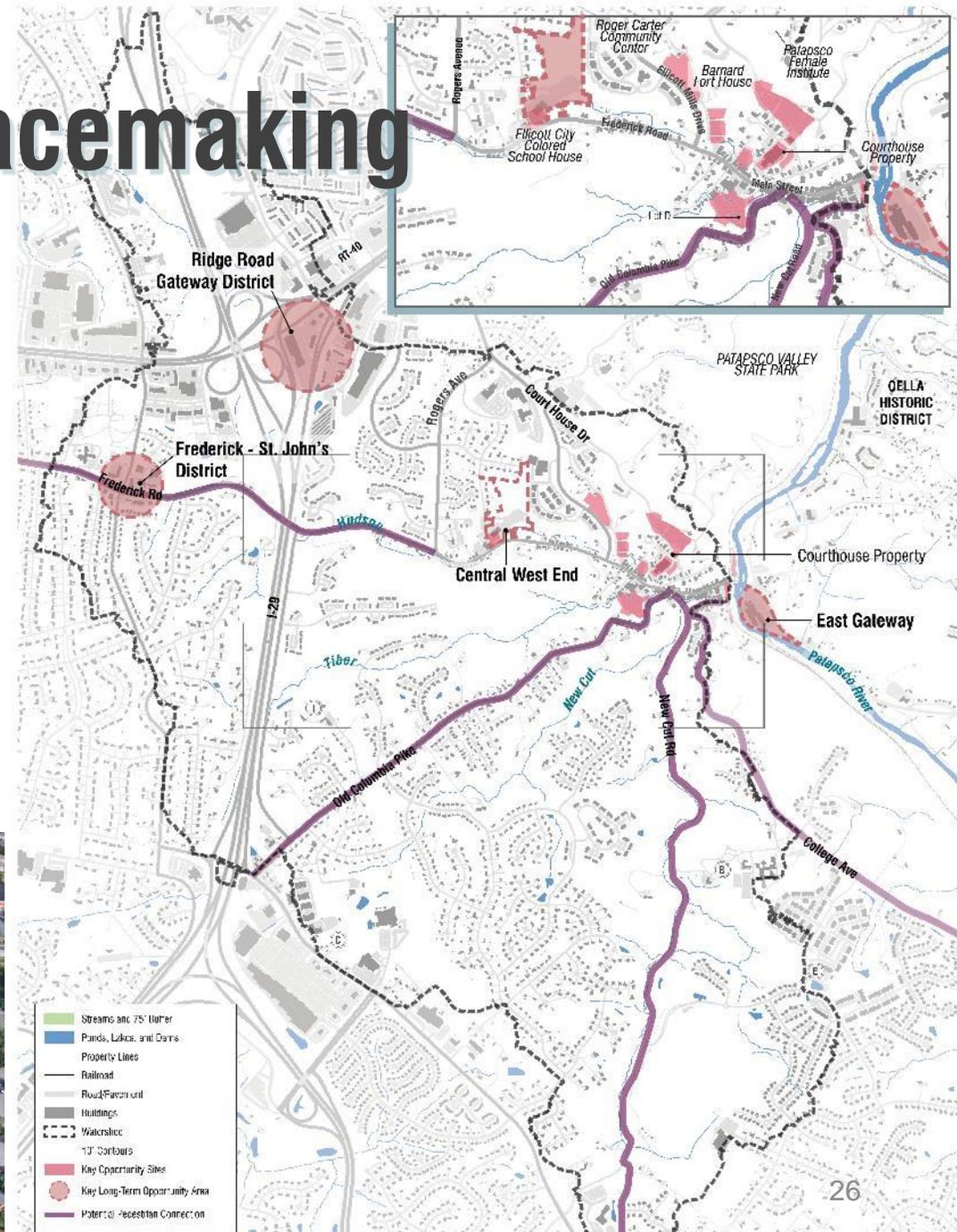
Guidelines

1. Consider character-based development regulations, such as form-based codes, for downtown, surrounding areas and corridors to better reflect the historic atmosphere.
2. Include flexible outdoor spaces that can be used by the public for a variety of events and purposes.
3. Integrate art where possible.
4. Provide interpretive signs, displays and features to increase public awareness of Ellicott City's heritage.
5. Provide interpretive signs, displays and features to increase public awareness of Ellicott City's flood risk.
6. Interconnect public outdoor spaces, parks and open areas in the downtown with a hierarchy of sidewalks and paths.

Community Character + Placemaking

Character-Based Codes

- Frederick-St. John's District
- Ridge Road Gateway District
- "Central West End" (West End Service Site)
- "East Gateway" (Baltimore County)
- Areas within the Core



Community Character + Placemaking



Avoid: Site designed to fit architecture



Avoid: Site designed to fit architecture



Encourage: Architecture designed to the site

Community Character + Placemaking



Part II:

Concepts by Area

Concepts by Area

- 1. Streetscape**
- 2. West End**
- 3. Ellicott Mills Gateway Area (Lot F, Lot G, Heritage Center)**
- 4. Upper Main (Lots D and E)**
- 5. Courthouse Hill**
- 6. Lower Main**
- 7. Riverfront**

Streetscape

Guidelines

1. Design streets, sidewalks and associated pedestrian areas to be simple, consistent and authentic.
2. Use flood resilient materials and construction methods.
3. Integrate visible and audible emergency alert systems into the design of streetscapes.
4. Consider potential impacts from storm debris in the design of streets, sidewalks and associated pedestrian areas.

Streetscape (Long-Term)

Potential
Traffic Circle

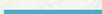
-  New Sidewalks
-  On-Street Parking/Drop-Off/
Delivery
-  Crosswalks
-  New Curb Bump-Outs

 Rename to "Main Street"

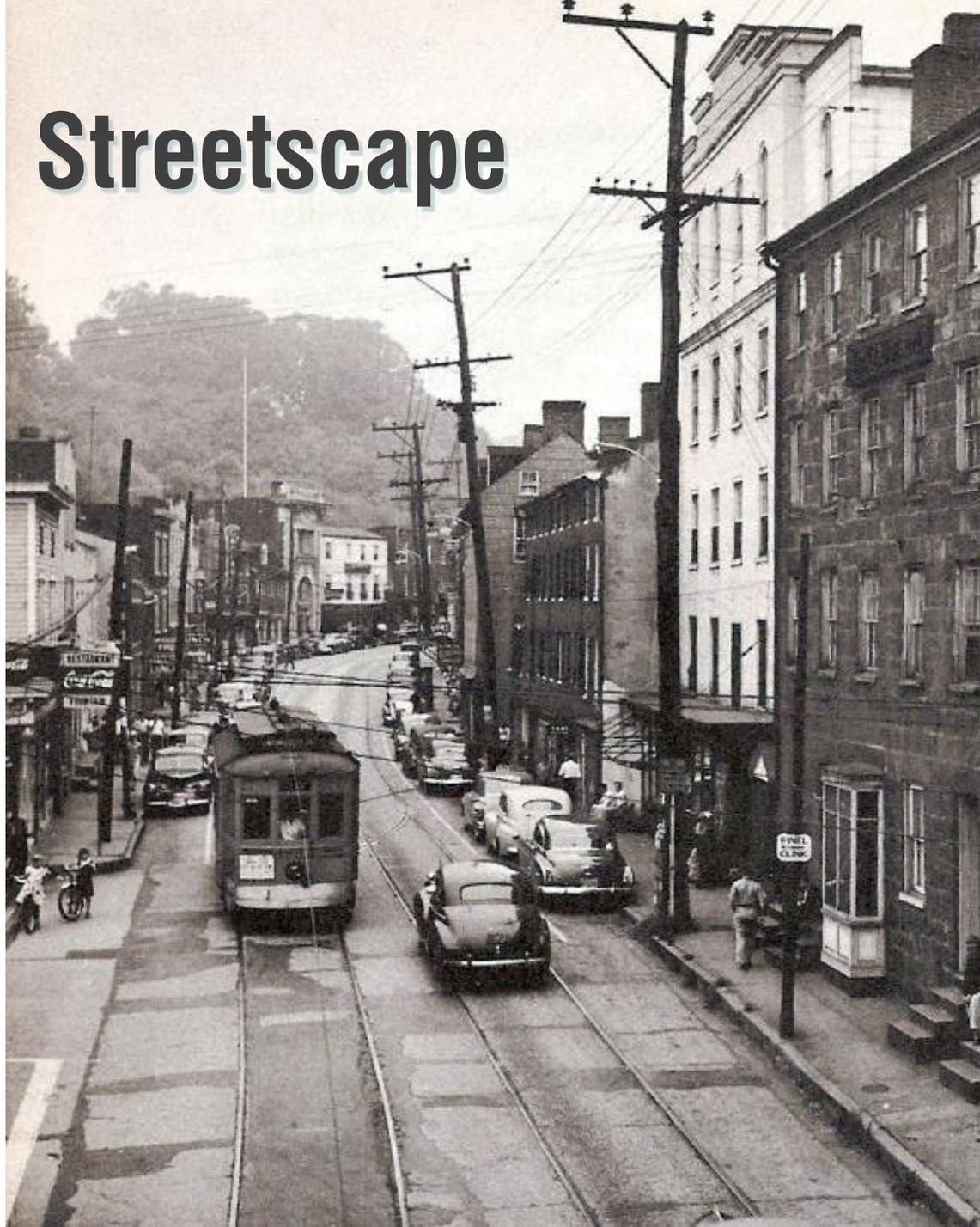


Streetscape (Long-Term)

Rename to "Main Street" 

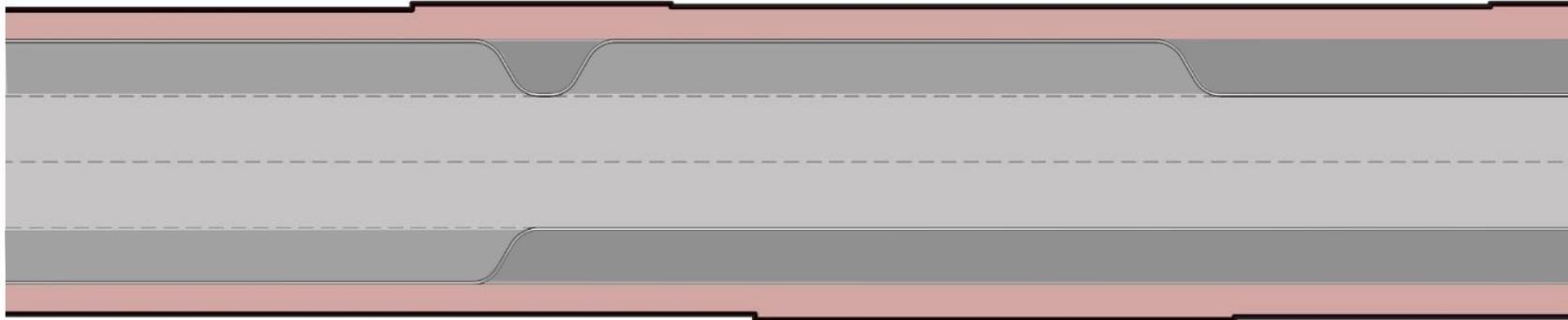
-  New Sidewalks
-  On-Street Parking/Drop-Off/
Delivery
-  Crosswalks
-  New Curb Bump-Outs

