



ELKRIDGE

Sustainable Community Plan

I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION

Name of Sustainable Community:		Elkridge Sustainable Community	
Name of Applicant:		Howard County Department of Planning and Zoning	
Applicant's Federal Identification Number:		52-6000965	
Applicant's Street Address:		3430 Court House Drive	
City: Ellicott City	County: Howard	State: MD	Zip Code: 21043
Phone Number: 410-313-2350	Fax Number: 410-313-3467	Web Address: howardcountymd.gov	

Sustainable Community Application Local Contact:

Name: Kate Bolinger		Title: Planning Supervisor, Comprehensive and Community Planning	
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Phone Number: 410-313-2350	Fax Number: 410-313-3467	E-mail Address: kbolinger@howardcountymd.gov	

Sustainable Community Contact for Application Status:

Name: Lynda Eisenberg		Title: Director, Department of Planning and Zoning	
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Phone Number: 410-313-2350	Fax Number: 410-313-3467	E-mail Address: leisenberg@howardcountymd.gov	

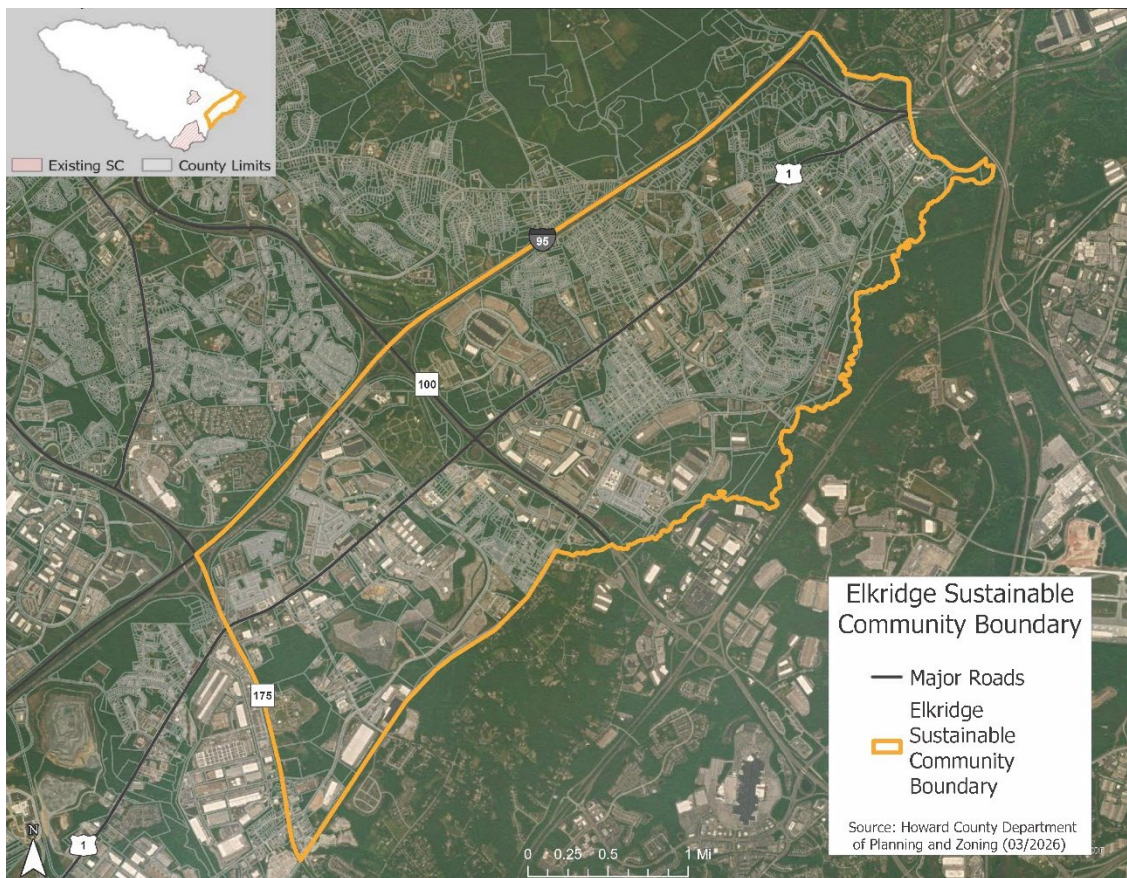
II. SUSTAINABLE COMMUNITY – General Information

A. Proposed Sustainable Community Area(s):

- (1) Provide a description of Sustainable Community Area boundaries. How did the applicant determine that these are the most appropriate boundaries for its target area? Describe the methodology for choosing this target 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.

