

Elkridge Sustainable Community: Draft Action Plan

Background

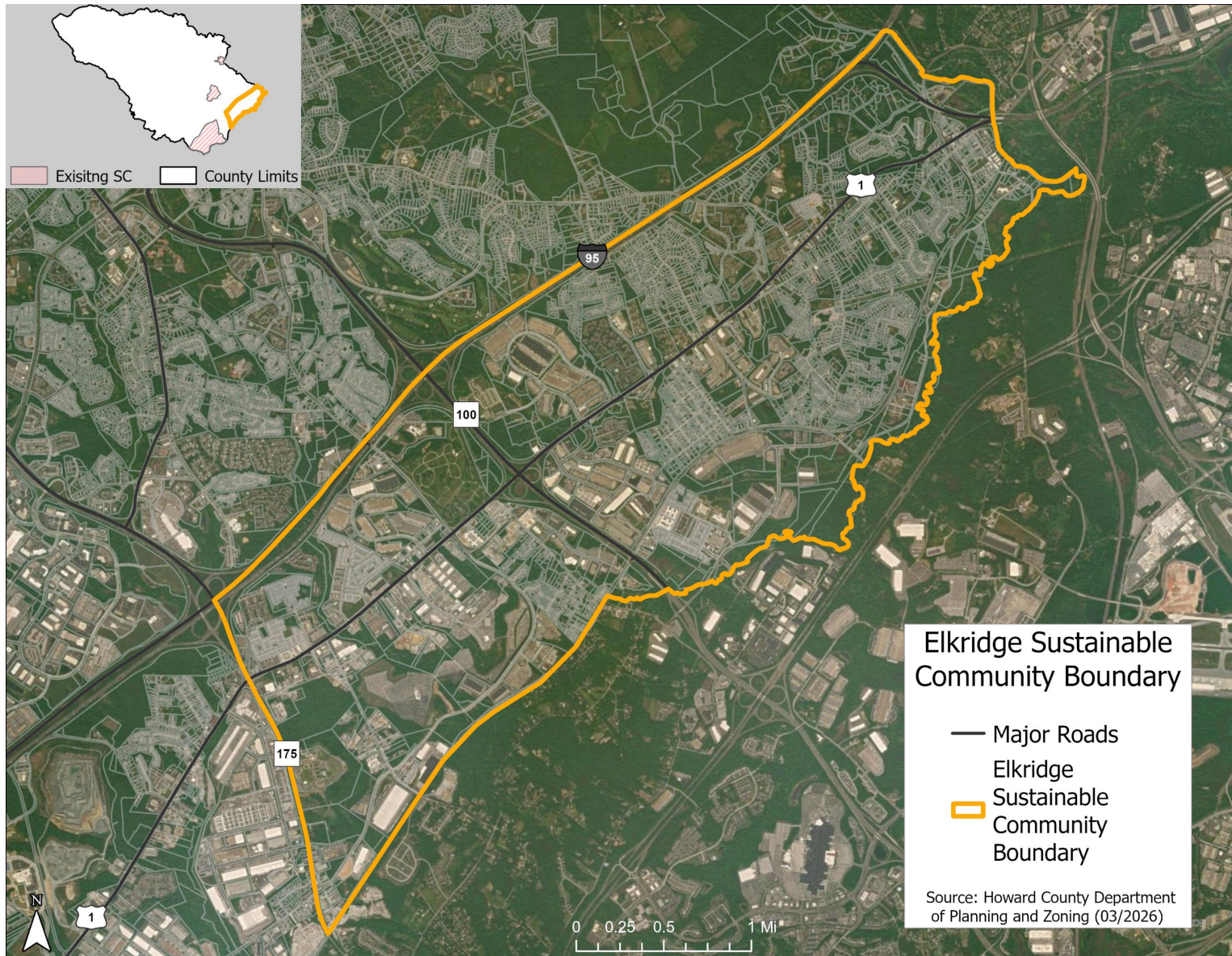
The [Maryland Sustainable Communities Program](#) is a place-based designation offering a comprehensive package of funding resources that support holistic strategies for community development, revitalization and sustainability. Howard County has worked with the Maryland Department of Housing and Community Development to designate certain areas of the county as Sustainable Communities including Ellicott City, North Laurel-Savage, and Long Reach Village. This year, the County will be seeking a state designation for Elkridge. The designation process requires the development of a Sustainable Community Action Plan, a key part of the application the Howard County Department of Planning and Zoning will prepare.

Upon review of the Draft Action Plan, please provide any feedback you wish to share in the [comment form](#), available through 11:59 pm on Wednesday, June 10, 2026.

Proposed Sustainable Community Area

The proposed Elkridge Sustainable Community covers all the area east of Interstate 95 and north of Route 175 to the Howard County boundary line. Within this boundary, the area can be further distinguished as North Elkridge, or all the area above Route 100, and South Elkridge, or all the area below Route 100. Throughout these areas, there are various needs and opportunities for place-based revitalization related to Sustainable Community plan elements (i.e. environment, economy, transportation, housing, community health and quality of life, and local planning). At approximately 5,800 acres, the proposed Sustainable Community is comparable in size to the nearby already-designated North Laurel-Savage Sustainable Community. Please refer to the proposed map on the following page as well as Attachment A for a series of maps depicting the area's key features. For demographic data regarding the proposed area, please refer to Attachment B.

Proposed Elkridge Sustainable Community Boundary Map



Elkridge Sustainable Community Workgroup

The process to designate an area as a Sustainable Community includes the formation of a Workgroup to help develop and guide the implementation of the Sustainable Community Action Plan. The Elkridge Sustainable Community Workgroup consists of representatives from:

- Howard County Department of Planning and Zoning
- Howard County Department of Recreation and Parks
- Howard County Department of Housing and Community Development
- Howard County Department of General Services
- Howard County Department of Public Works
- Howard County Office of Transportation
- Howard County Department of Community Resources and Services
- Howard County Economic Development Authority
- Howard County Library System
- Howard County Arts Council
- Patapsco Valley Heritage Area
- Elkridge Community Alliance
- Elkridge Heritage Society
- Rebuilding Together Howard County
- Fello
- Howard County Association of Realtors
- Area business owners
- Area residents

The Department of Planning and Zoning has led the effort for designation by facilitating Workgroup sessions, compiling comments, and preparing the action plan. The Workgroup includes members with expertise in each of the six respective Sustainable Community plan elements: environment, economy, transportation, housing, community health and quality of life, and local planning. Implementation of the plan will involve not only members of the Workgroup, but also additional entities, including state agencies, as listed on the following page.

Acronyms of Frequently Cited Implementation Partners:

Throughout the action plan, acronyms are provided for implementation partners where appropriate:

- DCRS – Howard County Department of Community Resources and Services
- DGS – Howard County Department of General Services
- DHCD – Howard County Department of Housing and Community Development
- DPW – Howard County Department of Public Works
- DPZ – Howard County Department of Planning and Zoning
- DRP – Howard County Department of Recreation and Parks
- HCC – Howard Community College
- HCEDA – Howard County Economic Development Authority
- HCHC – Howard County Housing Commission
- HCLS – Howard County Library System
- HCPD – Howard County Police Department
- HCPSS – Howard County Public School System
- MD-DNR – Maryland Department of Natural Resources
- MDOT-SHA – Maryland Department of Transportation, State Highway Administration
- OCS – Howard County Office of Community Sustainability
- OOT – Howard County Office of Transportation

Environment

This section focuses on the natural environment, our use of natural resources, and our relationships with the natural environment.

Strengths and weaknesses might focus on the following: quality of land, water, and air; watershed maintenance and preservation; tree canopies and green spaces; climate change mitigation and adaptation; energy conservation; green infrastructure; stormwater infrastructure and management; water and sewer capacity; recycling, pet waste, and organic waste programs; the mitigation of environmental hazards; and parks and recreation.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Variety of environmental features, as shown on Map 2 in Attachment A • Multiple parks and environmental trust areas, including several County and State parks, such as Patapsco Valley State Park and Troy Park • Portion of the Patapsco Valley Heritage Area included in boundary – a state designated heritage area recognized for its natural landscape, history and culture • Patapsco River along the Sustainable Community’s northern boundary • County’s green infrastructure network - a network of interconnected waterways, wetlands, forest, meadows, and other natural areas - along northern and northeastern boundary • Variety of County-owned properties, such as Troy Park (a regional county park); Harwood Park playground and basketball court; recently acquired 9-acre parcel in Lawyers Hill • Plans for recreational amenities at the future Elkridge community center – which may include amenities like tennis/pickleball courts, a destination playground and walking paths 	<ul style="list-style-type: none"> • Lack of connectivity to parks; not all neighborhoods are connected to parks, and parks themselves are not interconnected • Limited publicly accessible green/open spaces outside of parks • Dumping of refuse in Lawyers Hill and northern area of Sustainable Community boundary • Location in lower part of the Patapsco River Lower North Branch and Deep Run watersheds, leading to concern for worse water quality downstream versus upstream areas • Numerous properties in the Sustainable Community Area were built prior to the 1990s, when stormwater management requirements were established; therefore, many older developments lack stormwater management infrastructure (however, new developments and redevelopments present opportunities to add on-site stormwater management) • According to Howard County Climate Forward, the County’s climate action plan, South Elkridge and a portion of North Elkridge have a much higher heat vulnerability than other areas in the County due to a greater portion of land area being covered by buildings,