Streetscape

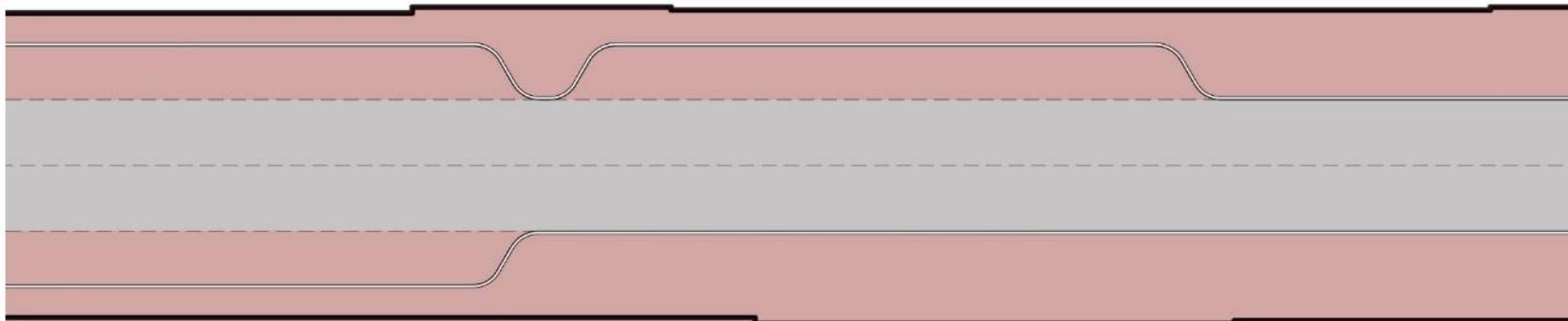


Simple Streetscape Geometry

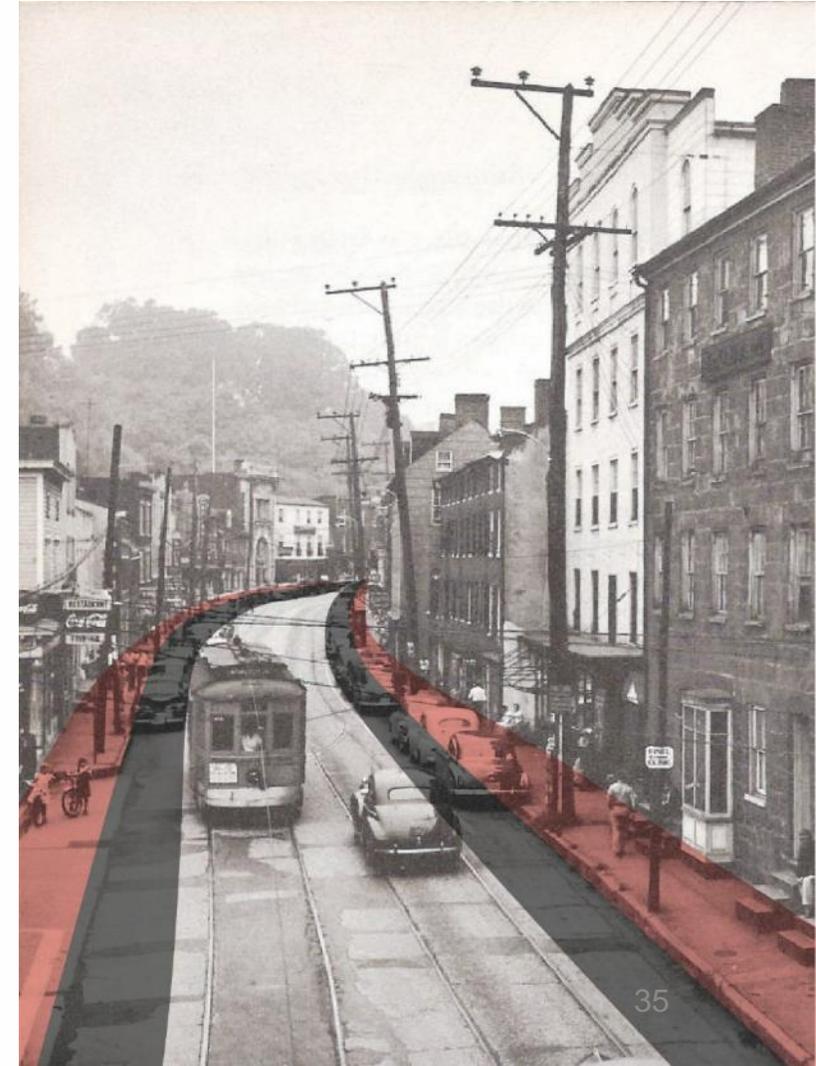
Streetscape



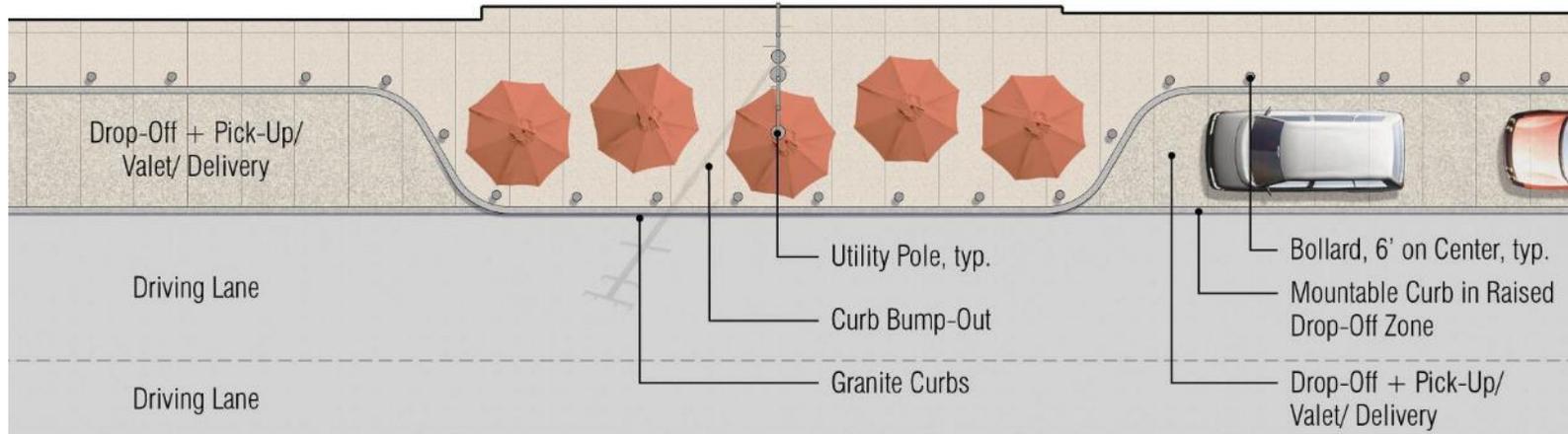
Material Treatment (Option 1)



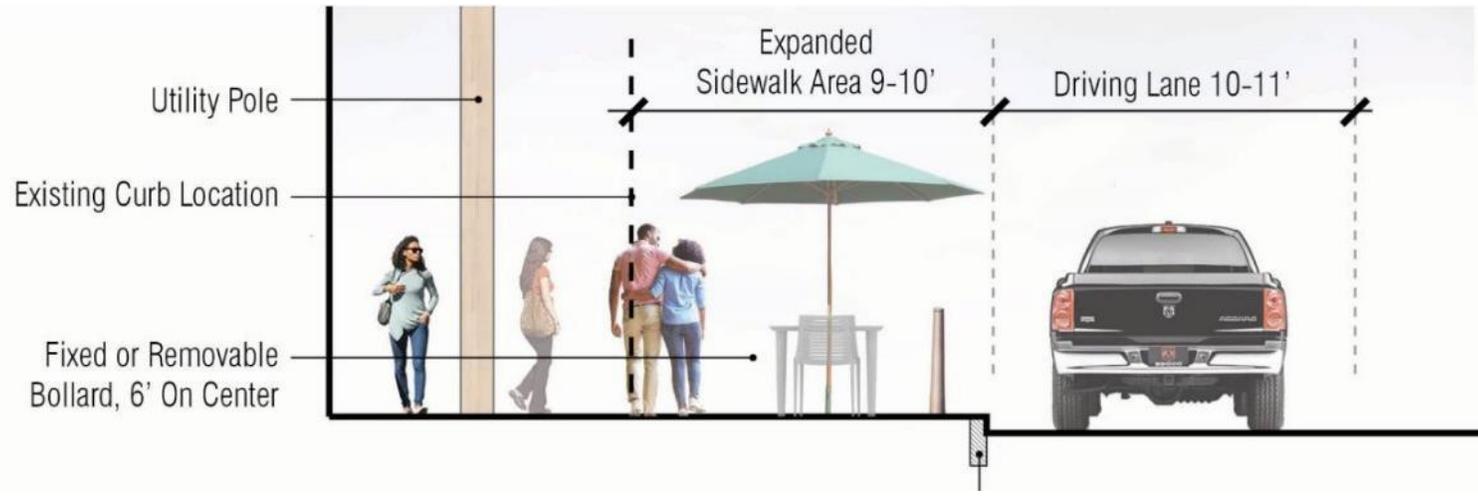
Material Treatment (Option 2)



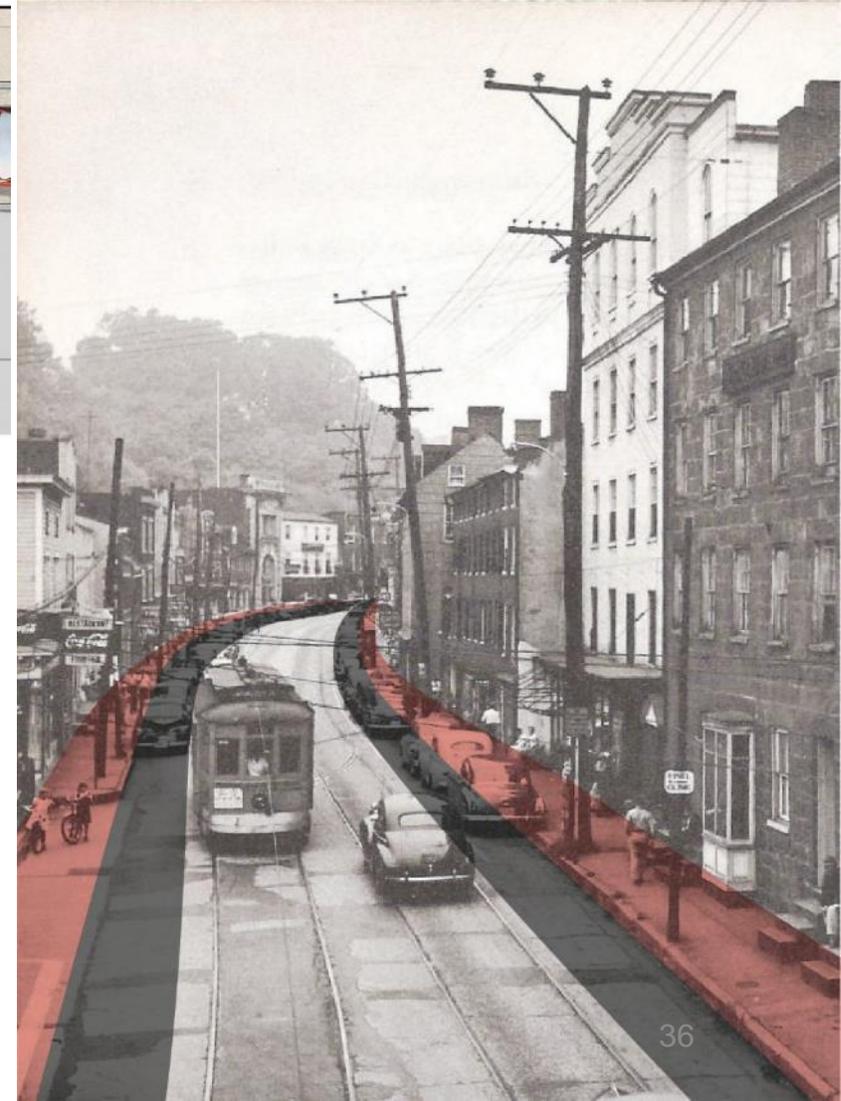
Streetscape



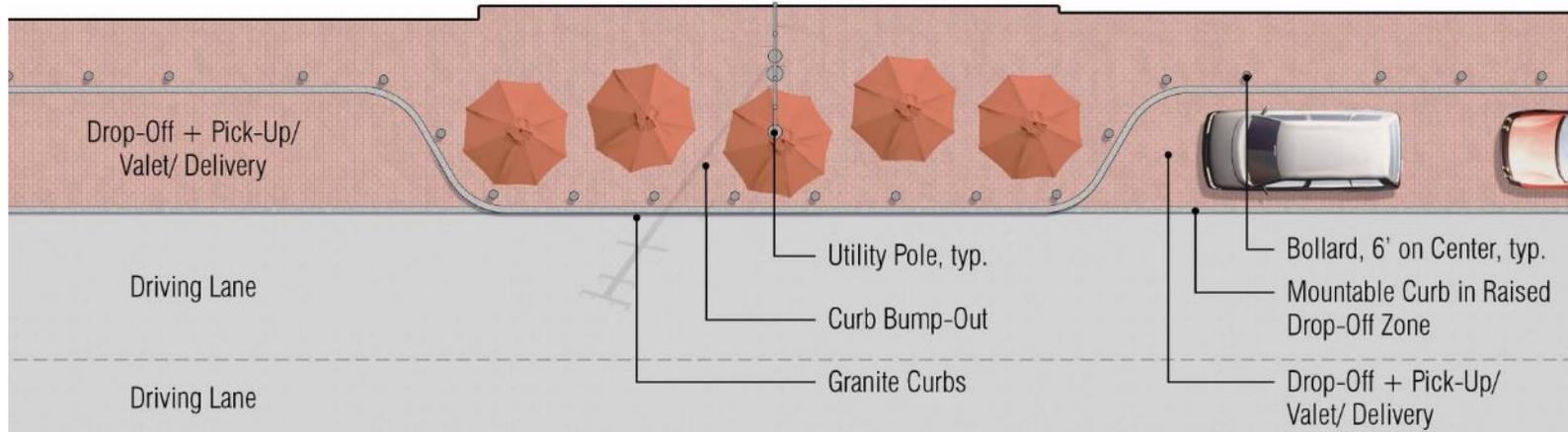
Implementation BEFORE Safe and Sound Flood Mitigation