Proposed Elkridge Sustainable Community Boundary Map



Please refer to Attachment A for a series of maps depicting the area's key features.

General Information – SC

- (2) Include the following as attachments: 1) PDF or JPEG of proposed Sustainable Communities boundary map, 2) GIS shapefiles of proposed Sustainable Community boundary (mapped to the parcel boundary), 3) representative photos of proposed Sustainable Community area.
- (3) Approximate number of acres within the SC Area: 5,800
- (4) Existing federal, state or local designations:
- ☐ Main Street ☒ National Register Historic District ☒ Local Historic District
- ☐ Arts & Entertainment District ☒ State Enterprise Zone Special Taxing District ☐ BRAC
- ☒ State Designated TOD ☐ Opportunity Zone ☒ Other(s): Route 1 Tax Credit Program (Howard County); Patapsco Valley Heritage Area (Maryland Heritage Area)
- (5) Prior Revitalization Investments & Smart Growth:
- a. *List and describe any significant State and local smart growth or revitalization related program investments that have been made in the area during the past five years.*

Funding Program/Investment Name	Year Awarded/Implemented	Amount
Route 1 Tax Credit Program	2021-2026 (FY22-FY27)	\$690,568
Elkridge Community Center	2024-2026 (FY25-FY27)	\$70.5 million
Arts for All Elkridge	2025 (FY26)	\$500,000
Multi-Sport Athletic Facility	2026 (FY27)	\$12.5 million
Rapid Ride	2025 (FY26)	\$1 million
Complete Streets projects	2025 (FY26)	\$1.1 million
Brumbaugh House restoration	2024 (FY25)	\$120,000

**This list is not exhaustive of all investments made in the Elkridge community, but provides a snapshot of the diverse types of investments the County has made*

- b. Describe the investment. What impact have these investments had on the community?

Howard County's Route 1 Tax Credit Program encourages revitalization along Route 1 by helping property owners renovate and improve the appearance of their properties. The program targets exterior renovations to properties with frontage on Route 1 (also known as Washington Boulevard in Howard County), or within a designated area in North Elkridge. Investments in Elkridge projects have included exterior renovations, exterior painting, the installation of landscaping, and other site improvements. These enhancements contribute to a more attractive and functional environment, reinforcing the program's role in fostering long-term community and economic development.

The County's approved FY27 Capital Budget advances the vision for a new Elkridge Community Center and 50+ Center with \$33.8 million in new funding on top of prior budget allocations of \$36.7 million toward land acquisition, design, and construction. The complex is a 67,000 square foot multifunctional facility designed to serve as a modern community hub with recreational, educational, and social spaces, including a destination playground. The new center will also include a new and expanded 50+ Center, youth programming spaces, recreational amenities, and flexible community areas that support a wide range of public activities. Once completed, the facility will strengthen community engagement by creating a central location for Elkridge residents to gather, learn, and participate in a wide range of activities, supporting the County's continued investment in community wellness and quality of life.

The ElkrIDGE Community Center will also feature a new, iconic public art installation through the Arts for All program in partnership with the Howard County Arts Council.

The County's FY27 Capital Budget also includes \$12.5 million for land acquisition and the design of a new Multi-Sport Athletic Facility in the ElkrIDGE area. The project will support the planning and design of a state-of-the-art indoor athletic facility of approximately 100,000 square feet that will serve Howard County residents as well as athletes from surrounding jurisdictions. This major attraction will provide a local venue for training, competitions, and regional athletic events, strengthening athletic opportunities for students while reducing the need for inter-county travel.