<ul style="list-style-type: none"> • Plans for an indoor sports complex (including an indoor track, basketball, badminton and pickleball courts) within the Sustainable Community area • Reliable County managed recycling and composting programs utilized by residents • County’s Rt 1 tax credit program allows landscaping improvements in addition to building improvements 	<p>infrastructure assets, impervious surfaces, and a lack of tree cover</p> <ul style="list-style-type: none"> • Investment and restoration needs at Troy Mansion within Troy Park as well as renovations and improvements in neighborhood parks – like Harwood Park, and County-owned site in Lawyers Hill
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Parks and neighborhoods are more interconnected throughout the Sustainable Community</p> <p>Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements; number of wayfinding signs that connect to parks</p>	<p>Strategy A: Continue to advance multimodal capital improvement projects that provide residents with safe ways to walk and bicycle to area parks, including filling in existing gaps in the transportation network</p> <p>Strategy B: Incorporate the location of environmental areas and recreational activities into a comprehensive Route 1 corridor wayfinding system</p>	<p>DRP, OOT, DPW, MDOT-SHA</p>
<p>Outcome 2: More publicly accessible green spaces serve as amenities throughout the Sustainable Community</p> <p>Progress Measures: Acreage of publicly accessible green space</p>	<p>Strategy A: Identify opportunities for new pocket parks in the Sustainable Community area, which may emerge through redevelopment and/or private property dedication</p> <p>Strategy B: Explore the potential for a pocket park on Main Street in Elkridge</p>	<p>DRP, Private Property Owners</p>

	<p>Strategy C: Encourage more private properties to provide more public open space access</p> <p>Strategy D: Continue to assess community demand and use of amenities through Land Preservation Parks and Recreation Plan (LPPRP) Update</p> <p>Strategy E: Restore existing park assets, such as Troy Mansion and Harwood Park</p>	
<p>Outcome 3: Illegal dumping of refuse is reduced where it is occurring in the northern area of Sustainable Community boundary, thereby beautifying the area, improving water quality, and reducing environmental hazards associated with illegal dumping</p> <p>Progress measures: Number of installed signs; number of volunteers participating in clean-ups</p>	<p>Strategy A: Identify the worst sites for illegal refuse dumping and identify appropriate solutions</p> <p>Strategy B: Increase awareness of waste management resources available in the County, like bulk trash pickup, through education and marketing campaigns</p> <p>Strategy C: Work with organizations to mobilize volunteers for organized clean ups (serving a dual purpose of cleaning up sites and spreading awareness), including clean ups facilitated by the County’s Adopt-a-Road program</p>	<p>DPW, HCPD, Patapsco Heritage Greenway, MD-DNR</p>
<p>Outcome 4: Increased environmental restoration</p>	<p>Strategy A: Support installation of stormwater “best management practices” (BMPs) on residential, commercial, and</p>	<p>OCS, HCEDA, DPZ, Private Property Owners</p>

<p>Progress measures: Number of installed stormwater projects; square footage of impervious surfaces treated; number of trees planted</p>	<p>non-profit properties (BMPs may include rain gardens, permeable pavers, etc.)</p> <p>Strategy B: Continue to promote the County’s CleanScapes program, which offers financial incentives for residents with homes built before 2003 to install best management practices</p> <p>Strategy C: Continue to promote the Commercial Stormwater Partnership program, which offers commercial properties the opportunity to receive credit on their watershed fee in exchange for installing stormwater treatment practices</p> <p>Strategy D: Promote the Rt 1 tax credit program to support landscaping improvements, including increased native tree canopy, especially in areas vulnerable to the heat island effect</p>	
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Economy

This section is centered on economic growth and management.

Strengths and weaknesses might focus on the following: business attraction & retention; improving and maintaining the health of business districts, downtowns, and main streets; commercial vacancy reduction; workforce attraction and retention; employment/job training; marketing, branding, and tourism; improving or creating economic impact of cultural and historic assets; providing technical and financial assistance to businesses; commercial building acquisition, rehabilitation and/or adaptive re-use; and creating a sense of place and vibrancy through streetscaping and beautification.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Various economic features, as depicted on Map 3 in Attachment A • Strong employment base along Route 1 (there were over 43,000 employees along the entire Route 1 Corridor, or all the area east of I-95 to the Howard County boundary line, in 2019) • Strategic location along the Route 1 corridor between DC and Baltimore, proximity to Baltimore Washington International airport, and access to I-95 and the Dorsey MARC station create a strong competitive advantage for employment growth and reinvestment; these factors have made the area attractive to the following industry sectors: food processing, logistics, advanced manufacturing, and technology-enabled businesses • Unique small businesses that provide a diverse economic base (mom and pop, industrial parks) • Vacant industrial land exists for business expansion • Sense of community/partnerships among some businesses • Good community amenities (library, senior center) • County’s Rt 1 tax credit program has been used to support 13 projects – including a cluster around ElkrIDGE’s Main Street 	<ul style="list-style-type: none"> • Railroad tracks bisect ElkrIDGE Main Street; therefore, it feels like there is no “Main Street” or town center • Residents generally can’t safely walk to retail destinations • Main Street has limited visibility to travelers along Route 1 • Available land for business expansion has various site development constraints, including small parcel sizes, irregular parcel shapes, and the presence of environmental features • Blighted older motels make the area feel less desirable and less safe to some • Lack of branding for the area • Lack of destination or draw to the area (e.g. no movie theater, anchor stores, and limited retail options), which leads to retail leakage (retail purchases made elsewhere) • Some blighted and underutilized parcels in need of reinvestment to increase aesthetic appeal • Redevelopment is a challenge given that the Route 1 Corridor consists of a patchwork of separately owned parcels, many of which are smaller in size • Some ElkrIDGE Main Street properties that historically housed ground floor businesses have been converted to residential, reducing business activity along Main Street

<ul style="list-style-type: none"> Recent designation of part of the area as a state Enterprise Zone, which offers tax credits to encourage businesses to make capital investments and create new jobs 	<ul style="list-style-type: none"> Lack of retail development and other types of mixed-use development around the Dorsey MARC station Lack of active business group (i.e. Elkridge Chamber of Commerce or other Elkridge business group)
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Main Street in North Elkridge is a known destination with an identity as a small business hub</p> <p>Progress Measures: Visitors to Main Street; increased retail foot traffic</p>	<p>Strategy A: Fund a branding and wayfinding program for the Elkridge Main Street community that may include a slogan, public art, and other types of capital and non-capital improvements</p> <p>Strategy B: Develop and implement a promotion and marketing plan for Main Street, including a social media campaign</p> <p>Strategy C: Plan events and festivals along Main Street, in partnership with local businesses, that temporarily close the street to vehicles to draw retail foot traffic</p> <p>Strategy D: Invest in frontage and streetscape improvements along Main Street, and encourage property and business owners to use the Rt 1 tax credit to make improvements</p> <p>Strategy E: Seek opportunities to invest in improvements to Route 1 (curbs, etc.) at Levering to make the entrance to Main Street more obvious and attractive</p>	<p>HCEDA, OOT, DPW, MDOT-SHA, HCPD, small business owners, property owners</p>

	Strategy F: Create recognizable Elkridge entrances and explore funding for Elkridge gateway signage	
<p>Outcome 2: Main Street in North Elkridge offers more commercial activity and vibrancy</p> <p>Progress Measures: Number of ground-floor commercial spaces; increased retail foot traffic</p>	<p>Strategy A: Invest in a building façade improvement grant program for small businesses</p> <p>Strategy B: Seek funding support for property owners or small businesses that renovate properties for ground-floor commercial use</p> <p>Strategy C: Explore a potential Maryland Main Street Affiliate designation to access resource and technical support and follow principles established by the National Main Street Center</p>	HCEDA, DPZ, small business owners, property owners
<p>Outcome 3: The Sustainable Community continues housing a variety of industries</p> <p>Progress Measures: Number of fit out projects; number of new businesses</p>	<p>Strategy A: Explore the creation of a grant program that supports small business fit out, including contractors that require equipment storage</p> <p>Strategy B: Advance partnerships with HCEDA, Howard Community College, employers, and workforce organizations to support business growth, skilled trades, technical assistance, and diverse business development opportunities in Elkridge</p>	HCEDA, DPZ, small business owners, property owners, HCC

	Strategy C: Be more intentional about marketing parts of Elkridge as within the Eastern Howard County Enterprise Zone	
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Transportation

This section describes the way people in your community get from place to place.

Strengths, weaknesses and outcomes can focus on: access to transit corridors; pedestrian safety and accessibility; sidewalks; alternative modes of transportation, such as bikeways and trails; public transit, such as bus and rail; carpooling; proximity to transportation centers; parking; and road conditions.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Variety of transportation features, as shown on Map 4 in attachment A • Pilot micro-transit program (Rapid Ride) off to a good start • Great car access (north, south, east, west) via major roadways • Dorsey MARC/regional commuter rail, which allows access to Downtown Baltimore and Washington, DC • Regional bike/pedestrian connections via Patapsco State Park; creates possibilities for bicycle commute (for advanced cyclists) • State designated Transit Oriented Development (TOD) area around Dorsey MARC station, which provides eligibility for application to a capital grant and revolving loan fund for infrastructure at TOD sites • Recent state designation as a Bicycle and Pedestrian Priority Area (BPPA) – a Maryland Department of Transportation, State Highway Administration (MDOT-SHA) program that prioritizes safety and accessibility for cyclists and pedestrians in a defined half-mile radius area, where a state highway runs through a developed community corridor (the County completed an Elkridge BPPA Plan in January 2026) • Recent and planned improvements to make the area safer for walking and bicycling (see Map 4 in Attachment A) • Long-term vision for a shared-use path along Route 1 	<ul style="list-style-type: none"> • Physical barriers like MD 100’s exit/entrance ramps reduce connectivity and therefore community cohesion • Limited/inconsistent public transportation options don’t fully serve community needs • Safety concerns for public transit stops (such as lack of lighting and sidewalk gaps that limit accessibility) • Car-dependent community • Severe crash risk documented in the BPPA area, primarily on Route 1 • Given that Rt 1 is a state highway with regional traffic, there is a need for consistently safe and comfortable ways for people (particularly youth) to walk and bicycle from homes to community facilities, shopping areas, and schools (including connections to the future community center) • No convenient way to walk and bike to the Dorsey MARC station from nearby residential developments (including Oxford Square) • Area around the Route 1/Route 175 intersection was identified as a focus in the 2019 US 1 Safety Evaluation due to historical crash trends and need for pedestrian safety improvements • County lacks right of way easements, creating challenges to construct sidewalks on private property