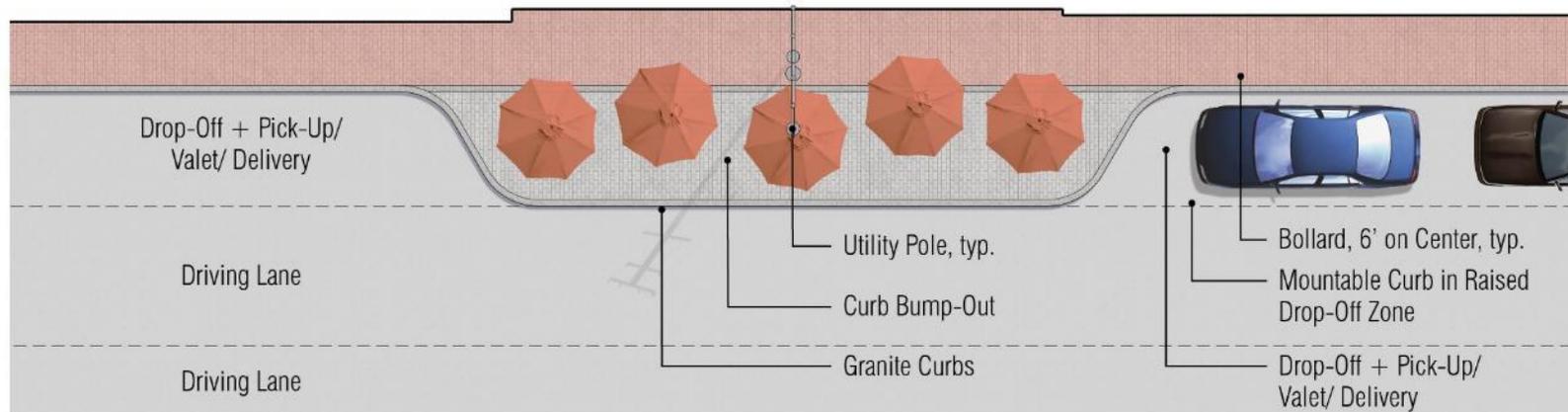
Expanded North Side Sidewalk at Extended "Bumpouts"



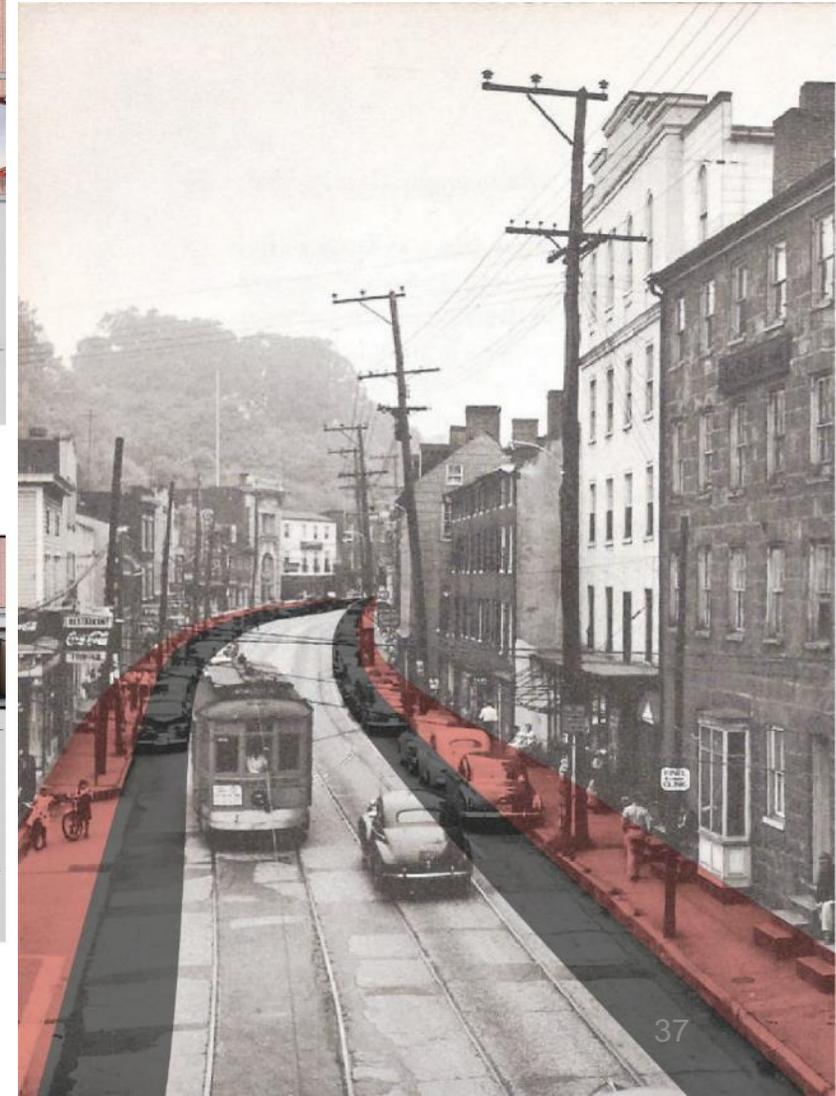
Streetscape



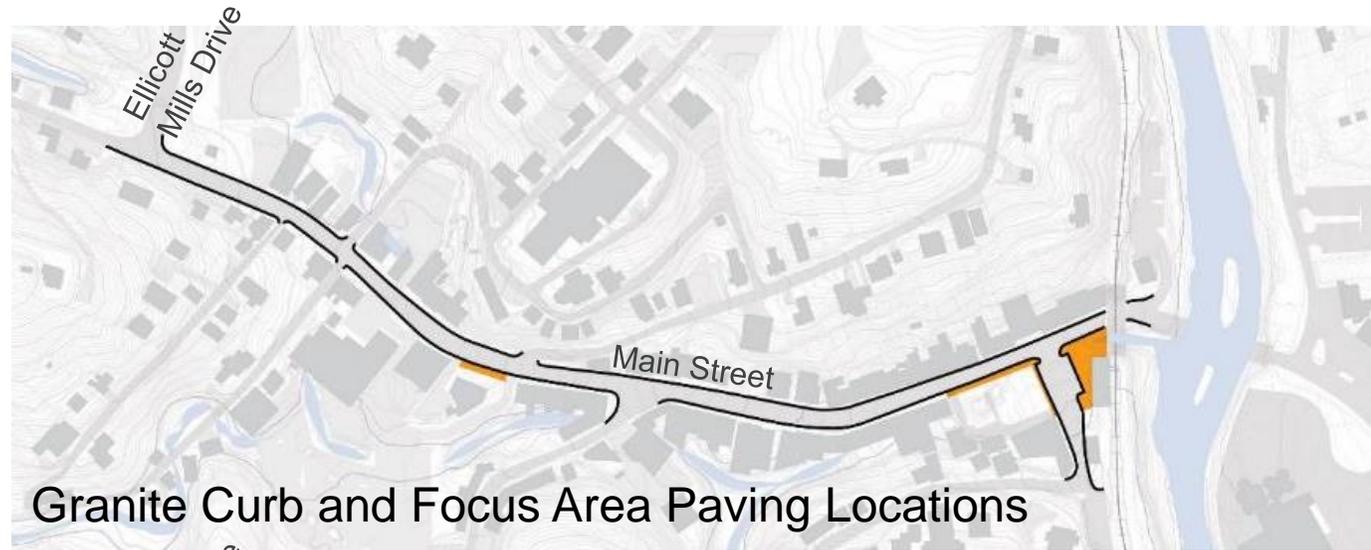
Implementation AFTER Safe and Sound Flood Mitigation



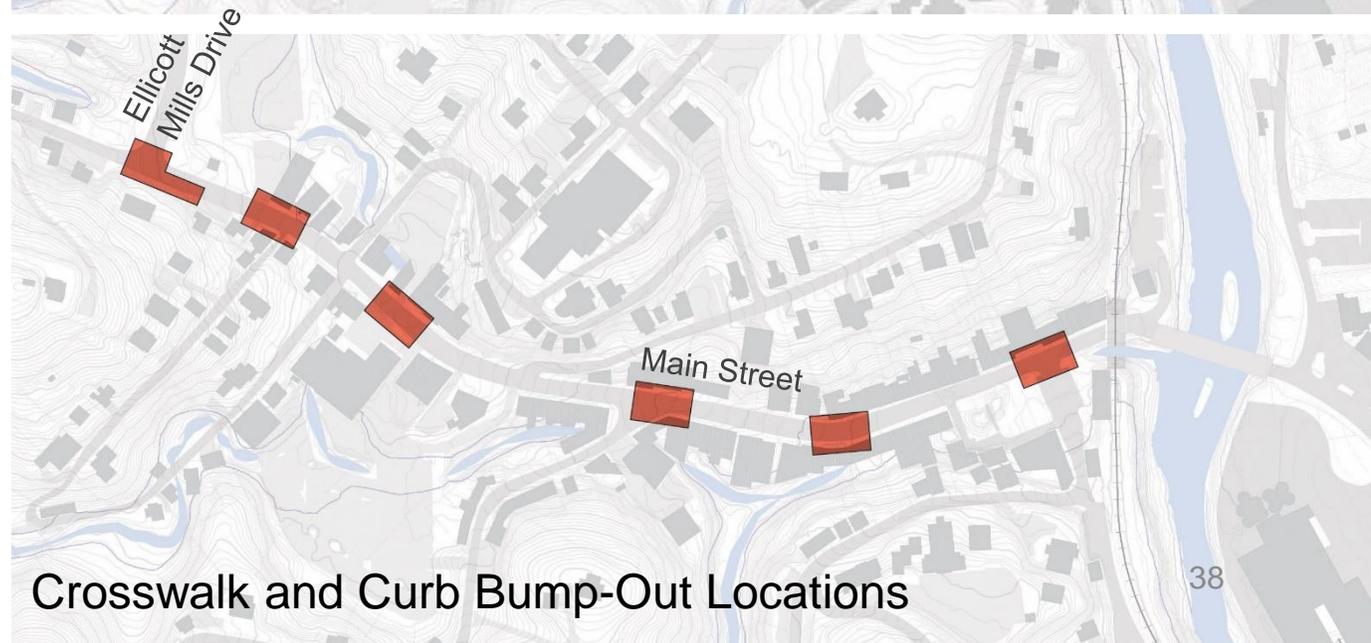
Implementation AFTER Safe and Sound Flood Mitigation (Alternate)