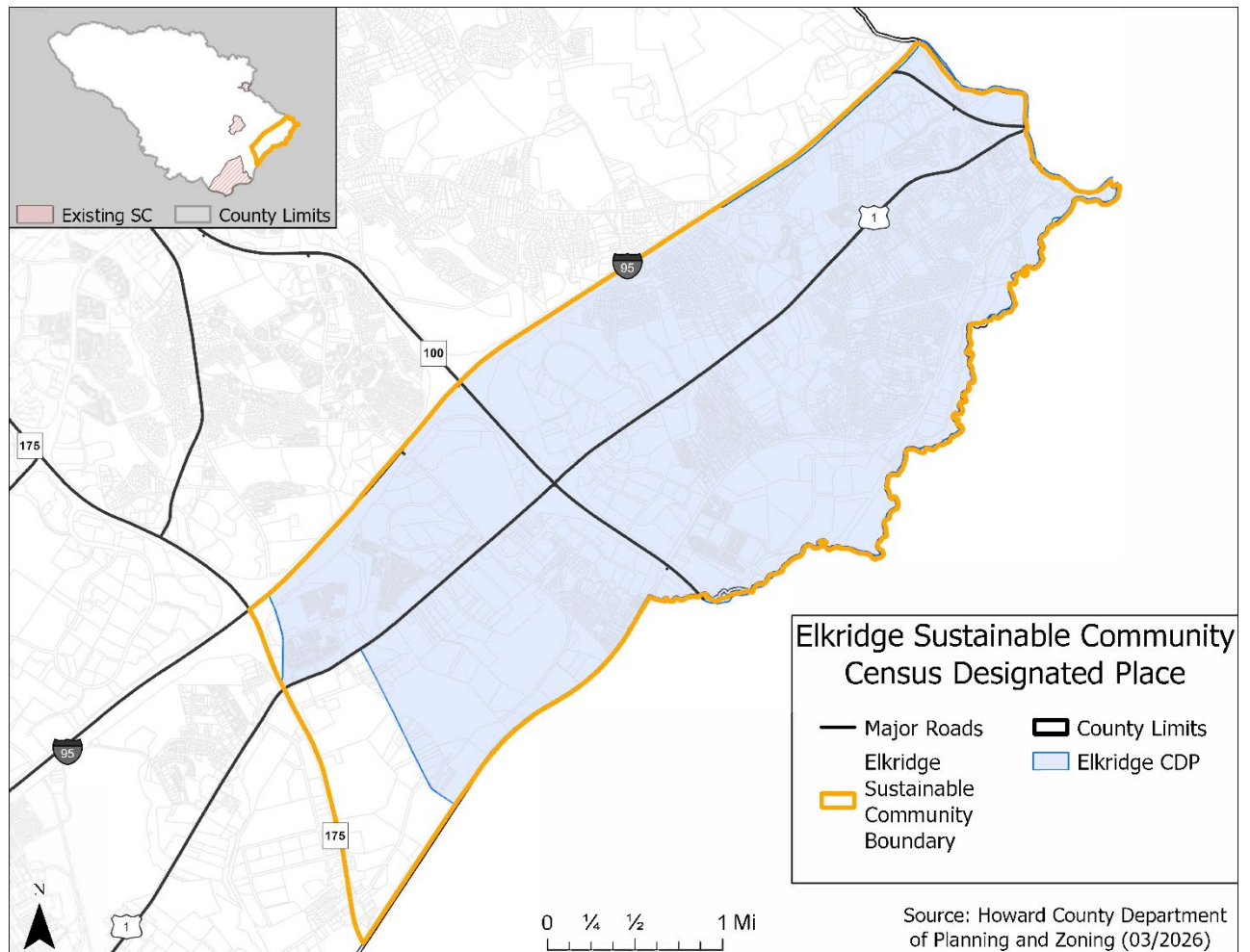
The County launched a pilot microtransit program, HoCo Rapid Ride, along the Route 1 Corridor in 2025. HoCo Rapid Ride is an innovative technology-enabled public transit service that allows riders to book a low-cost ride through its app. The County was awarded \$500,000 through the Maryland Department of Transportation's Statewide Transit Innovation Grant (STIG) and budgeted a match of \$530,000 to create the innovative program.

The County's FY27 Capital Budget allocated \$1.1 million to strengthen infrastructure in and around ElkrIDGE through Complete Streets projects. Among the projects to make ElkrIDGE more walkable and accessible were: the Montgomery Road Pedestrian and Bike Improvement Project to create safer routes for walkers and cyclists along Montgomery Road from Rowanberry Drive to Marshalee Drive; the Troy Park Neighborhood Connections Project, better linking neighborhoods to recreational spaces; and new sidewalks along Old Washington Road from Abel Street to Montgomery Road to create a pedestrian connection to the ElkrIDGE Community Center.

Howard County has invested \$120,000 in funds to support the restoration of the Brumbaugh House, which houses museum displays showcasing ElkrIDGE's history (and is the former home of long-time community physician, Dr. Benjamin Brumbaugh). Restoration efforts have included HVAC upgrades, exhibit improvements, and replacement of the carriage house roof.