	<ul style="list-style-type: none"> • Implementation of certain pedestrian/bike infrastructure projects, such as a shared-use path along Route 1, generally occurs on an incremental basis, as redevelopment occurs • US Route 1 lacks a safe pedestrian link under the B&O overpass, with limited ROW to add bike lanes or shoulder; an existing stair tunnel under the train tracks was closed to pedestrians given safety issues
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Rapid Ride becomes a permanent convenient, well-used microtransit option that gets populations without personal vehicles to their destinations in the Elkridge Sustainable Community</p> <p>Progress Measures: Ridership numbers</p>	<p>Strategy A: Invest in Rapid Ride’s expansion to offer longer evening hours, increased fleet capacity, and larger area of service</p> <p>Strategy B: Increase marketing of Rapid Ride to Sustainable Community residents</p>	<p>OOT</p>
<p>Outcome 2: The Sustainable Community offers safe and convenient ways to travel to destinations on foot or by bicycle</p> <p>Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements</p>	<p>Strategy A: Continue to fill in gaps in the bicycle and pedestrian network through capital projects and grants (implementing plans like the BPPA plan, BikeHoward, and WalkHoward)</p> <p>Strategy B: Continue to work with MDOT-SHA on collaborative capital investments that improve safety and connectivity for bicyclists and pedestrians along Route 1</p>	<p>OOT, DPW, MDOT-SHA, MD-DNR, property owners</p>

	<p>Strategy C: Explore creative methods to approaching and negotiating with property owners who are reluctant to sell right of way (ROW) needed for connections, and develop protocols to acquire ROW when critical properties are listed for sale</p> <p>Strategy D: Connect pedestrians and bicyclists to Baltimore County through a pedestrian bridge over the Patapsco River, which could be advanced through the Patapsco Regional Greenway (a proposed 40-mile, shared-use trail project)</p> <p>Strategy E: Support a pedestrian/bicycle connection from Oxford Square to the Dorsey MARC station</p> <p>Strategy F: Advance a safe pedestrian connection in the tunnel under the railroad to allow residents as far north as the Riverwatch community to walk to the new community center (note this strategy is repeated in the Community Health and Quality of Life section)</p>	
<p>Outcome 3: The Sustainable Community’s public transit stops are more accessible, safe, and welcoming to riders</p> <p>Progress measures: Ridership numbers</p>	<p>Strategy A: Invest in street lighting, sidewalks, signage, and other features that make public transit stops more accessible, safe, and welcoming in the Elkridge Sustainable Community</p>	<p>OOT, DPW, HCPD, MDOT-SHA</p>

<p>Outcome 4: More community members, particularly youth, feel comfortable bicycling in the Elkridge Sustainable Community</p> <p>Progress measures: Ridership numbers</p>	<p>Strategy A: Invest in programming for bicycling education, such as community rides (in partnership with schools, libraries, and local bicycle shops) and bicycle “traffic gardens” (small scale street mock-ups where children can learn and practice safely navigating streets)</p>	<p>OOT, DPW, DRP, HCPSS, business owners</p>
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Housing

This section focuses on the homes in which people in your community live or making it easier for them to find and stay in a place to call home.

Strengths, weaknesses and outcomes might focus on the following: affordability; increasing homeownership opportunities; increasing rental housing units; diversifying the types of housing available; improving housing condition (interior or exterior); housing programs; aging in place supports; preventing foreclosures; and reducing residential vacancies.

Strengths	Weaknesses
<ul style="list-style-type: none"> ● Various housing features, as illustrated on Map 5 in Attachment A ● Network of housing providers, such as Rebuilding Together, Fello, Grassroots, Community Action Council, Bridges to Housing Stability and the Howard County Housing Commission (safety net, referral options) ● Range of County housing programs (available through County DHCD, DCRS, etc.) such as tax credit programs, first time homebuyer assistance, eviction prevention services, home repair programs (which can be used for a variety of housing types, including mobile homes) ● Howard County’s DHCD administers funding for affordable housing preservation programs that can be used for mobile home parks and single-family homes ● Diverse housing stock (mobile homes, townhomes, single family, condos, rental homes and rental apartments) provides mixed-income housing choices throughout the Sustainable Community area ● Age of housing stock ranges from early 1800s to present day; various new developments in the Route 1 Corridor (including transit-oriented developments) in the past two decades (see Map 5 in Attachment A) ● Good location, proximity to jobs in the Route 1 Corridor and region 	<ul style="list-style-type: none"> ● Communication and marketing of housing services and programs that are available in the area are not reaching income eligible residents ● Blighted motels along Route 1, due to decades of disinvestment, present a less desirable image ● Lack of public sewer in some areas of ElkrIDGE constrains housing production ● Lack of public infrastructure (sidewalks, bike lanes, public transit) connecting neighborhoods to other neighborhoods and to retail destinations ● Housing rehabilitation program funding for older rental communities is difficult to find and access ● Property tax assessments are rising, leading to higher property taxes (impacting older and/or residents on fixed incomes) ● Older housing stock, including mobile home stock, presents greater maintenance needs; approximately 15% of the Sustainable Community area’s housing stock is 50 years old or older ● Some households and neighborhoods may struggle with maintenance of housing units and grounds ● Housing and property maintenance needs, including needs for mobile home renovations, exceed available County funding resources

<ul style="list-style-type: none"> ● DCRS provides aging in place services, including resources for transportation, adult day programs, and programs at the County's 50+ center ● Amenities in the area (parks, highly rated schools, arts, etc.) make this a desirable location in the region ● Several LIHTC (low-income housing tax credits) housing developments in the Sustainable Community area provide affordable housing options, including Riverwatch I and II, Orchard Club, Parkview at Colonial Landing, and Port Capital ● Inclusionary zoning requires a percentage of moderate-income housing units (MIHUs) in new developments; in the County's 2025 MIHU annual report, 5 resales of for-sale MIHUs occurred in the Sustainable Community boundary. The same report includes data indicating there are approximately 350 rental MIHUs in the Sustainable Community boundary 	<ul style="list-style-type: none"> ● Need for more housing units that are affordable to a range of income levels ● Lack of a mechanism to require and/or incentive additional MIHUs (above the minimum required by zoning)
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: More affordable housing options are available in the Sustainable Community</p> <p>Progress Measures: Number of rehabilitated affordable units</p>	<p>Strategy A: Leverage the County's Housing Opportunities Trust Fund to advance affordable housing opportunities in the Sustainable Community, through the provision of loans, grants, or guarantees to construct new affordable housing units, assist with the purchase of for-sale housing, rehabilitate existing units, etc.</p> <p>Strategy B: Provide funding to local nonprofit organizations to acquire units to</p>	<p>DHCD, nonprofit organizations, private property owners, developers and the HCHC</p>

	<p>rent, rehabilitate, and/or sell to support rental and home ownership opportunities for low- and moderate-income households</p> <p>Strategy C: Promote the redevelopment or restoration and adaptive reuse of blighted hotels/motels along Route 1 to include affordable housing</p>	
<p>Outcome 2: The condition of housing is improved in the Sustainable Community</p> <p>Progress Measures: Number of rehabilitated units</p>	<p>Strategy A: Support rehabilitation programs for existing homeowners</p> <p>Strategy B: Fund mobile home park improvements, to include tot lots, stormwater management, covered bus stops, HVAC improvements, energy improvements, roofs, sidewalks, paths and trails</p> <p>Strategy C: Increase awareness and utilization of the County's housing repair program (Reinvest*Renovate*Restore) to assist existing homeowners with home repairs for energy efficiency, health and safety, and aging in place modifications</p> <p>Strategy D: Identify and support funding resources for improvements to existing rental housing developments to preserve affordable housing units</p>	<p>DHCD, nonprofit organizations, private property owners, HCHC</p>
<p>Outcome 3: New types of housing are added to the Sustainable Community's housing stock</p>	<p>Strategy A: Fund live/work opportunities, which supports small business development in historic Main Street</p>	<p>DHCD, DCRS, nonprofit organizations, private property owners, developers</p>

<p>Progress Measures: Number of new types of housing</p>	<p>Strategy B: Invest in affordable senior villas near amenities, such as Main Street Elkridge and the future community center</p> <p>Strategy C: Encourage the production of housing units that meet the needs of residents at various income levels and different levels of ability (i.e. persons with disabilities) through programs, partnerships, and the Moderate-Income Housing Unit (MIHU) program</p>	
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Community Health and Quality of Life

This section is concerned with public health, community culture, and the day-to-day life of community residents.

This category includes projects focusing on (but not limited to): improvement of public health including improving community design to promote healthy behaviors such as walking and strengthening community support and connectedness through health and wellness programs and facilities that create inclusive communities. These projects may include built environment, indoor spaces, outdoor environments such as increasing community gardens and access to services including educational facilities and programs; health and wellness facilities and programs that serve multi-generations; senior facilities and programs; youth facilities and programs; facilities and programs for the disabled; civic amenities, access to quality food options; collaborations with faith-based organizations; arts and entertainment education; and homelessness prevention, services, and facilities. Projects should include community engagement that includes participation in the selection of strategies and outcomes, progress reports, and evaluation.