Streetscape



Granite Curb and Focus Area Paving Locations

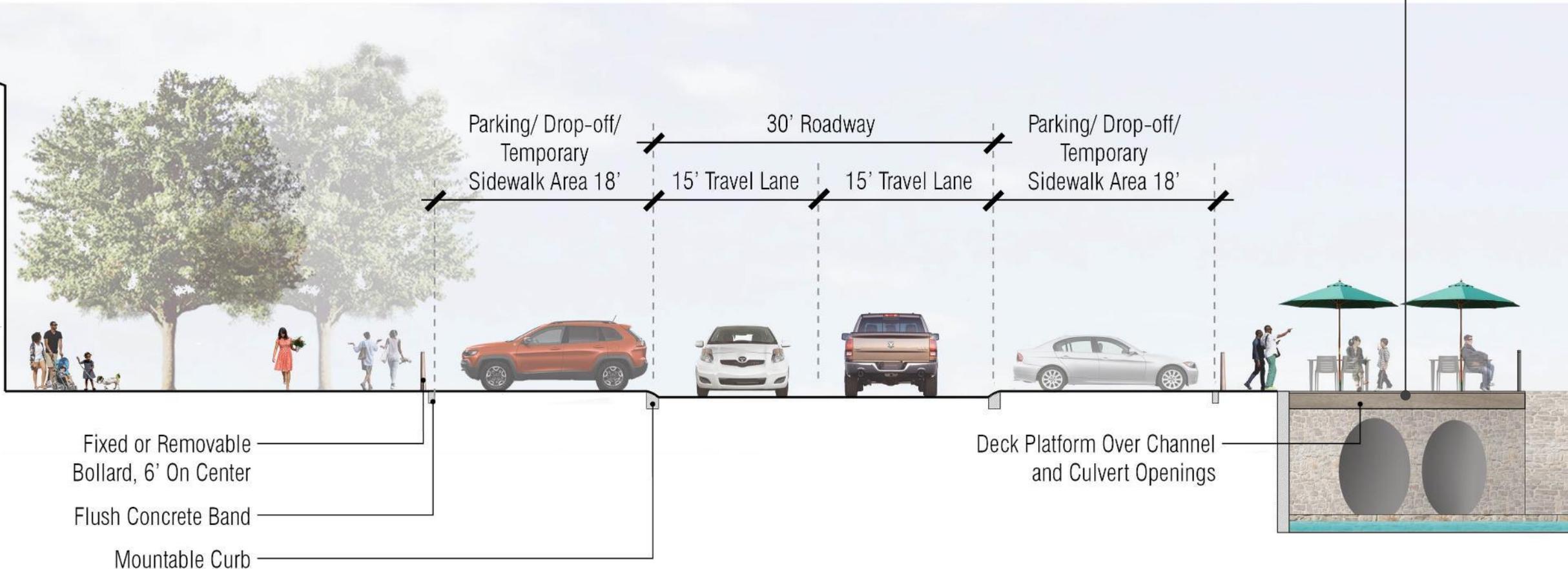


Crosswalk and Curb Bump-Out Locations

Streetscape

Maryland Avenue Typical Day

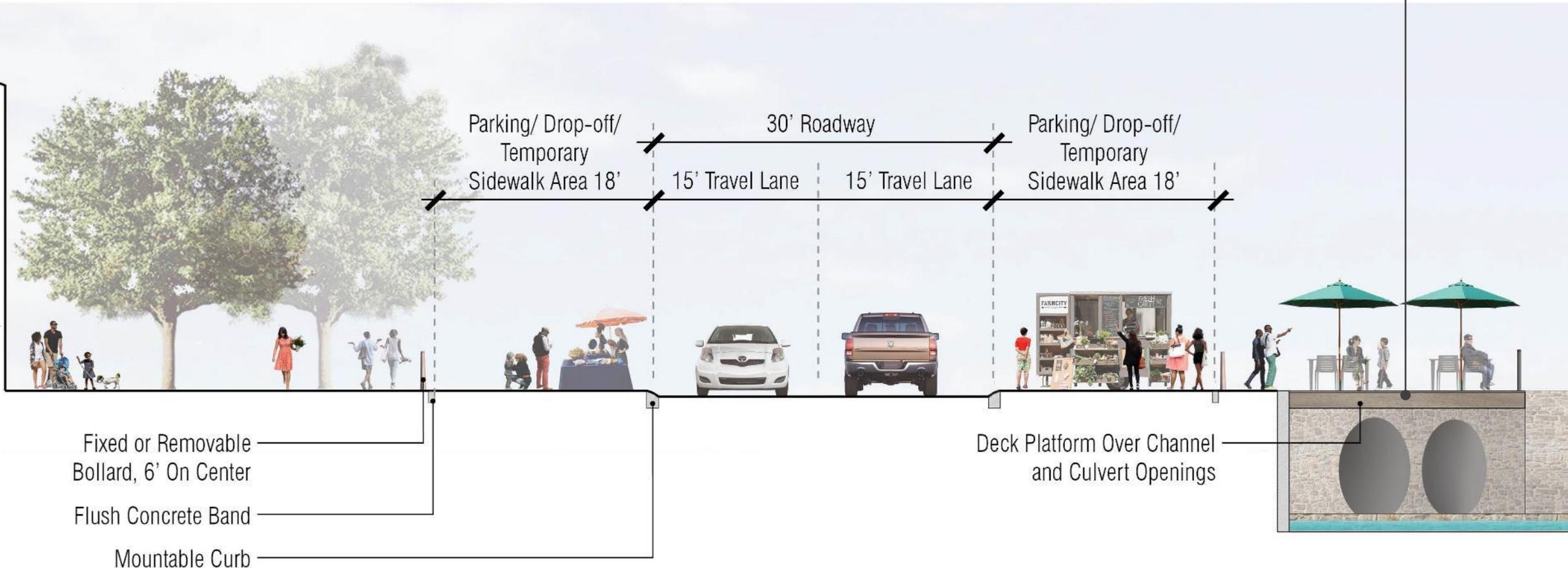
Opportunity to explore as culvert design is being developed



Streetscape

Maryland Avenue Event

Opportunity to explore as culvert design is being developed



Streetscape



West End

1. Consider the West End an extension of “Main Street” for streetscape planning.
2. Incorporate traffic calming into streetscape improvements throughout the West End.
3. Plan for long-term opportunities related to the West End Service property, should the current use change.

Streetscape – West End



Ellicott Mills Gateway Area

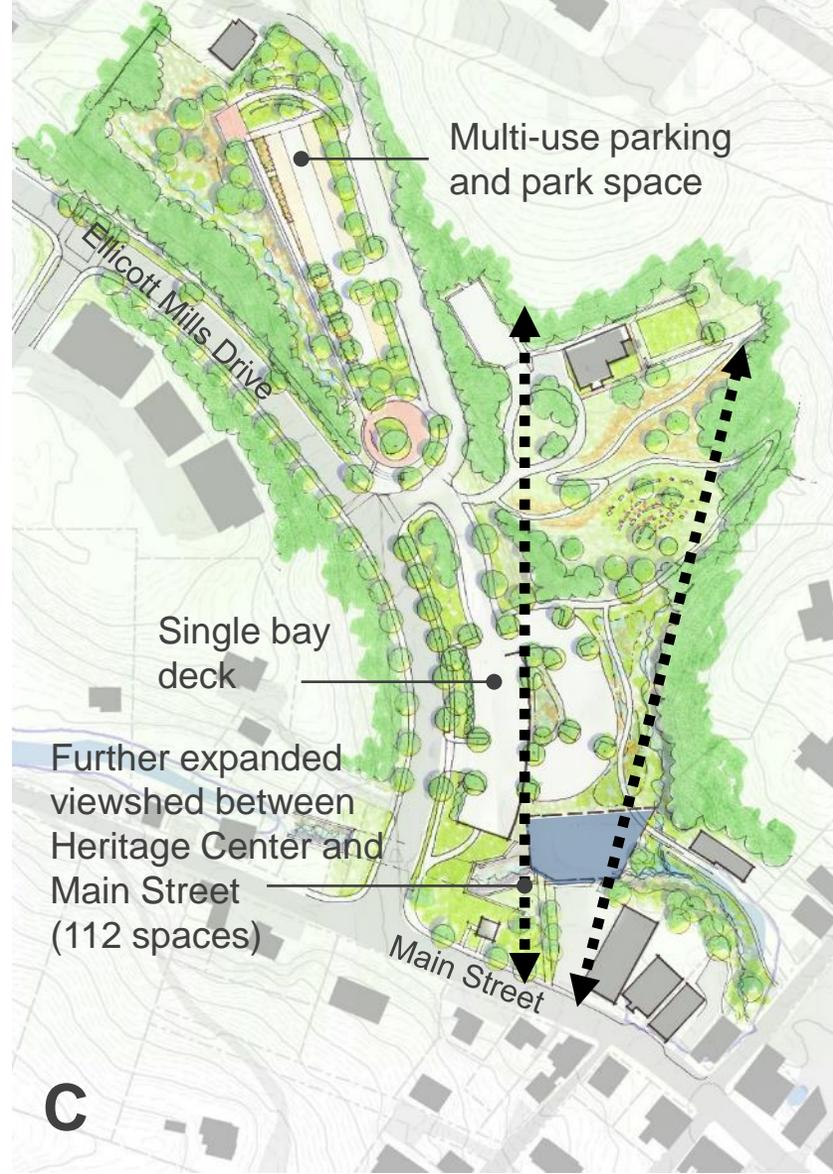
Guidelines

1. Design the tunnel entrance to seamlessly blend with its surroundings.
2. Design the tunnel entrance to minimize risks to people.
3. When planning any new structures near Parking Lot F, consider and reduce potential visual impacts to the Barnard Fort House and Heritage Center.
4. Use sidewalks and paths to interconnect parking areas with heritage resources, including the Barnard Fort House and Thomas Isaac Log Cabin.
5. Design the area surrounding the Thomas Isaac Log Cabin as an integral part of a gateway entrance to Ellicott City.
6. Coordinate plans for Parking Lot G with plans for Parking Lots F and D.

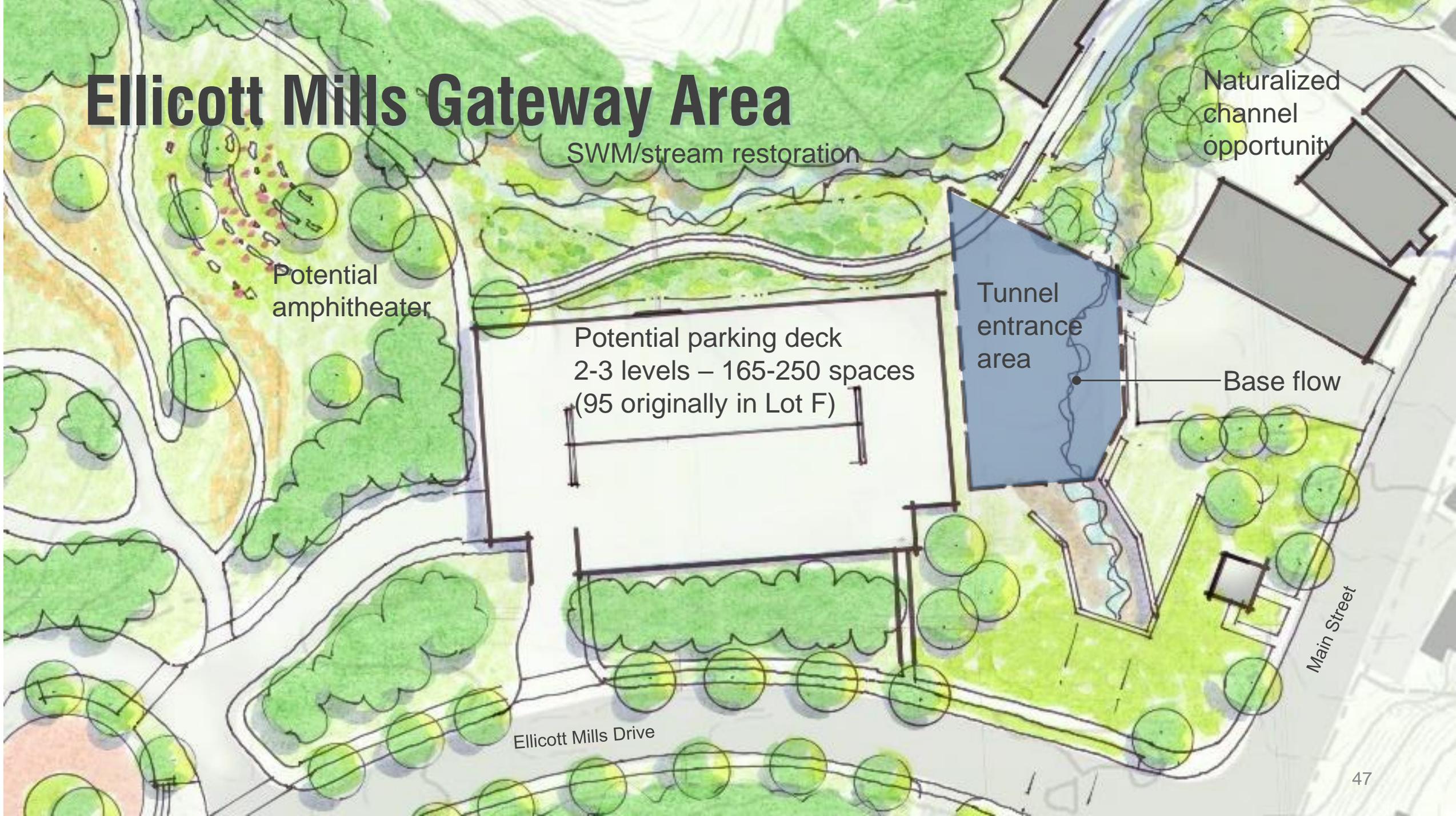
Ellicott Mills Gateway Area



Ellicott Mills Gateway Area



Ellicott Mills Gateway Area



SWM/stream restoration

Naturalized channel opportunity

Potential amphitheater

Potential parking deck
2-3 levels – 165-250 spaces
(95 originally in Lot F)

Tunnel entrance area

Base flow

Ellicott Mills Drive

Main Street

Ellicott Mills Gateway Area



Fels Lane

Meadow

Gathering area

Naturalized / "daylit"
channel opportunity

Gateway
park

Ellicott Mills Drive

Ellicott Mills Gateway Area



Fels Lane

Gateway park

Potential permeable paving (typ.)
Parking / event area

Naturalized / "daylit" channel opportunity

Meadow

Ellicott Mills Drive

Upper Main / Lot D

Guidelines

1. When redesigning Parking Lot D, include environmental site design features such as micro-bioretenion.
2. If expanding and naturalizing the existing stream channel in Lot D, design the expanded channel to serve as a public park and gathering space.
3. When designing any new structures in Lot D, minimize any impacts to the overall quality and flexibility of the space.
4. Consider views and vistas in the design of enhancements to Lot D.
5. Allow for and accommodate public events and celebrations in Lot D.
6. Maximize the number of parking spaces in Lot D.
7. Phase changes to Lot D with flexible designs to avoid precluding future opportunities.