- (6) Describe the Sustainable Community Area’s demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors).

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 from the 2020-2024 American Community Survey 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)

General Information – SC

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
- Population diversity 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*

B. Organizational Structure, Experience and Public Input:

- (1) Describe the Applicant's organizational structure. Specifically, which organizations are members in the **Sustainable Communities Workgroup** and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage implementation of the Sustainable Community Area Plan?

The Sustainable Communities 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 application. 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. Workgroup partners, including Howard County Government, will implement the plan. Implementation will also involve additional entities, including state agencies, as listed in the Action Plan.

- (2) Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the **Sustainable Communities Workgroup**, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the Sustainable Community Plan?

Howard County has attained Sustainable Community designation for three areas in the County: Ellicott City (2012), North Laurel-Savage (2013), and Long Reach (2016). Since the first designation was awarded in 2012, multiple Howard County agencies have received and administered state revitalization grants – such as the Department of Public Works, Office of Transportation, Department of Housing and Community Development, Department of Planning and Zoning, and Economic Development Authority.

General Information – SC

Most recently, over \$1 million in revitalization awards were made for fiscal year 2026, including \$600,000 in Strategic Demolition funds for Court Avenue/Court Place placemaking in Ellicott City; \$500,000 in Strategic Demolition funds for reuse of the historic Ellicott City jail; \$200,000 in Community Legacy funds for Lower Main Street adaptive reuse in Ellicott City; and \$50,000 in Community Legacy funds for a small business modernization grant in North Laurel-Savage.

While numerous revitalization projects are led by County agencies, there are various non-profit partners who informed the strategies presented in the Action Plan. With a limited number of eligible funding recipients, the County typically leads the Action Plan implementation.

- (3) How did residents and other stakeholders in the community provide input on the Action Plan described below in the next section? On which existing local plans (comprehensive plans, economic development plans, sector plans, etc.) is the Sustainable Communities Action Plan based?

The Action Plan is the result of contributions made by the Elkridge Sustainable Community Workgroup, which included residents and business owners, as well as prior County plans – most notably, the County’s General Plan, HoCo By Design, and the Route 1 Corridor Plan, both of which were adopted in 2023.

A public engagement process for the Route 1 Corridor Plan began in 2018 and used in-person meetings and online tools to share information, collect input, brainstorm new ideas, and provide feedback on early strategies for the Corridor. Public engagement for HoCo By Design took place between 2020 and 2023; and included a variety of mediums – advisory groups, focus groups, public meetings, and online surveys – to reach numerous community organizations, interest groups, government boards and commissions, and the general public. Both the Route 1 Corridor Plan and HoCo By Design had a robust public engagement process, garnering input from thousands of County residents.

The Action Plan also builds on functional plans, like the Elkridge Bicycle and Pedestrian Priority Area (BPPA) plan, WalkHoward (the County’s pedestrian master plan), BikeHoward (the County’s bicycle master plan), and the Land Preservation, Parks and Recreation Plan (LPPRP). These plans were developed with multiple opportunities for community engagement.

The Elkridge Sustainable Communities Action Plan and boundary were also posted online for approximately three weeks (from May 27 to June 16), offering all stakeholders an opportunity to give feedback/input. Additionally, the County Council adoption process includes an opportunity for public testimony, inviting stakeholders to give additional feedback directly to the County Council.

III. SUSTAINABLE COMMUNITIES ACTION PLAN

The Sustainable Community Action Plan (SC Plan or Plan) is meant to be a multi-year investment strategy. The Plan should be flexible enough to be updated regularly and must be renewed every five years to reflect new goals and conditions. The priority initiatives and projects identified in the action plan are local priorities for improving properties and opportunities for residents. The Plan should address the strategies that will guide investment in the geographic area targeted for revitalization. The Plan will guide local stakeholders and State agencies as they work together to achieve revitalization objectives.