Strengths	Weaknesses
<ul style="list-style-type: none"> ● Variety of civic and historic assets, as shown on Maps 6 and 7 in Attachment A ● Rich history with a variety of historic places and sites, including (but not limited to) Elkridge Landing, Elkridge Furnace Inn (a destination and historical landmark), Elkridge Main Street, Thomas Viaduct, Lawyers Hill historic district ● History of the Patapsco River and how it opened the area to commerce (Elk Ridge Landing was established in the 1700s and became the largest colonial seaport north of Annapolis) ● Elkridge has significant transportation history, as the County’s first colonial hub; as a community along the Washington and Baltimore Turnpike/Route 1 (which opened in the early 1800s); and as the home of the Thomas Viaduct (a National Historic Landmark), the first curved stone multiple-arch bridge in America, built in 1835 to carry the Baltimore & Ohio railroad over the Patapsco River ● Elkridge Furnace Inn, originally an 18th century iron-making site, demonstrates artistic nature of foundry work (hand- 	<ul style="list-style-type: none"> ● Historic properties – whether owned by the County (like Troy Hill mansion) or nonprofits (like Brumbaugh House) – may require greater maintenance ● Historic properties with large sites may face threat of demolition for development ● Minimal involvement of young community members in historic organizations ● B&O Rail overpass on Route 1 needs aesthetic enhancement ● Lack of connectivity to new and expanding facilities to ensure residents have comfortable and convenient ways to access civic amenities ● Very few gathering places, such as coffee shops and recreational areas ● Lack of spaces for youth ● Need for community gardens

worked labor) and conveys history of iron workers (including enslaved, indentured, and convict labor)

- History of Patapsco State Park, Maryland's oldest state park, which was first established as a forest reserve in 1907
- Multiple historic districts: Lawyers Hill local historic district, and four survey districts: Main Street (HO-377), Elkridge Landing (HO-784), Furnace Avenue (HO-514), and Old Washington Road (HO-803); historic resources are further depicted in Map 7
- Main Street's charm and history, which is lined with buildings dating from the early nineteenth century, when Main Street was part of the old Baltimore-Washington Turnpike
- Elkridge heritage society, active organization with museum at Brumbaugh House (a late 1800s building that served as Doctor Brumbaugh's home and office, where he practiced for 60 years); open to the public once a month (featuring displays)
- Elkridge Assembly Rooms (in Lawyers Hill historic district) which were historically created to allow residents to come together after the civil war
- Some sites along the Route 1 Corridor have vintage, iconic signs that harken back to the roadway's earlier era
- Harwood Park, located off Loudon Avenue, is Howard County's first planned community, created in 1893 and built over many decades
- Lennox Park, located south of the Dorsey MARC Station, is an early 20th century neighborhood that was built out over decades
- An expanding "civic district" – existing and planned civic facilities, including the existing Elkridge Library/50+ Center/DIY Education Center, and future Community Center (with 50+ center, and public art)

<ul style="list-style-type: none"> ● Once the existing 50+ center moves out of its current location, plans for library renovation and expansion ● Multiple schools in the area (with plans for future high school); the future high school can bring community activity – a “third space” where residents can attend plays and sporting events ● New Community Action Council (CAC) Food Bank facility and Early Childhood Education Center being built ● Newer fire station on Rowanberry Drive, built in 2018 ● Diversity – in terms of race and ethnicity, the area is: 34.8% White (+/-3.4), 30.6% Black or African American (+/- 4.7), 0.1% American Indian and Alaska Native (+/- 0.2), 22.4% Asian (+/- 3.9), 0.1% Native Hawaiian/Other Pacific Islander (+/- 0.1), 0.5% Some other race (+/- 0.4), 5.3% Two or more races (+/- 1.8), and 6/2% Hispanic or Latino (+/- 1.7) ● Multiple churches in the area; some heavily involved in the community ● Independently owned food options, including some ice cream destinations (Cindy’s, Green Valley) 	
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Civic amenities and neighborhoods are more interconnected throughout the Sustainable Community</p> <p>Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements</p>	<p>Strategy A: Continue to invest in multimodal capital improvement projects that provide residents with safe ways to walk and bicycle to civic amenities</p> <p>Strategy B: Pursue safer and more direct crossings on Route 1 that align with civic destinations, like the future community center</p>	<p>OOT, DPW, DRP, MDOT-SHA, CSX, MD-DNR</p>

	<p>Strategy C: Advance a safe pedestrian connection in the tunnel under the railroad to allow residents as far north as the Riverwatch community to walk to the new community center</p>	
<p>Outcome 2: The Sustainable Community provides various spaces for people to gather</p> <p>Progress Measures: Square footage of spaces serving as community gathering places</p>	<p>Strategy A: Identify and create more “third spaces” for the community – places people can gather that are not home or work (such as the new community center, community gardens, coffee shops, etc.)</p> <p>Strategy B: Seek funding to renovate space at the Elkrige Library, once the existing 50+ center moves to the new community center; consider making this a space dedicated to youth</p>	<p>DGS, HCLS, small businesses</p>
<p>Outcome 3: Restored signs and features, along with interpretive historical signage and wayfinding signs, convey the Sustainable Community’s unique history</p> <p>Progress Measures: Number of restored signs and features; number of historical and wayfinding signs</p>	<p>Strategy A: Create a grant program to restore Route 1’s vintage signs</p> <p>Strategy B: Establish a grant program for wayfinding and historical signage, connected to a larger brand identify and marketing plan</p> <p>Strategy C: Include interpretive historical signage in the future Lawyers Hill park, at the site of the future high school in Troy Park and other sites of historic significance</p>	<p>DPZ, DRP, OOT, MDOT-SHA</p>

	<p>Strategy D: Incorporate public art into a larger wayfinding, branding, and historical interpretation program</p> <p>Strategy E: Pursue a welcoming sign and/or public art at the CSX bridge</p>	
<p>Outcome 4: Historic sites and resources are restored in the Sustainable Community</p> <p>Progress Measures: Number of restoration projects</p>	<p>Strategy A: Restore and improve Troy Hill mansion at Troy Hill Park</p> <p>Strategy B: Support preservation of the Brumbaugh House and other sites of historic significance</p> <p>Strategy D: Explore opportunities to restore and revitalize historic resources, such as the replica steam gun located near the intersection of Old Washington Road and Route 1</p>	<p>DRP, Elkridge Heritage Society, DPZ</p>

Local Planning and Staffing Capacity

This section is concerned with a local government’s ability to plan for the community’s future and to meet the current needs of residents.

Strengths, weaknesses and outcomes might focus on the following: updating zoning ordinances or land use; updating municipal/local policies, taxes, fees, etc.; increasing local government staff capacity; and updating planning documents like sector plans or comprehensive plans.

Strengths	Weaknesses
<ul style="list-style-type: none"> ● Local planning guides future land use, as depicted in Map 8 in Attachment A ● Policy guidance and vision for the area are provided in both HoCo By Design, the County’s General Plan, and the Route 1 Corridor Plan; both plans promote Route 1’s revitalization ● In north Elkridge, the Route 1 Corridor Plan envisions an Elkridge Civic District – an area where civic, community-focused, and recreational uses are clustered ● Around the Dorsey MARC commuter rail station, the Route 1 Corridor Plan envisions the Dorsey Station Activity Center – an area where industrial character uniquely blends with residential and commercial uses, with walkable connections to the rail station; activity centers are places targeted for future mixed-use redevelopment in the General Plan ● Updates to the Route 1 Design Manual, which provides direction for preparing subdivision and site development plans for properties in the Route 1 Corridor, are currently being studied – this update is anticipated to help advance complete streets, inter-parcel connectivity, amenity/open spaces and unique architectural design ● Guidance for safe multimodal connections is provided in the Elkridge Bicycle & Pedestrian Priority Area Plan, BikeHoward Plan, and WalkHoward Plan 	<ul style="list-style-type: none"> ● The Route 1 Corridor Plan described several challenges to achieving revitalization in the corridor including: <ul style="list-style-type: none"> ○ A residential-commercial imbalance (with limited retail offerings) ○ Disconnected neighborhoods and inaccessible amenities ○ A need for land assemblage ○ Lack of entity, such as Redevelopment Authority, to engage in long-term real estate activities, including land assemblage and land acquisition to aggregate parcels into groupings, that could otherwise be cost prohibitive to the public sector