Lot G

Lot F

Lot D

Tunnel (conceptual location)

Potential for
naturalized channel

Potential Tiber
diversion culvert

Naturalized, Green Channel Opportunities

Upper Main / Lot D



Upper Main / Lot D

420 spaces, 4 levels
(238 existing)



B – Future Wrapped Deck +
Activated Channel

300 spaces, 3 levels + green roof
(238 existing)



B1 – Future Wrapped Deck +
Activated Channel + Green Roof

Upper Main / Lot D

Expanded naturalized channel
open space

Potential diversion culvert

Bioretention

Potential permeable paving

Re-organized surface parking
140 spaces (238 existing)



Upper Main

Expanded naturalized and activated channel (pedestrian access to stream)

Turnaround zone

Potential diversion culvert

Wrapped 3-4 level deck (mixed use)
300-420 spaces (238 existing)

Green roof opportunity

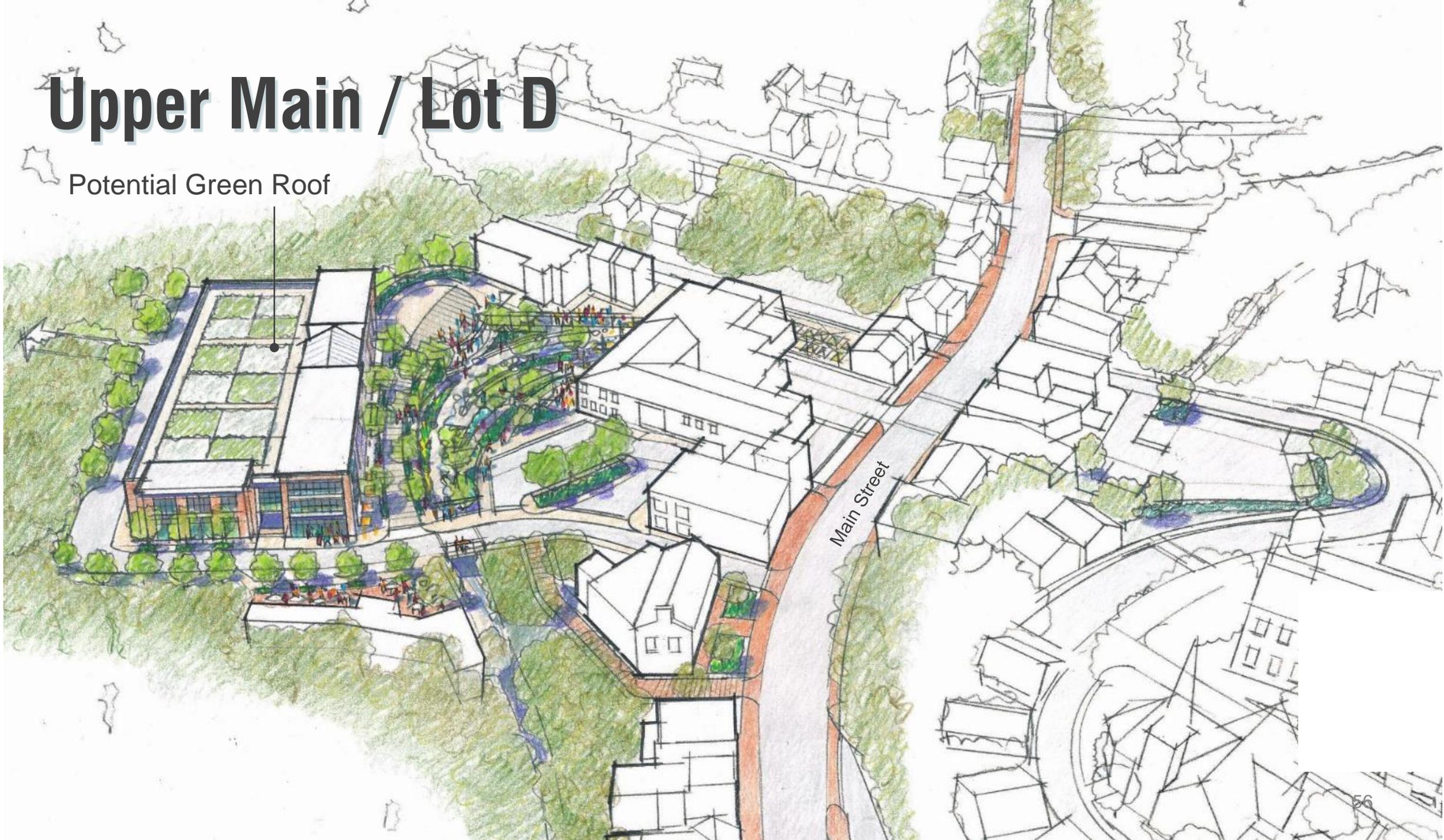
Bioretention opportunity

Potential upper level access
and associated traffic control

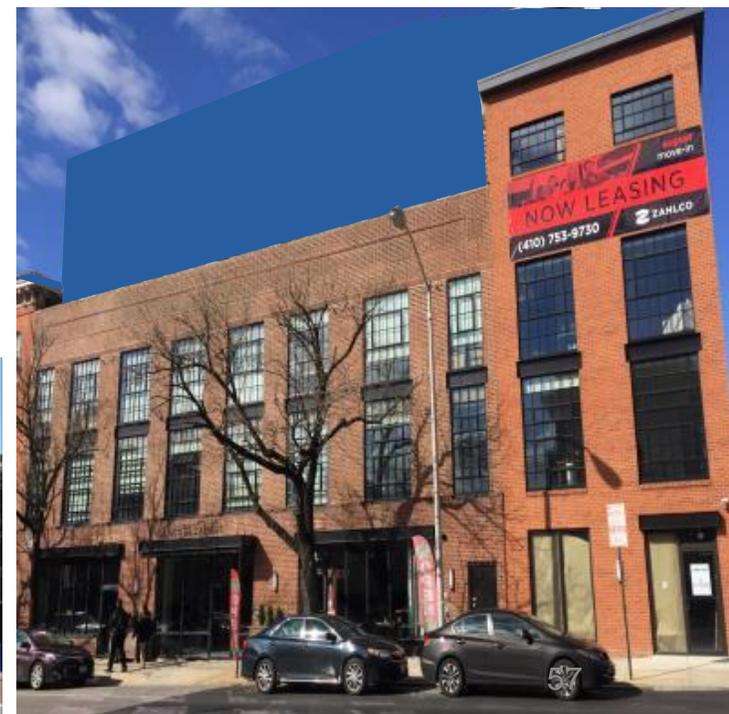


Upper Main / Lot D

Potential Green Roof



Upper Main/ Lot D



Courthouse Hill

Guidelines

1. Incorporate in redevelopment a mix of uses that complement and support Main Street businesses and adjacent historic attractions.
2. Through site design, establish an interconnected street and pedestrian network that provides clear connections to Main Street.
3. Enhance the visual and physical connections to Mt. Ida and the Patapsco Female Institute through redevelopment.
4. Disguise and wrap any parking structures with active uses and provide public parking.