Action Plan Guidance

- 1) For each element, identify the essential strengths and weaknesses of your community.**

Example:

Strength - Good sidewalk connectivity

Weakness - Insufficient bicycle infrastructure

- 2) Based on those strengths and weaknesses, formulate specific outcomes that address the most pressing issues or greatest opportunities. Identify a way to measure the success of that outcome.**

Example:

Outcome - Expand fiber optic broadband Internet connections in Town

Progress Measure - Linear measurement of broadband fiber laid

- 3) After defining the outcomes, list detailed strategies and discrete actions that will serve as the means to achieve those goals.**

Example:

Strategy A - Increase number of Town sponsored events

Action A - Organize a workgroup tasked with planning weekend events

Action B - Develop, with community input, a series of weekend events that the Town could host

- 4) List potential partners that can support the successful implementation of these strategies through different types of resources.**

Example:

Partner 1 - DHCD (Community Legacy program)

Partner 2 - Small Business Administration (Services and financial assistance)

Sustainable Communities Application

SUSTAINABLE COMMUNITIES PLAN ELEMENTS

The table below provides a description of each subject area/element of the Sustainable Communities Action Plan. Included are examples of common strengths and weaknesses within each subject area and the types of projects that might be implemented to address said strengths and weaknesses.

ENVIRONMENT: Describes projects involving the natural environment, our use of natural resources, and our relationships or access to the natural environment.

This category includes projects focusing on (but not limited to): the quality of land, water, and air; watershed maintenance and preservation; tree canopies and green spaces; green infrastructure; habitat improvement; climate change mitigation and adaptation; stormwater infrastructure and management; water and sewer capacity; recycling, pet waste, and organic waste programs; the mitigation of environmental hazards; and parks and recreation improvements.

ECONOMY: Describes projects centered on economic growth and management.

This category includes projects focusing on (but not limited to): 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.

TRANSPORTATION: Describes projects involving the way people in your community get from place to place.

This category includes projects focusing on (but not limited to): 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.

HOUSING: Describes projects involving the homes people in your community live or making it easier for them to find and stay in a place to call home.

This category includes projects focusing on (but not limited to): affordability; increasing homeownership; increasing rental housing; diversifying the kinds of housing available; improving housing condition (interior or exterior); housing programs; aging in place; preventing foreclosures; and reducing residential vacancies.

COMMUNITY HEALTH & QUALITY OF LIFE: Describes projects 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 physical improvements to indoor spaces and outdoor environments and services such as 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.

LOCAL PLANNING & STAFFING CAPACITY: Describes projects concerned with a local government's ability to plan for the community's future and to meet the current needs of residents.

This category includes projects focusing on (but not limited to): 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.

Sustainable Communities Application

Sustainable Communities Action Plan

Elkridge

Prepared June 2026

Sustainable Communities Application

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

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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.

<u>Strengths</u>	<u>Weaknesses</u>
● 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 ● 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	● Lack of connectivity to parks; not all neighborhoods are connected to parks, and parks themselves are not interconnected ● Limited publicly accessible green/open spaces (including water recreation) 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, infrastructure assets, impervious surfaces, and a lack of tree cover ● 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

Sustainable Communities Application

<u>Desired Outcomes and Progress Measures</u>	<u>Strategies and Action Items</u>	<u>Implementation Partners</u>
Outcome 1: Parks and neighborhoods are more interconnected throughout the Sustainable Community Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements; number of wayfinding signs that connect to parks	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 Strategy B: Incorporate the location of environmental areas and recreational activities into a comprehensive Route 1 corridor wayfinding system	DRP, OOT, DPW, MDOT-SHA Potential State Funding Sources: state transportation funding, state revitalization program funding
Outcome 2: More publicly accessible green spaces serve as amenities throughout the Sustainable Community Progress Measures: Acreage of publicly accessible green space	Strategy A: Identify opportunities for new pocket parks in the Sustainable Community area, which may emerge through redevelopment and/or private property dedication Strategy B: Explore the potential for a pocket park on Main Street in Elkridge Strategy C: Encourage more private properties to provide more public open space access Strategy D: Continue to assess community demand and use of amenities through Land Preservation Parks and Recreation Plan (LPPRP) Update Strategy E: Restore existing park assets, such as Troy Mansion and Harwood Park Strategy F: Explore opportunities for accessible recreational amenities such as splash pads and picnic areas outside of state parks – for example, in pocket parks, redeveloping areas, and the Elkridge Civic District (an area where civic, community-focused, and recreational uses are clustered)	DRP, Private Property Owners Potential State Funding Sources: state revitalization program funding; DNR funding programs; MHT funding programs
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 Progress measures: Number of installed signs; number of volunteers participating in clean-ups	Strategy A: Identify the worst sites for illegal refuse dumping and identify appropriate solutions, such as environmental design interventions – like lighting – and enhanced waste management activities Strategy B: Increase awareness of waste management resources available in the County, like bulk trash pickup, through education and marketing campaigns 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	DPW, HCPD, Patapsco Heritage Greenway, MD-DNR; other non-profit partners Potential State Funding Sources: MDE program funding

Sustainable Communities Application

Outcome 4: Increased environmental restoration Progress measures: Number of installed stormwater projects; square footage of impervious surfaces treated; number of trees planted	Strategy A: Support installation of stormwater “best management practices” (BMPs) on residential, commercial, and non-profit properties (BMPs may include rain gardens, permeable pavers, etc.) 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 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 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	OCS, HCEDA, DPZ, Private Property Owners, non-profit partners Potential State Funding Sources: Chesapeake Bay Program, MDE programs
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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.