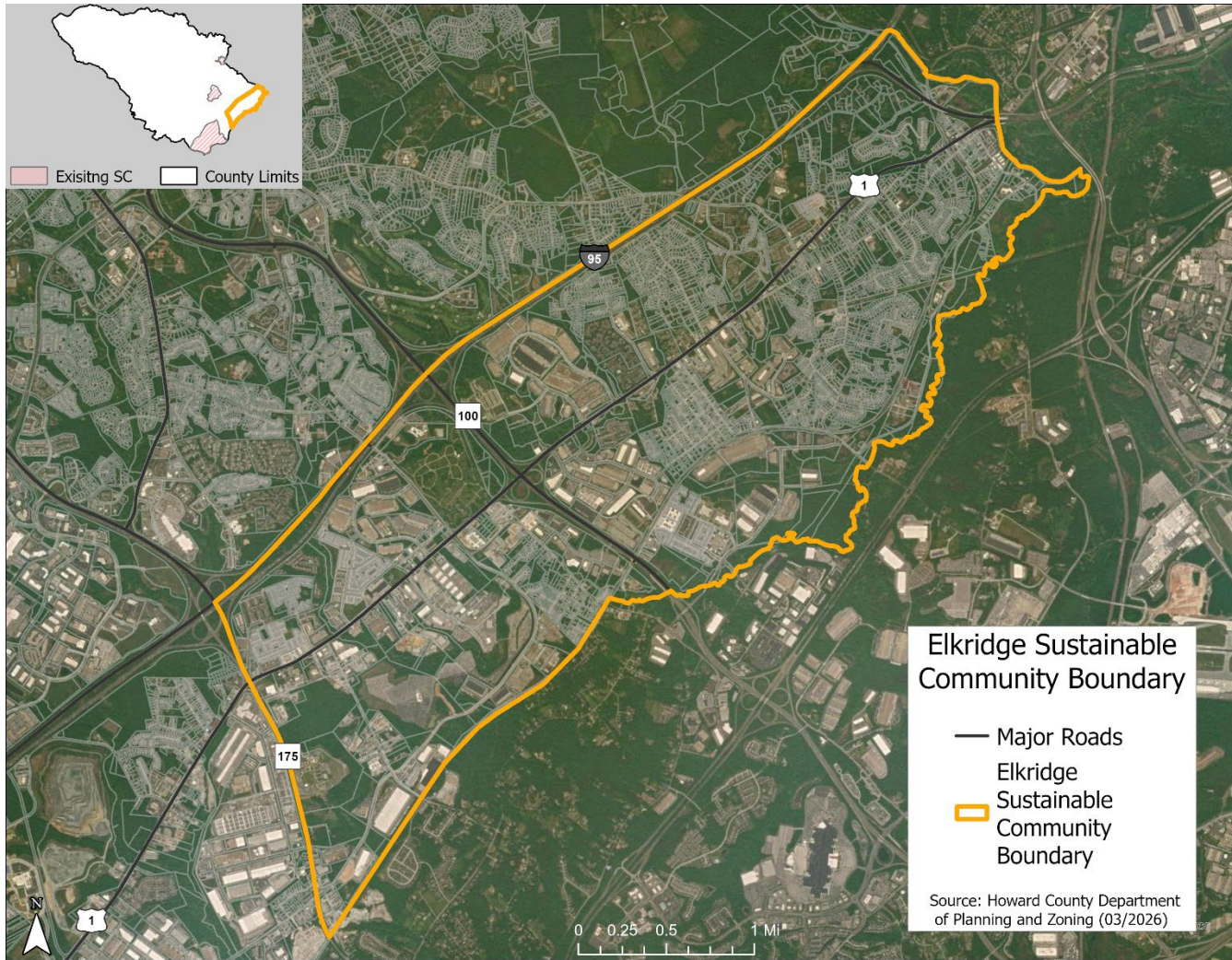
Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Sustainable Community residents and business owners are engaged in planning and policy processes</p> <p>Progress Measures: Number of groups, appointments to boards/commissions, participation with committees, workgroups, etc.</p>	<p>Strategy A: Engage and coordinate with community organizations and public, private, and non-profit stakeholders across Elkridge, including Route 1 business owners</p> <p>Strategy B: Continue to provide the PlanHoward Academy as a resource for increasing public awareness and participation in planning and zoning processes</p>	<p>DPZ, HCEDA, residents, business owners, and nonprofit and community organizations</p>
<p>Outcome 2: The land use vision articulated in HoCo By Design and the Route 1 Corridor Plan is implemented in the Sustainable Community</p> <p>Progress Measures: General Plan monitoring report, legislation, programs, capital funding</p>	<p>Strategy A: Revise the Route 1 Manual and County regulations to implement HoCo By Design and Route 1 Corridor Plan recommendations</p> <p>Strategy B: Implement zoning changes to achieve the vision of the Corridor, to include evaluation of the efficacy of existing industrial zoning districts and consideration of more flexibility</p> <p>Strategy C: Ensure future zoning supports transit-oriented development (TOD) within the state-designated Dorsey Station TOD area so that a mix of uses, such as residential, employment, open space, and commercial, are encouraged and permitted</p>	<p>DPZ</p>

	<p>Strategy D: Expand TOD zoning in the eastern portion of the Dorsey Station Activity Center District and encourage a residential and commercial focus along Dorsey Road</p> <p>Strategy E: Support mid- to high-rise residential and hotels in proximity to the MARC station</p> <p>Strategy F: Protect and promote industry in and around the Dorsey Station District while creating opportunities for residential, industrial, and commercial uses to coexist within the Industrial Mixed-Use Activity Center character area</p> <p>Strategy G: Create opportunities for a mix of uses, gathering spaces, enhanced streetscapes, and placemaking that build on the Dorsey Station District's unique character</p> <p>Strategy H: Protect and promote industry and a compatible mix of uses within the Elkridge Civic District, while facilitating new public placemaking</p>	
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ATTACHMENT A: MAP SERIES

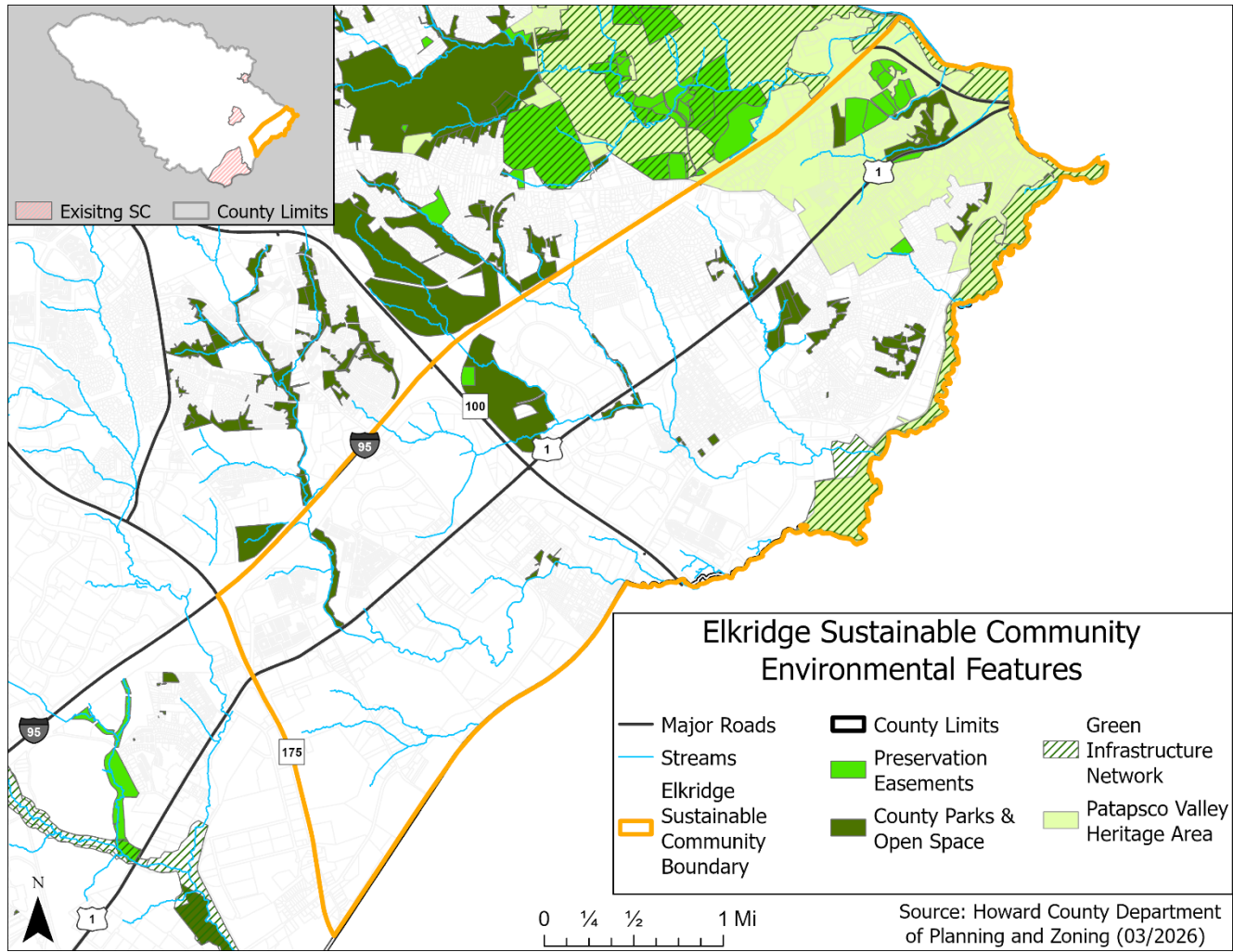
A series of maps were developed as part of the planning process:

Map 1: Proposed Sustainable Community Boundary



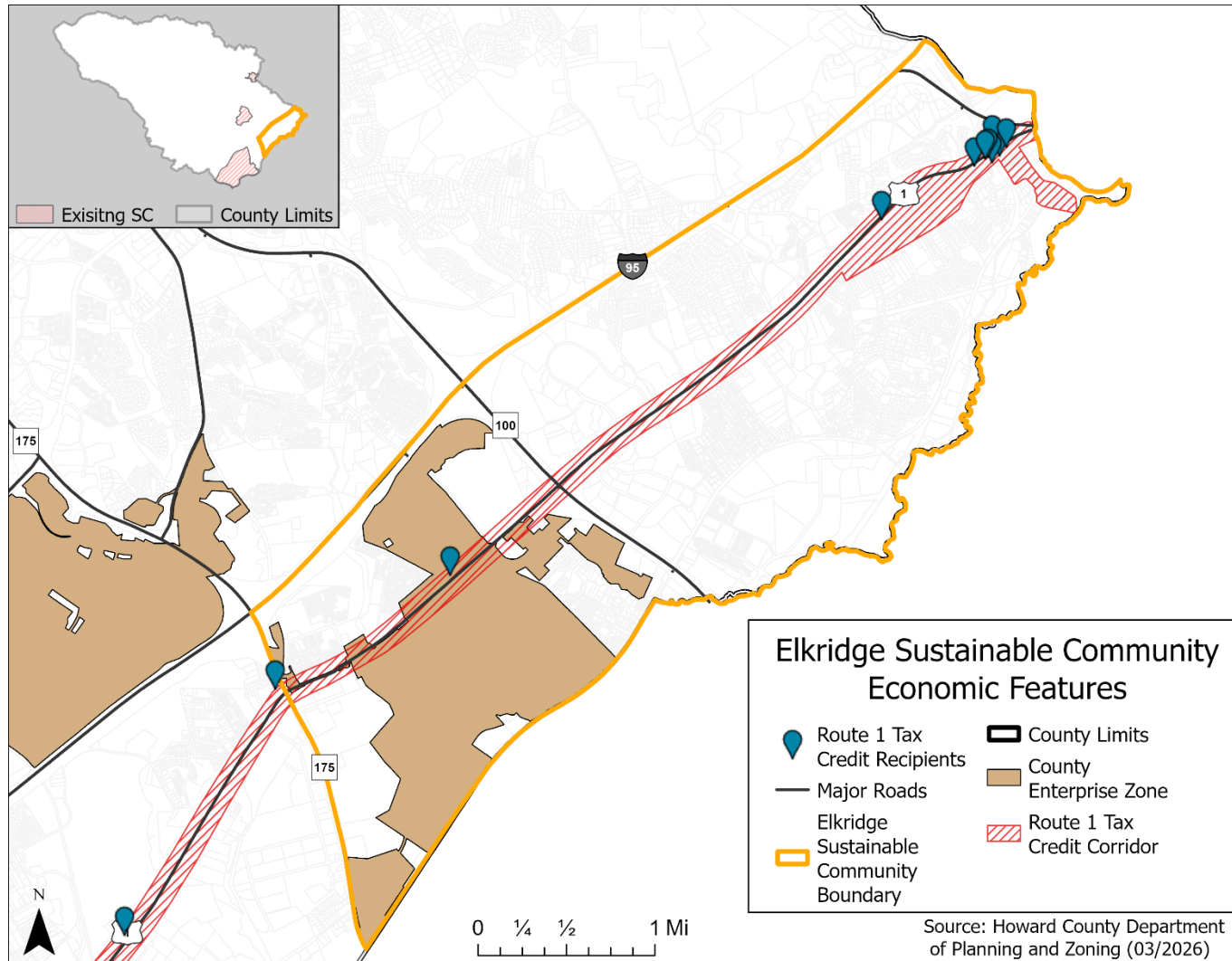
The proposed Elkrige Sustainable Community covers all the area east of Interstate 95 and north of Route 175 to the Howard County boundary line. Within this boundary, the area can be further distinguished as North Elkrige, or all the area above Route 100, and South Elkrige, or all the area below Route 100.