Barnard
Fort House

PFI

Courthouse Lot

Potential pedestrian
bridge connection
between deck and PFI

Trail connection among
resources/attractions

Active Uses Wrapping
and Above Deck

SWM

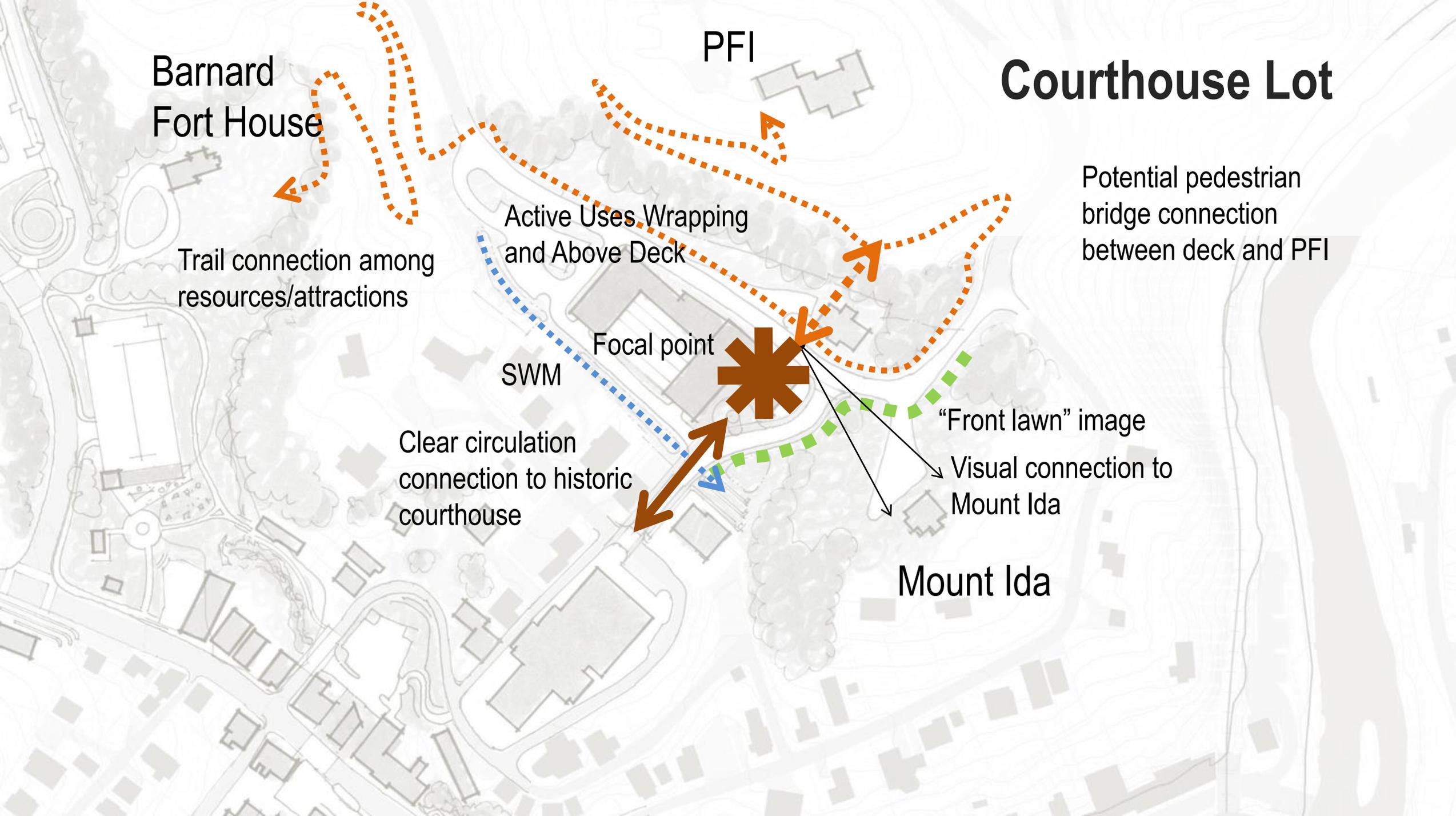
Focal point

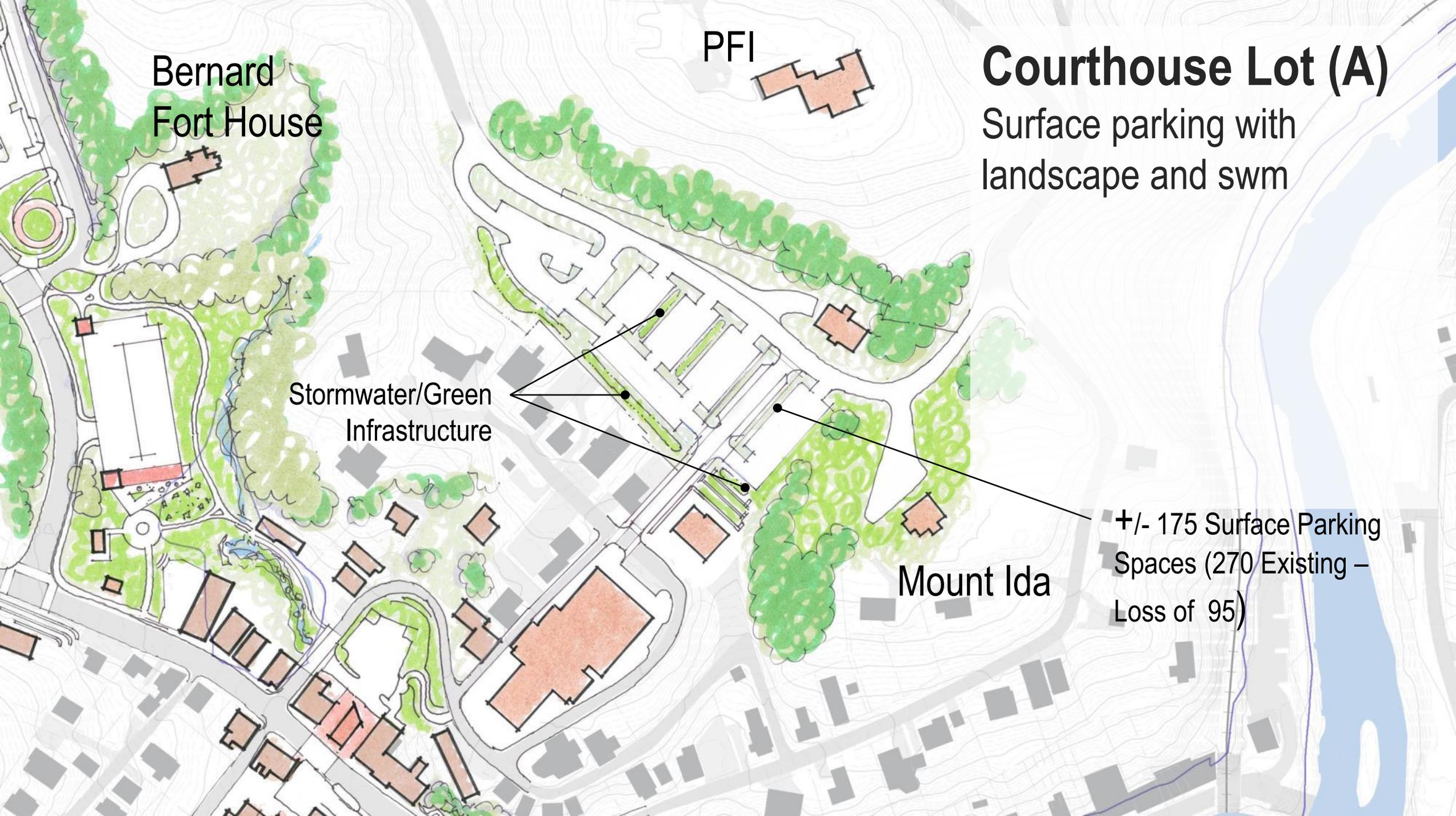
Clear circulation
connection to historic
courthouse

"Front lawn" image

Visual connection to
Mount Ida

Mount Ida





Bernard
Fort House

PFI

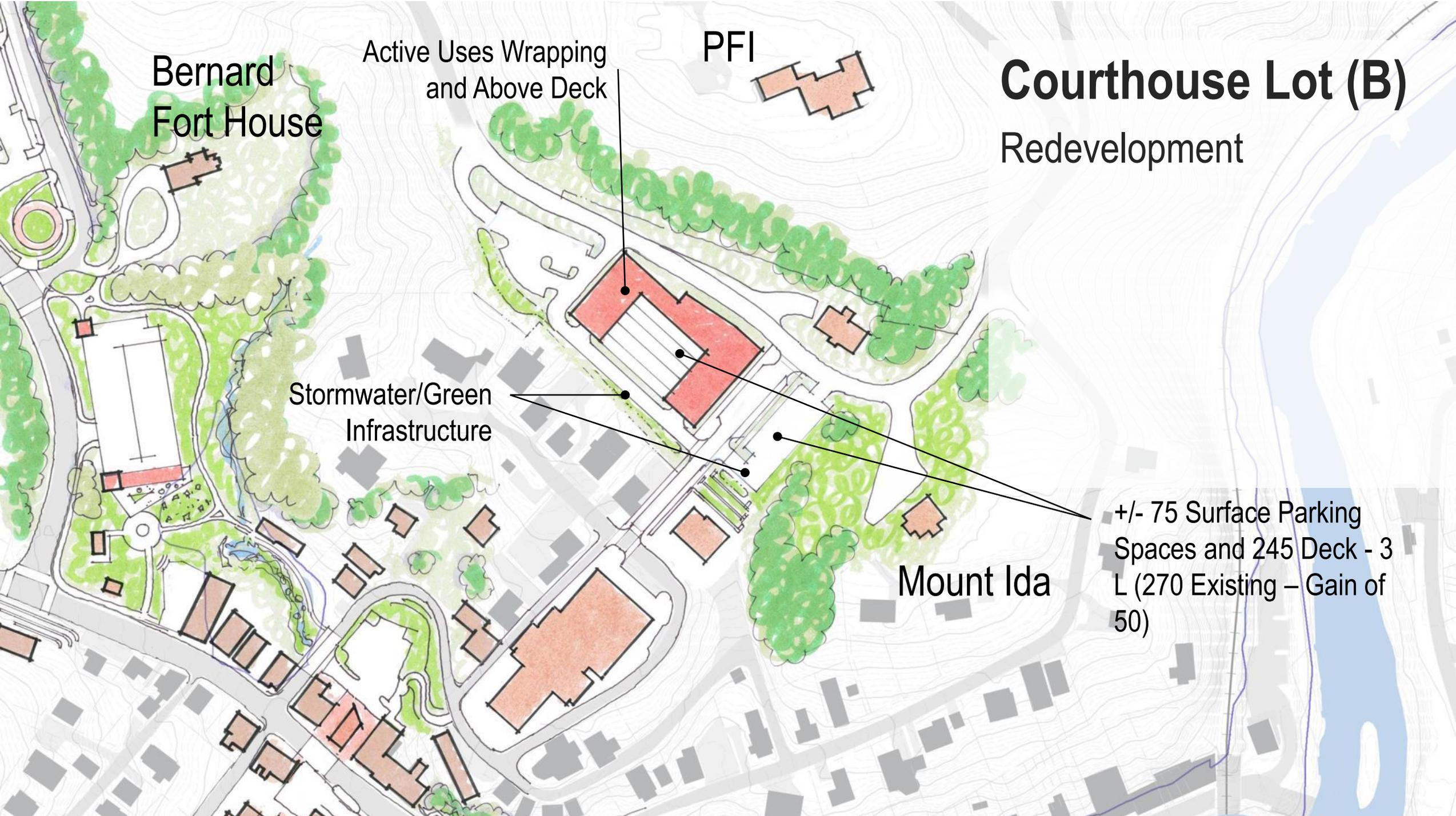
Courthouse Lot (A)

Surface parking with
landscape and swm

Stormwater/Green
Infrastructure

Mount Ida

+/- 175 Surface Parking
Spaces (270 Existing –
Loss of 95)



Bernard Fort House

Active Uses Wrapping and Above Deck

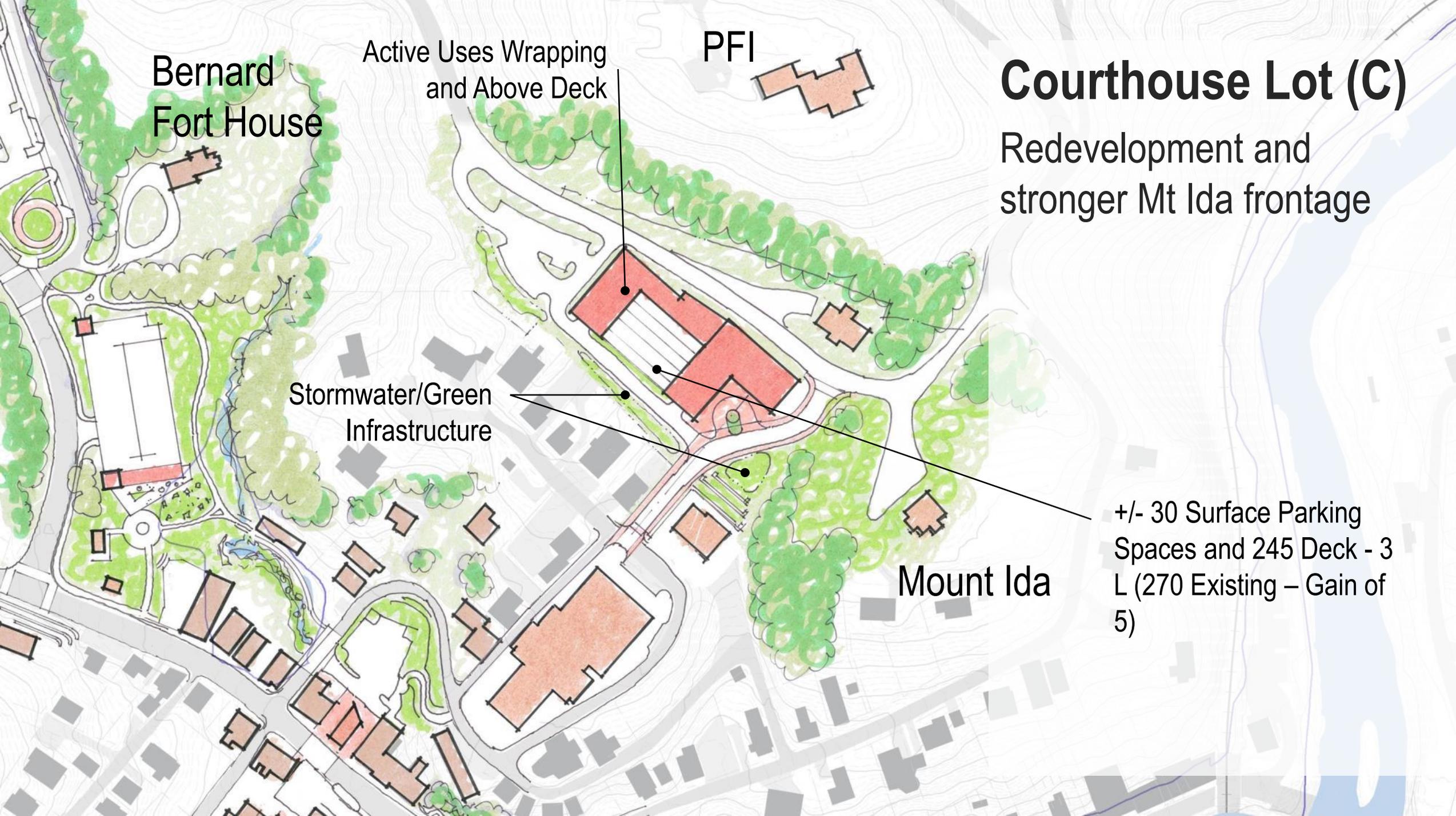
PFI

Courthouse Lot (B)
Redevelopment

Stormwater/Green Infrastructure

Mount Ida

+/- 75 Surface Parking Spaces and 245 Deck - 3 L (270 Existing - Gain of 50)



Bernard Fort House

Active Uses Wrapping and Above Deck

PFI

Courthouse Lot (C)

Redevelopment and stronger Mt Ida frontage

Stormwater/Green Infrastructure

Mount Ida

+/- 30 Surface Parking Spaces and 245 Deck - 3 L (270 Existing - Gain of 5)

Courthouse Hill



Lower Main

Guidelines

1. Restrict public access to the channel to minimize risks to people.
2. Design the stream channel, culverts and surrounding space to serve as a focal point – inviting people to view the Tiber.
3. Incorporate historic building elements in the design of the stream channel, culverts and surrounding space to the extent practical, and to the extent they will be protected from damage.
4. Use materials and design that is compatible with historic channels and surroundings.
5. Maximize views of the B&O Railroad Museum from key locations.
6. Accommodate various events and celebrations with multi-functional public spaces.
7. Provide access to high ground where possible.