<u>Strengths</u>	<u>Weaknesses</u>
● 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 ● 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	● 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 ● 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
Outcome 1: Main Street in North Elkridge is a known destination with an identity as a small business hub Progress Measures: Visitors to Main Street; increased retail foot traffic	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 Strategy B: Develop and implement a promotion and marketing plan for Main Street, including a social media campaign 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 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 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 Strategy F: Create recognizable Elkridge entrances and explore funding for Elkridge gateway signage	HCEDA, OOT, DPW, MDOT-SHA, HCPD, small business owners, property owners Potential State Funding Sources: state revitalization program funding; state transportation funding
Outcome 2: Main Street in North Elkridge offers more commercial activity and vibrancy Progress Measures: Number of ground-floor commercial spaces; increased retail foot traffic	Strategy A: Invest in a building façade improvement grant program for small businesses Strategy B: Seek funding support for property owners or small businesses that renovate properties for ground-floor commercial use 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	HCEDA, DPZ, small business owners, property owners Potential State Funding Sources: state revitalization program funding
Outcome 3: The Sustainable Community continues housing a variety of industries Progress Measures: Number of fit out projects; number of new businesses	Strategy A: Explore the creation of a grant program that supports small business fit out, including contractors that require equipment storage 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 Strategy C: Be more intentional about marketing parts of Elkridge as within the Eastern Howard County Enterprise Zone	HCEDA, DPZ, small business owners, property owners, HCC Potential State Funding Sources: state revitalization program funding

Sustainable Communities Application

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
● 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	● 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 ● 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 CSX railroad bridge 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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- Lack of options for people walking or cycling at the northern edge of the Sustainable Community, including where Route 1 crosses the CSX tracks, Levering Avenue, and the Patapsco River

Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
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 Progress Measures: Ridership numbers	Strategy A: Invest in Rapid Ride’s expansion to offer longer evening hours, increased fleet capacity, and larger area of service; explore potential options to expand service in coordination with partner jurisdictions Strategy B: Increase marketing of Rapid Ride to Sustainable Community residents	OOT Potential State Funding Sources: state transportation funding
Outcome 2: The Sustainable Community offers safe and convenient ways to travel to destinations on foot or by bicycle Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements	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) Strategy B: Continue to work with MDOT-SHA on collaborative capital investments that improve safety and connectivity for bicyclists and pedestrians along Route 1 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 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) Strategy E: Support a pedestrian/bicycle connection from Oxford Square to the Dorsey MARC station 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) Strategy G: explore the potential for repurposing unused median space to a center running shared use pathway along Route 1; use geometric design and visual cues such as signing and marking to slow down vehicle speeds and increase visibility in areas of potential interaction (such as pedestrian crossing of highway ramps)	OOT, DPW, MDOT-SHA, MD-DNR, property owners Potential State Funding Sources: state transportation funding

Sustainable Communities Application

Outcome 3: The Sustainable Community’s public transit stops are more accessible, safe, and welcoming to riders Progress measures: Ridership numbers	Strategy A: Invest in street lighting, sidewalks, signage, shade trees, and other features that make public transit stops more accessible, safe, and welcoming in the Elkridge Sustainable Community	OOT, DPW, HCPD, MDOT-SHA Potential State Funding Sources: state transportation program funding; state revitalization program funding
Outcome 4: More community members, particularly youth, feel comfortable bicycling in the Elkridge Sustainable Community Progress measures: Ridership numbers	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, potentially within county parks)	OOT, DPW, DRP, HCPSS, business owners Potential State Funding Sources: state revitalization program funding; DNR programs

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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
● 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 ● 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	● 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 ● 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)