Map 2: Environmental Features in the Elkridge Sustainable Community



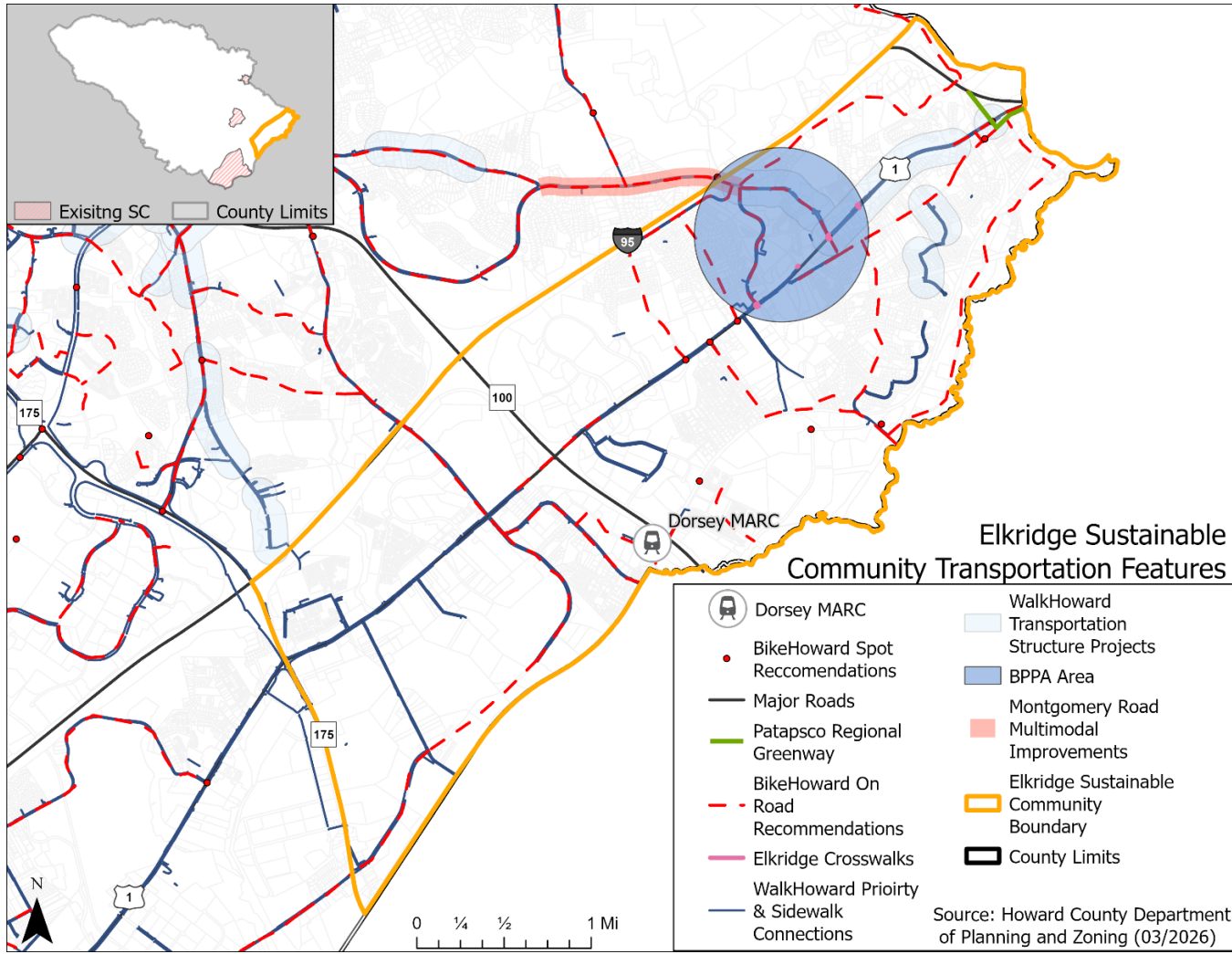
A portion of the state-designated Patapsco Valley Heritage Area is in North Elkridge. Maryland Heritage Areas are places recognized for their diverse natural, cultural, and historic assets. Part of the County's Green Infrastructure Network – a network of interconnected waterways, wetlands, forest, meadows, and other natural areas – is in the northeast portion of the proposed Sustainable Community. Several County parks are in the boundary, the largest of which is Troy Park.

Map 3: Economic Features in the Elkrigde Sustainable Community



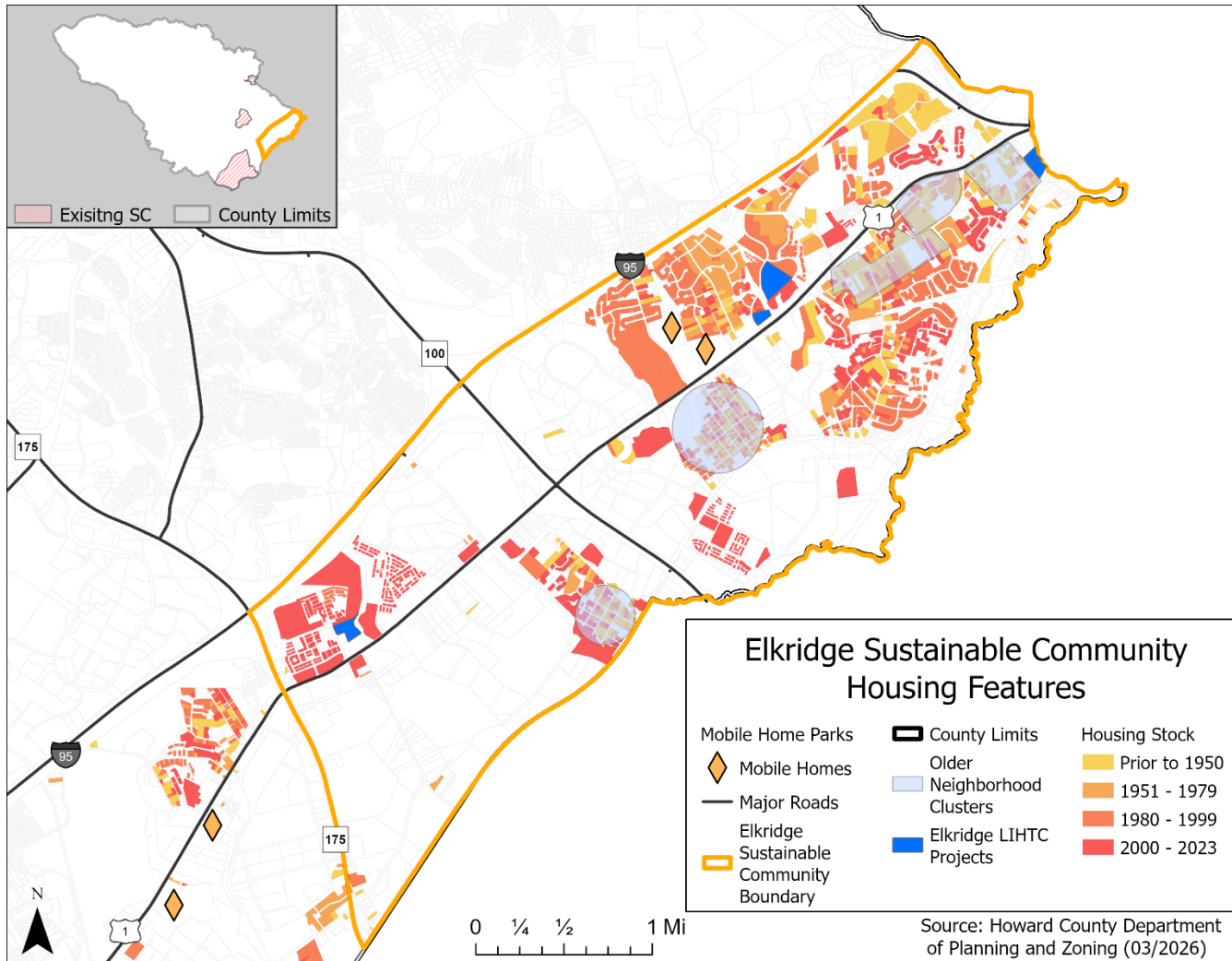
A variety of industries, employers, and small businesses are in Elkrigde. Multiple property owners and businesses have improved their properties with the County's Route 1 Tax Credit Program, including a cluster along Main Street. A portion of the Eastern Howard County Enterprise Zone is in South Elkrigde. The Enterprise Zone offers tax credits to encourage businesses to make capital investments and create new jobs.