Lower Main

Potential deck overlooking channel

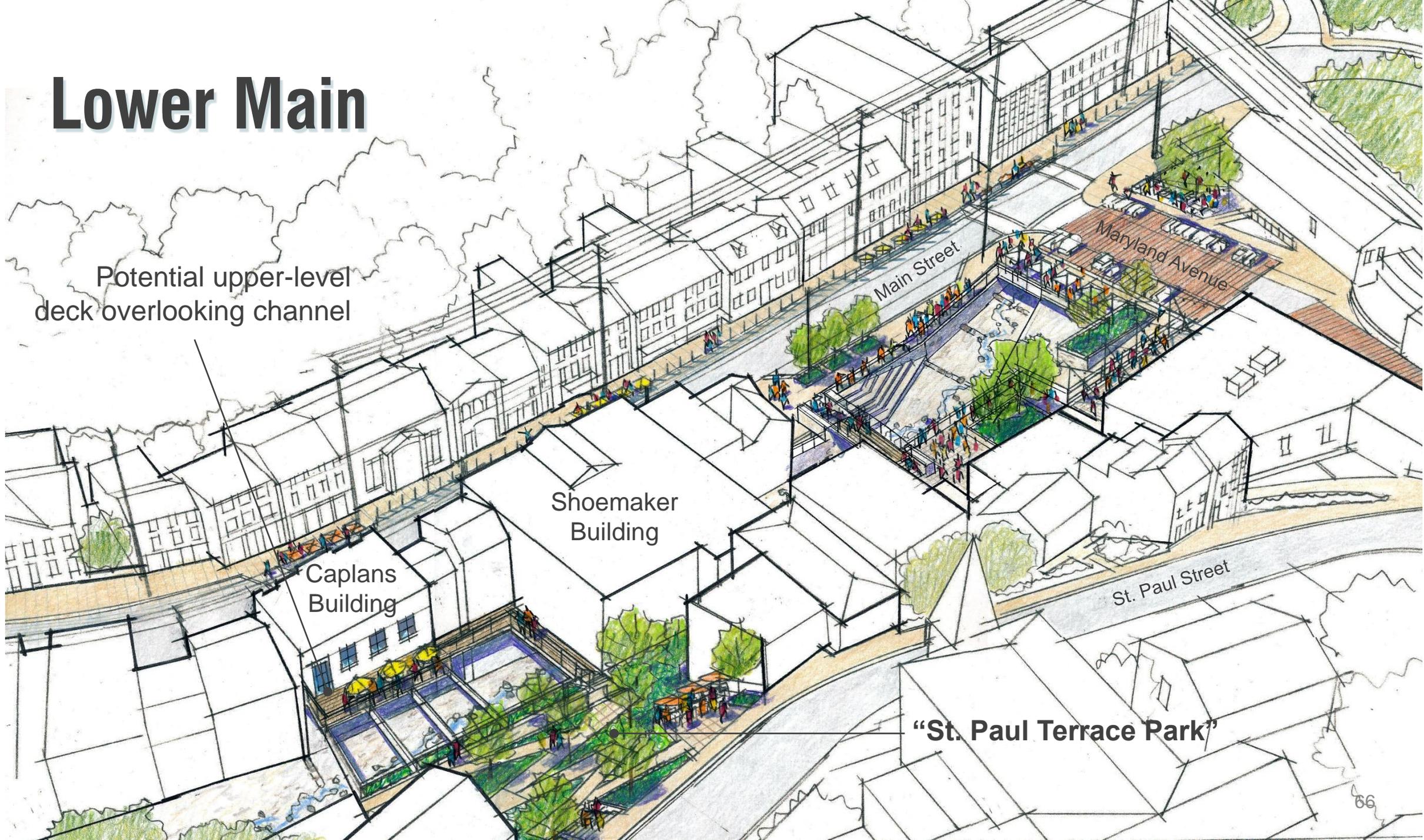
Bridge and ramp to St. Paul Street

“St. Paul Terrace Park”



Lower Main

Potential upper-level deck overlooking channel



Shoemaker Building

Caplans Building

St. Paul Street

“St. Paul Terrace Park”

Lower Main

Caplans Building

Shoemaker Building

Potential upper-level deck overlooking channel

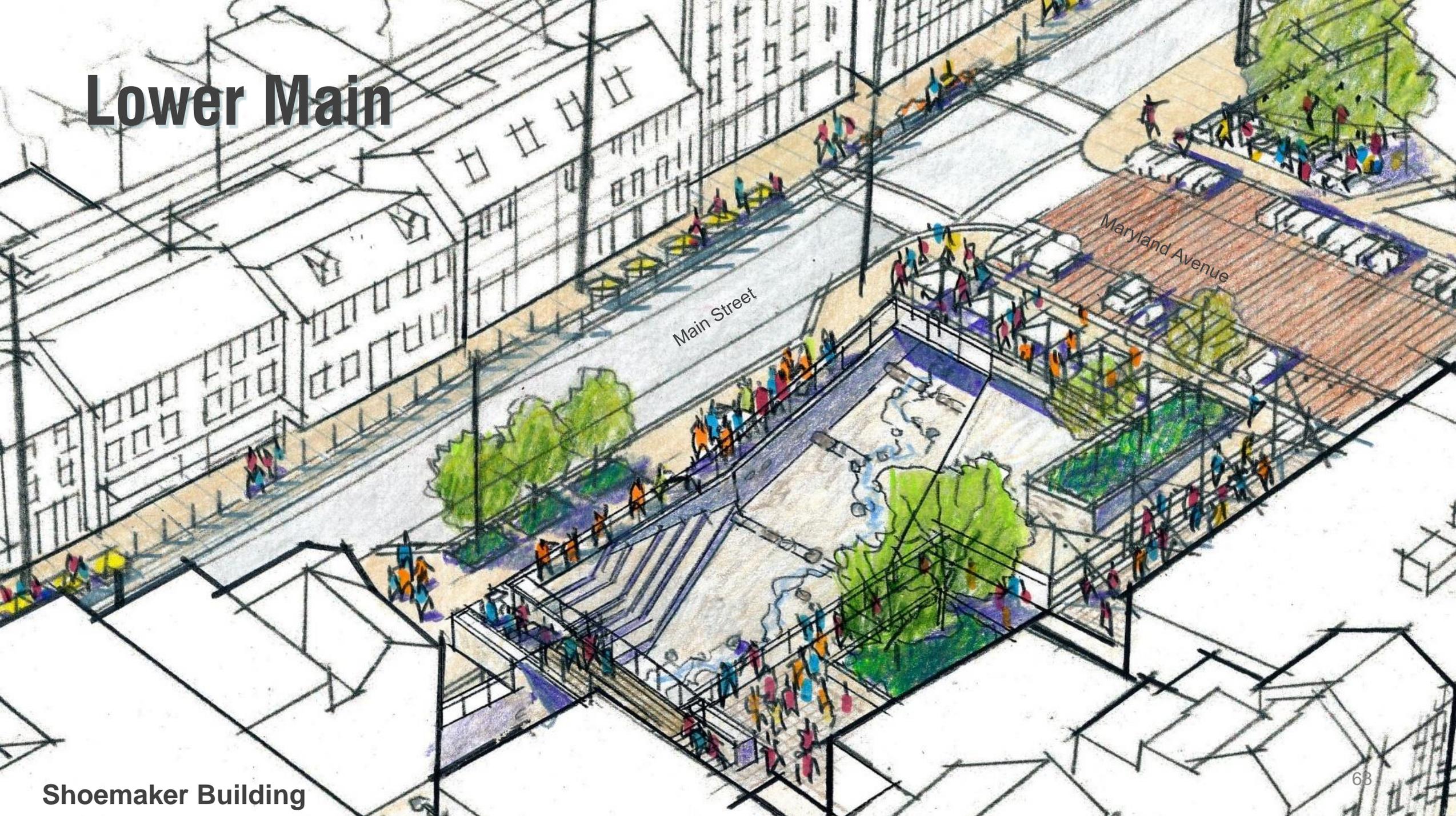
Bridge and ramp to St. Paul Street

Main Street

St. Paul Street

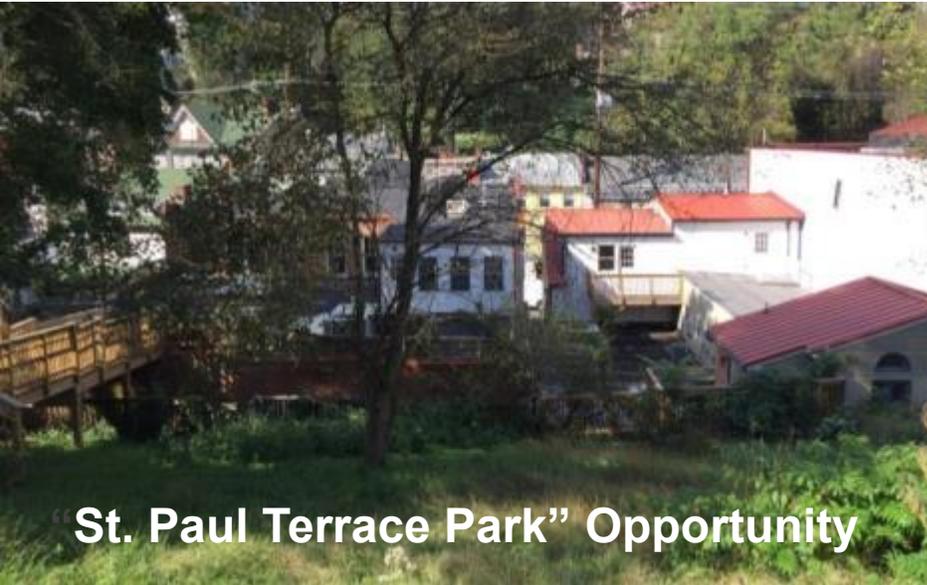
“St. Paul Terrace Park”