Sustainable Communities Application

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	
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Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
Outcome 1: More affordable housing options are available in the Sustainable Community Progress Measures: Number of rehabilitated affordable units	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. Strategy B: Provide funding to local nonprofit organizations to acquire units to rent, rehabilitate, and/or sell to support rental and home ownership opportunities for low- and moderate-income households Strategy C: Promote the redevelopment or restoration and adaptive reuse of blighted hotels/motels along Route 1 to include affordable housing	DHCD, nonprofit organizations, private property owners, developers, HCHC Potential State Funding Sources: state revitalization program funding and other MD DHCD programs
Outcome 2: The condition of housing is improved in the Sustainable Community Progress Measures: Number of rehabilitated units	Strategy A: Support rehabilitation programs for existing homeowners 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 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 Strategy D: Identify and support funding resources for improvements to existing rental housing developments to preserve affordable housing units	DHCD, nonprofit organizations, private property owners, HCHC Potential State Funding Sources: state revitalization program funding and other MD DHCD programs

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Outcome 3: New types of housing are added to the Sustainable Community's housing stock Progress Measures: Number of new types of housing	Strategy A: Fund live/work opportunities, which supports small business development in historic Main Street Strategy B: Invest in affordable senior villas near amenities, such as Main Street Elkridge and the future community center 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	DHCD, DCRS, nonprofit organizations, private property owners, developers Potential State Funding Sources: state revitalization program funding and other MD DHCD programs
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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
● 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-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	● 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 ● CSX railroad bridge 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 a high school in Elkridge to meet the area's long-term educational needs (however, the County has identified a location for a future high school at Troy Park) ● Lack of spaces for youth ● Need for community gardens ● Lack of a farmers market or access to local produce

Sustainable Communities Application

(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)
- 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)

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- Multiple churches in the area; some heavily involved in the community
- Independently owned food options, including some ice cream destinations (Cindy's, Green Valley)

Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
Outcome 1: Civic amenities and neighborhoods are more interconnected throughout the Sustainable Community Progress Measures: Linear feet of sidewalk, bicycle path, and roadway improvements	Strategy A: Continue to invest in multimodal capital improvement projects that provide residents with safe ways to walk and bicycle to civic amenities Strategy B: Pursue safer and more direct crossings on Route 1 that align with civic destinations, like the future community center 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	OOT, DPW, DRP, MDOT-SHA, CSX, MD-DNR Potential State Funding Sources: state transportation funding
Outcome 2: The Sustainable Community provides various spaces for people to gather Progress Measures: Square footage of spaces serving as community gathering places	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, farmers markets, etc.) Strategy B: Seek funding to renovate space at the Elkridge Library, once the existing 50+ center moves to the new community center; consider making this a space dedicated to youth	DGS, DRP, HCLS, small businesses Potential State Funding Sources: state revitalization program funding DNR funding programs and MD Department of Aging
Outcome 3: Restored signs and features, along with interpretive historical signage and wayfinding signs, convey the Sustainable Community's unique history Progress Measures: Number of restored signs and features; number of historical and wayfinding signs	Strategy A: Create a grant program to restore Route 1's vintage signs Strategy B: Establish a grant program for wayfinding and historical signage, connected to a larger brand identify and marketing plan 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 Strategy D: Incorporate public art into a larger wayfinding, branding, and historical interpretation program Strategy E: Pursue a welcoming sign and/or public art at the CSX railroad bridge	DPZ, DRP, OOT, MDOT-SHA Potential State Funding Sources: state revitalization program funding, state transportation programs, MD Heritage Area Authority grants, MD State Arts Council

Sustainable Communities Application

Outcome 4: Historic sites and resources are restored in the Sustainable Community Progress Measures: Number of restoration projects	Strategy A: Restore and improve Troy Hill mansion at Troy Hill Park Strategy B: Support preservation of the Brumbaugh House and other sites of historic significance 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 Strategy E: Continue to provide incentives for the restoration and preservation of historic resources, including county historic tax credits for properties located in local historic districts or listed in the Historic Sites Inventory Strategy F: Research various types of historic designations to protect and preserve historic communities and sites – such as new single site historic districts, new multiple site historic districts, conservation districts, or other types of designations for historic communities – and provide outreach to various communities to gauge their level of interest in historic designation options	DRP, Elkridge Heritage Society, DPZ Potential State Funding Sources: state revitalization program funding; Maryland Historic Trust programs; MD TOD funding
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Sustainable Communities Application

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
● 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	● The Route 1 Corridor Plan described several challenges to achieving revitalization in the corridor including: ○ 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 ● Community concerns with regards to noise and air pollution associated with location within certain flight paths for Baltimore/Washington International (BWI) Thurgood Marshall Airport