Map 4: Transportation Features in the Elkrigde Sustainable Community



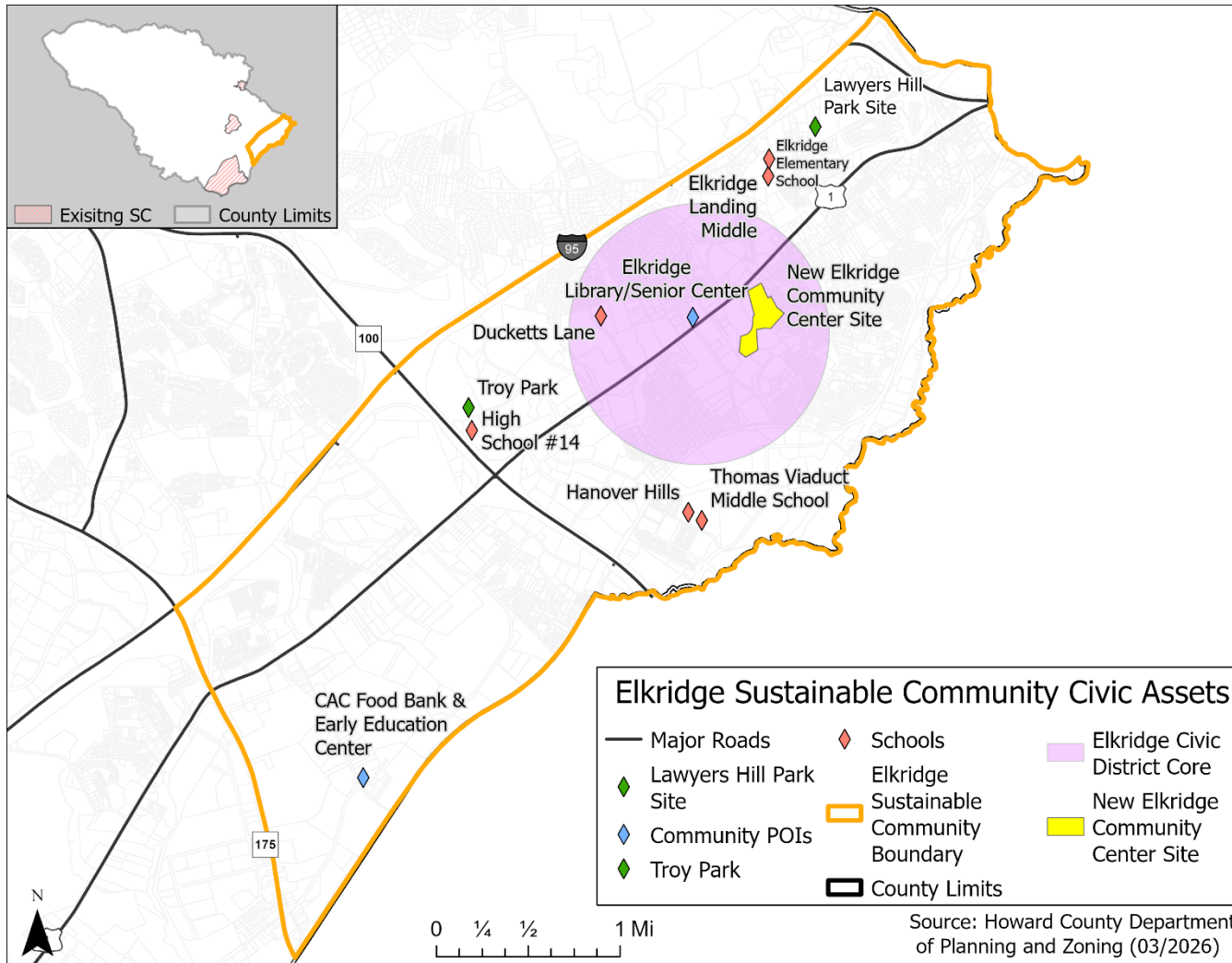
Multiple transportation projects are proposed in the Sustainable Community to advance prior planning efforts – including BikeHoward and WalkHoward, the County’s bicycle and pedestrian master plans, and the Elkrigde Bicycle and Pedestrian Priority Area (BPPA) plan. Collectively, these projects address needs for safe and comfortable ways to reach destinations throughout the Sustainable Community. Several proposed multimodal projects – including Montgomery Road multimodal improvements and the Patapsco Regional Greenway – would connect the Sustainable Community to outside areas.

Map 5: Housing Features in the Elkrigde Sustainable Community



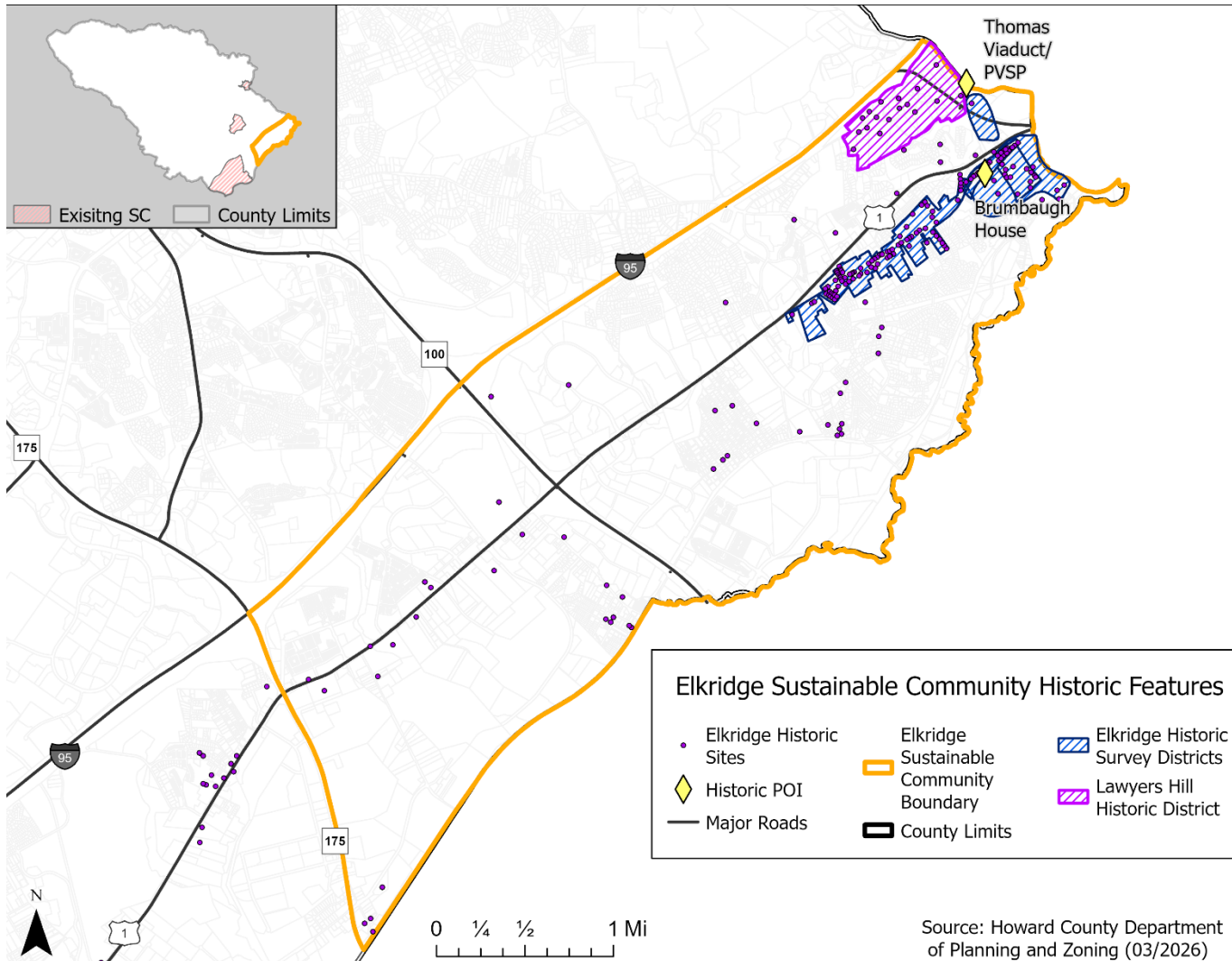
The proposed Sustainable Community contains a variety of neighborhoods and housing types. Several Low-Income Housing Tax Credit (LIHTC) communities are located in the proposed boundary, as are several mobile home parks. The area contains a locally designated residential historic district, Lawyers Hill, as well as several older neighborhoods and clusters of older homes (like North Elkrigde’s Harwood Park, Furnace Avenue, Main Street, and Old Washington Road, and South Elkrigde’s Lennox Park).