Lower Main

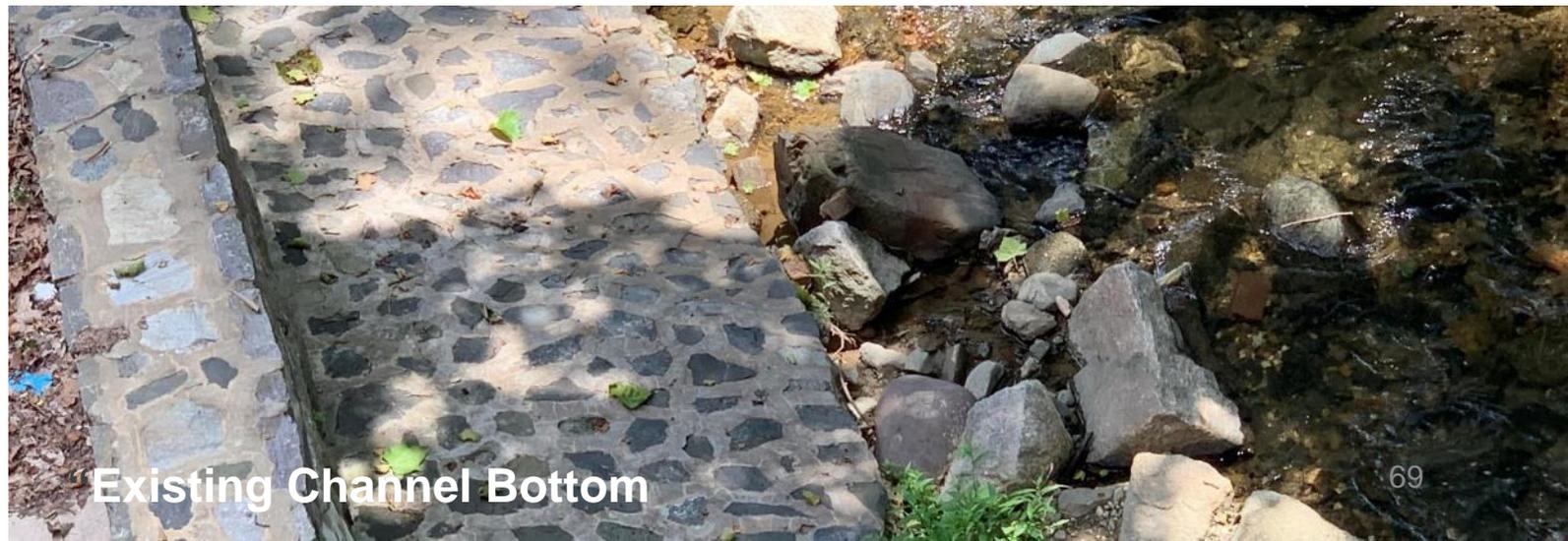


Shoemaker Building

Lower Main

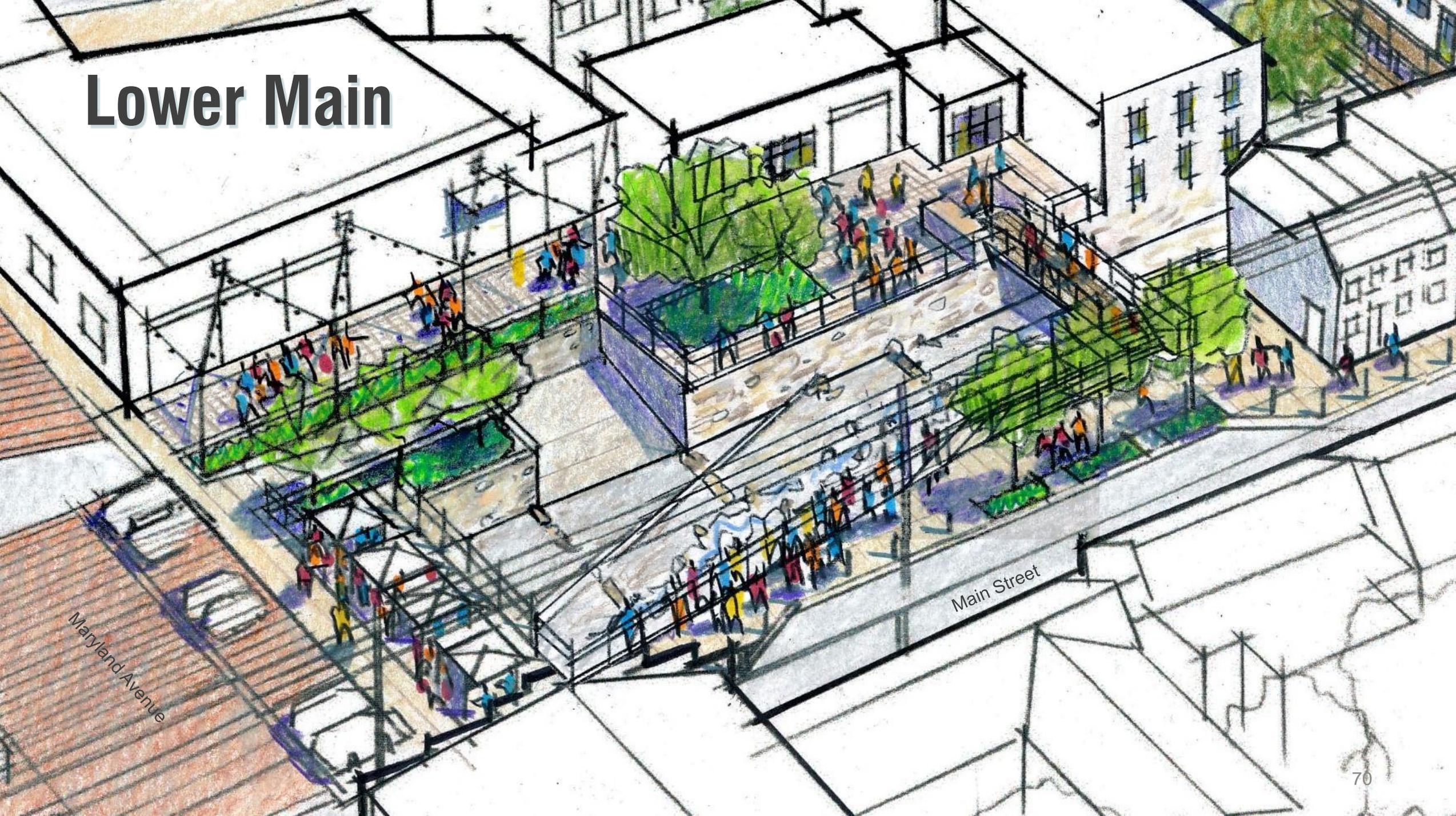


St. Paul Terrace Park” Opportunity



Existing Channel Bottom

Lower Main





Lower Main



Tiber Alley

NO STOPPING

8003

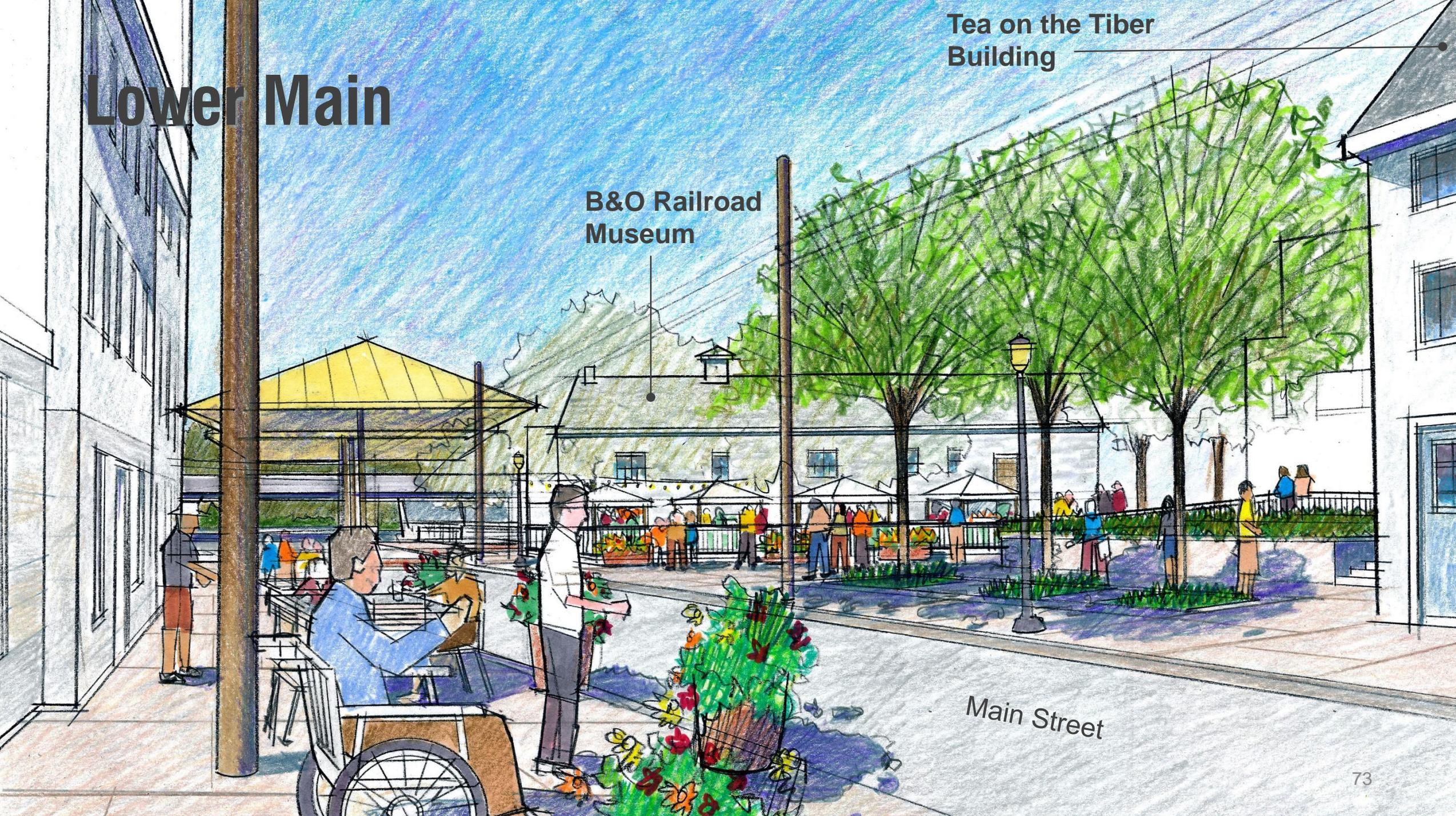


DANGER
CONSTRUCTION DEL
KEEP OUT

Lower Main

B&O Railroad
Museum

Main Street



Riverfront

Guidelines

1. Design the tunnel outfall to seamlessly blend with its surroundings.
2. Design the tunnel outfall to minimize risks to people.
3. Enhance views to the Patapsco River and the B&O Railroad Museum for the visitor's gateway experience into Ellicott City.
4. Provide safe and inviting pedestrian and bicycle access between Baltimore County and Ellicott City.
5. If building new pedestrian and bicycle bridge across the river, make it an attraction with a signature design that best reflects its context.
6. If building a parking structure in Lot A, allow a direct connection to the Trolley Line #9 Trail.
7. Maximize accessible riverfront park space.
8. Design Parking Lot B as multi-use parking and park space.

Riverfront



Riverfront

Potential Deck
(140-210 spaces, 3-4 L)

Potential Enhanced Riverfront
Park (Coordination with
Baltimore County and Oella)

Potential
bike/ped bridge
(signature design)

Construction
access

Tunnel outfall
(location TBD)

Potential Riverfront Park
(permeable paving and boardwalk)

Potential tree limbing
to open views to river

Area to limb trees and
open up views to B&O
Railroad Museum

Riverfront

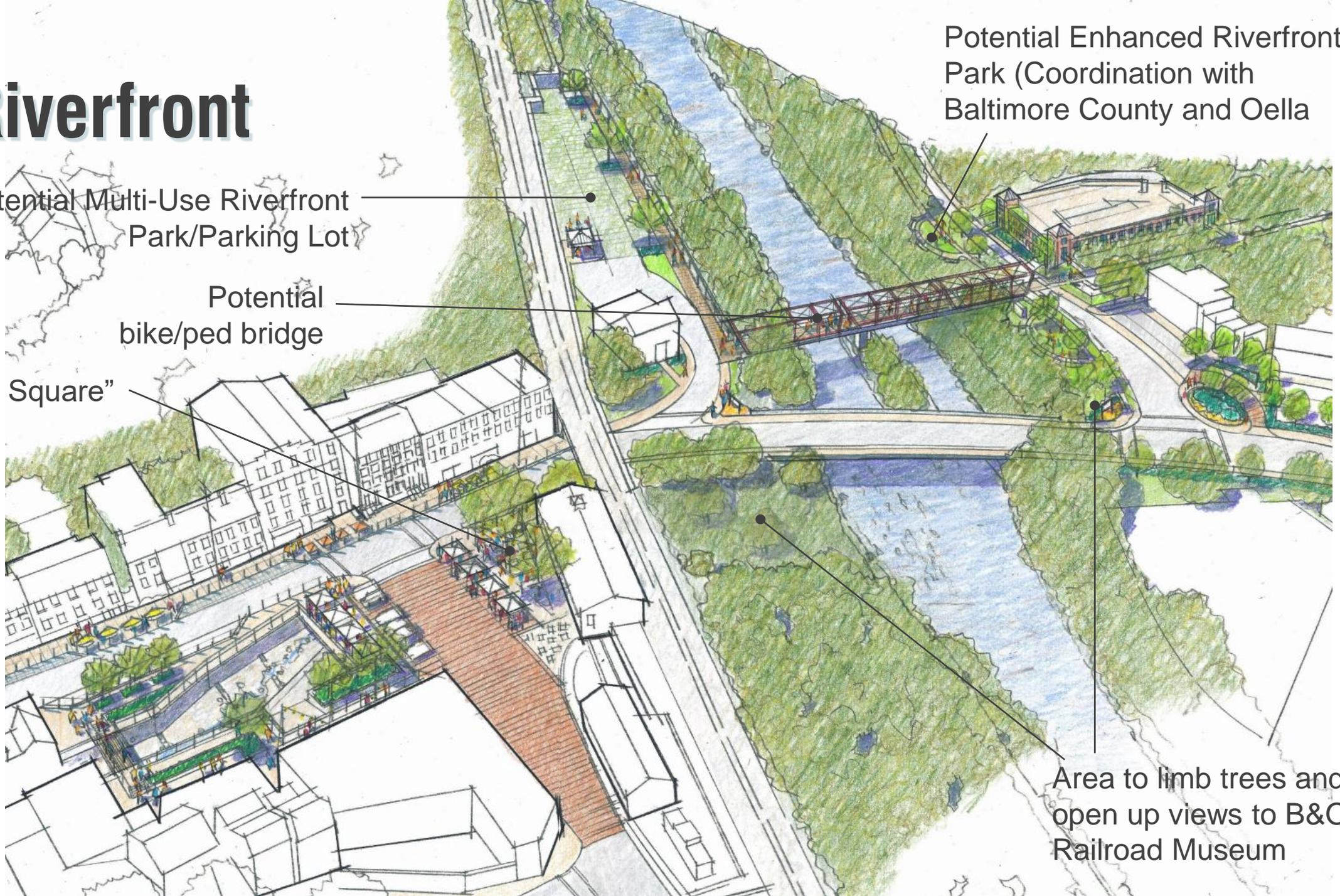
Potential Multi-Use Riverfront
Park/Parking Lot

Potential
bike/ped bridge

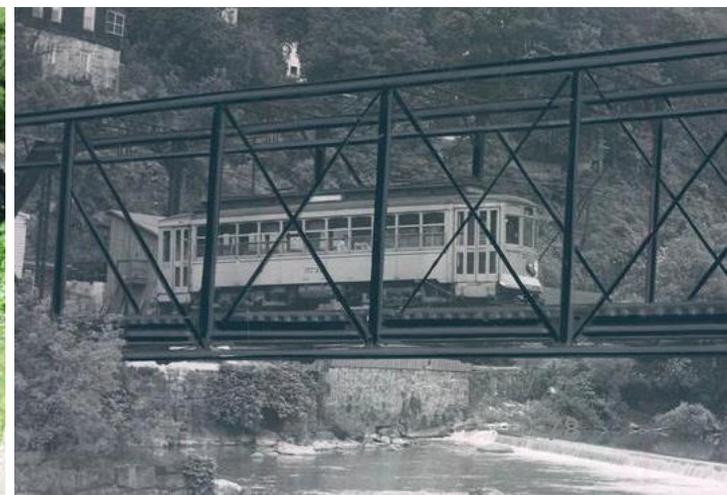
“B&O Square”

Potential Enhanced Riverfront
Park (Coordination with
Baltimore County and Oella)

Area to limb trees and
open up views to B&O
Railroad Museum



Riverfront





Next Steps

Next Steps

1. Comments from HPC, MPAT and public survey compiled
2. Draft plan preparation
3. HPC Advisory Comments, MPAT, Draft Plan Open House + Online



We are here



Thank you!

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