Map 6: Civic Assets in the Elkridge Sustainable Community



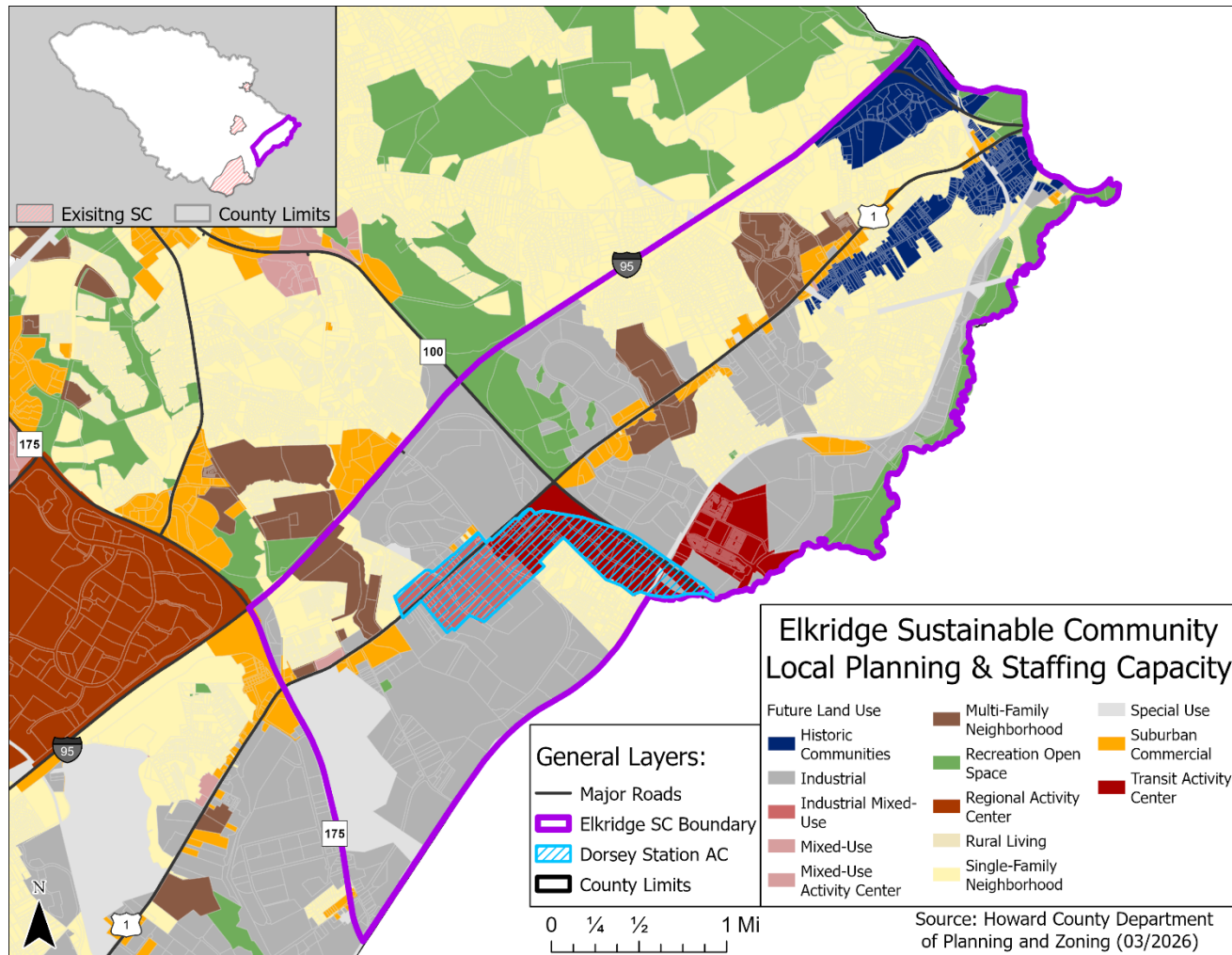
North Elkridge is home to an emerging civic district – an area with existing and planned community facilities and amenities (library, community center, senior center). There are plans for a future high school to be co-located with Troy Park, which would add another public school to the area. In South Elkridge, a Community Action Council food bank and early education center is being constructed.

Map 7: Historic Features in the Elkridge Sustainable Community



The area offers rich history and culture, with numerous historic resources. Elkridge Landing, Thomas Viaduct, Brumbaugh House, the Lawyers Hill residential historic district, Main Street, Furnace Avenue, and Old Washington Road are all historic features of North Elkridge.

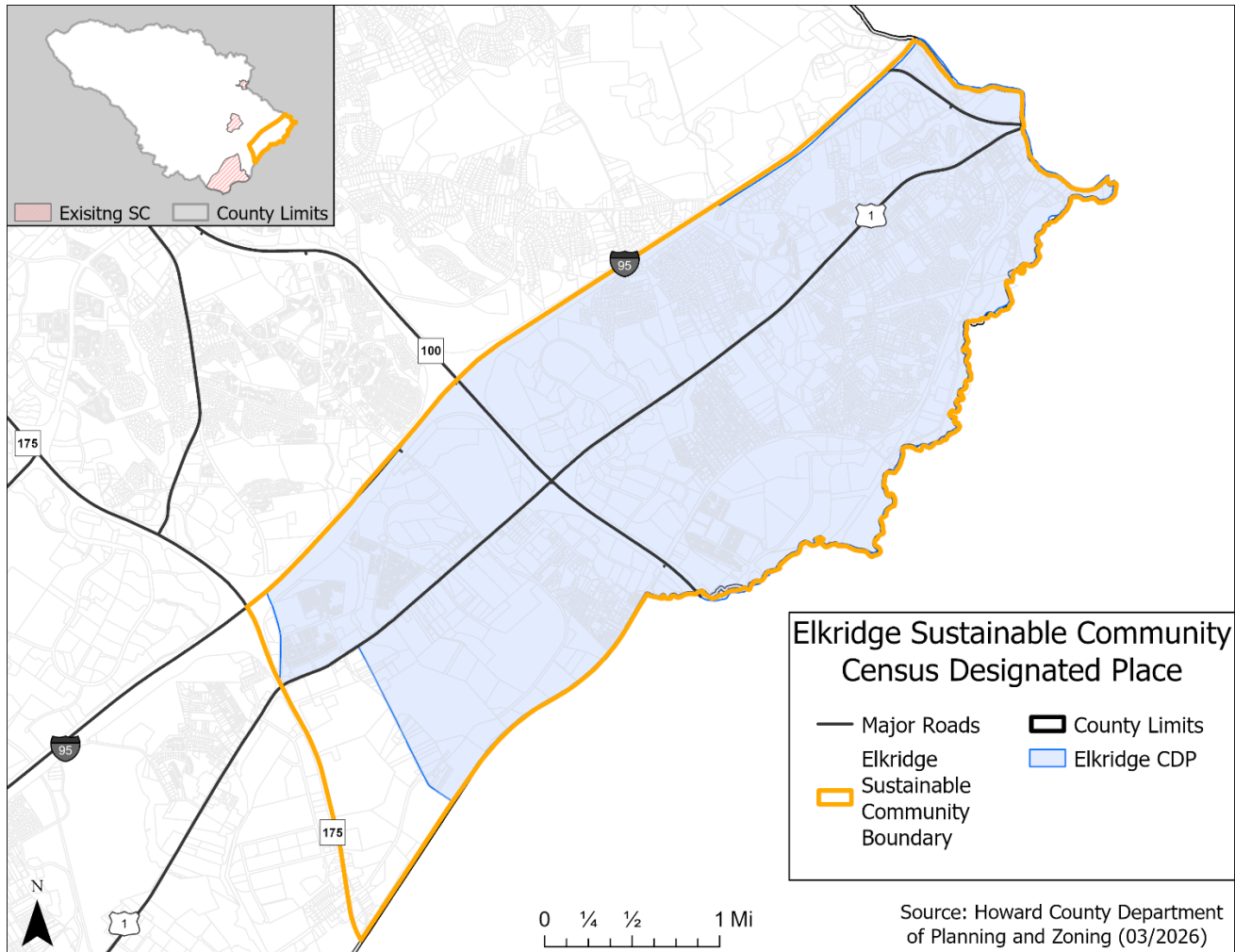
Map 8: Local Planning in the Elkrigde Sustainable Community



The County’s General Plan, HoCo By Design, and the Route 1 Corridor Plan both promote the Corridor’s revitalization. HoCo By Design’s Future Land Use Map (FLUM) identifies multiple future land uses within Elkrigde; most of these correspond with existing land uses. However, the Dorsey Station Activity Center is envisioned to transform as a destination that uniquely blends the Corridor’s industrial heritage with residential and commercial uses. The Activity Center also includes a state-designated transit-oriented development (TOD) area around the Dorsey MARC station.

ATTACHMENT B: CENSUS DATA

The Department of Planning and Zoning compiled the latest available census data, 2020-2024 American Community Survey (ACS) 5-year estimates, for the Elkridge Census Designated Place (CDP). The CDP encompasses all the Sustainable Community area except for a non-residential portion southeast of Route 1 and Montevideo Road.



Key demographic statistics for the Elkridge CDP include (with margin of error indicated by +/-):

- Population: 26,283 (+/- 1,981)
- Households: 9,339 (+/-516)
- Median age: 34.4 (+/- 1.3)
- Median household income: \$139,913 (+/- 9,009)
- Average home-owned household size: 3.0 (+/- 0.13)

With 26,283 residents, the Elkridge CDP contained approximately 8% of Howard County's population (336,328). The Elkridge CDP further compares to the overall County as follows:

- Median age of 34.4 (+/- 1.3) compared to 39.8 (+/- 0.3) for the County
- Median household income of \$139,913 (+/- 9,009) compared to \$149,763 (+/- 3,158) in the entire County
- 58.9% (+/- 3.6) of the population had attained a bachelor's degree or higher, compared to 64.5% (+/- 0.9) of the County's population
- 70.8% (+/- 2.7) of the working age population was in the labor force compared to 66% (+/- 0.5) in the County
- 67.8% (+/- 4) drove alone to work, compared to 64.9% (+/- 1) in the County
- Average home-owned household size of 3.0 (+/- 0.13) compared to 2.92 (+/- 0.03) in the County
- Diverse population in terms of race and ethnicity:
 - 34.8% White (+/- 3.4) compared to 45.9% (+/- 0.2) in the County
 - 30.6% Black or African American (+/- 4.7) compared to 19.7% (+/- 0.3) in the County
 - 0.1%* American Indian and Alaska Native (+/- 0.2) compared to 0.1%* (+/- 0.1) in the County
 - 22.4% Asian (+/- 3.9) compared to 19.2% (+/- 0.5) in the County
 - 0.1%* Native Hawaiian/Other Pacific Islander (+/- 0.1) compared to 0%* (+/- 0.1) in the County
 - 0.5%* Some other race (+/- 0.4) compared to 0.7% (+/- 0.2) in the County
 - 5.3% Two or more races (+/- 1.8) compared to 5.7% (+/- 0.6) in the County
 - 6.2% Hispanic or Latino (+/- 1.7) compared to 8.7% in the County

**Per a statistical reliability test performed by the Department of Planning and Zoning, data found to be unreliable*