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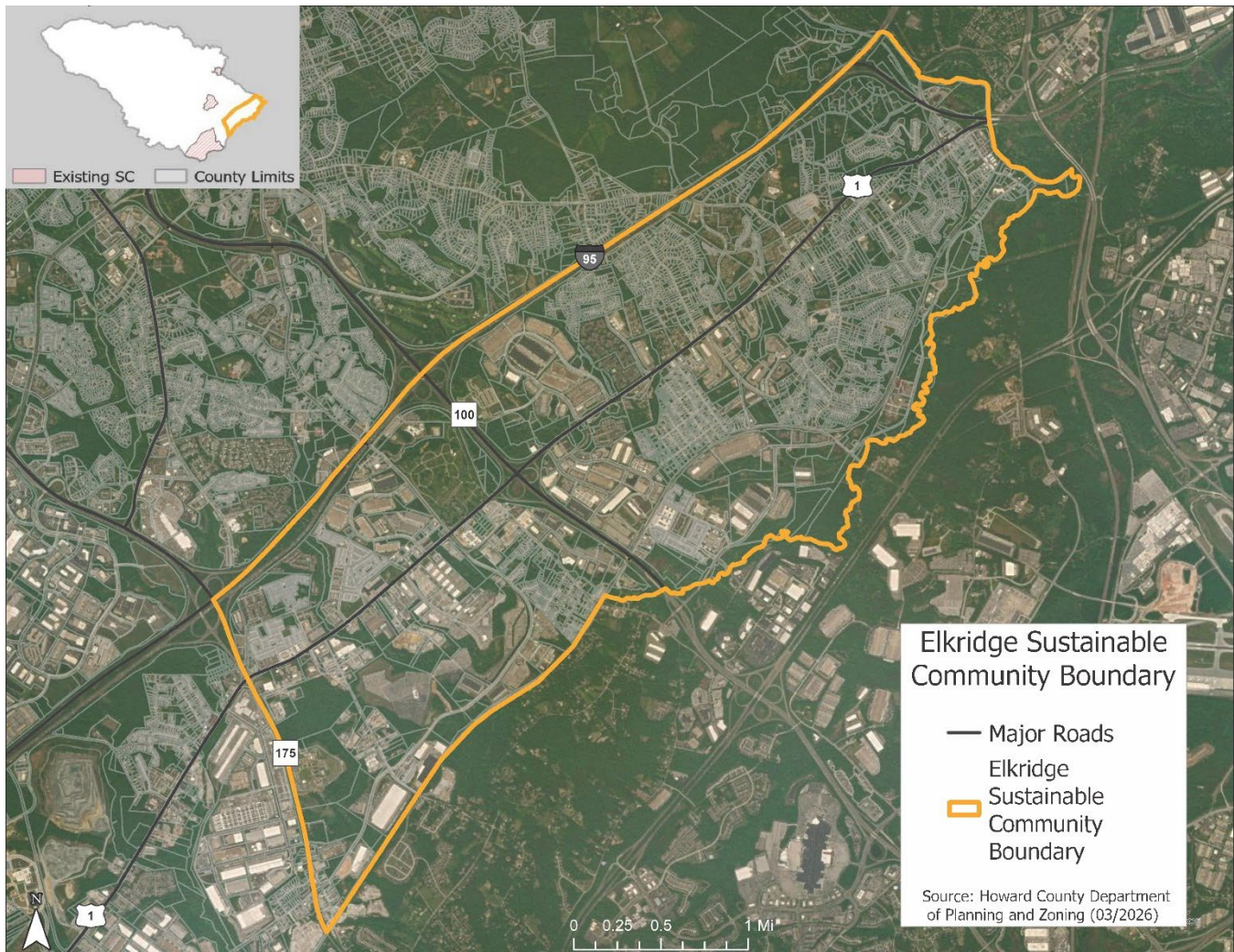
Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
Outcome 1: Sustainable Community residents and business owners are engaged in planning and policy processes Progress Measures: Number of groups, appointments to boards/commissions, participation with committees, workgroups, etc.	Strategy A: Engage and coordinate with community organizations and public, private, and non-profit stakeholders across Elkridge, including Route 1 business owners Strategy B: Continue to provide the PlanHoward Academy as a resource for increasing public awareness and participation in planning and zoning processes	DPZ, HCEDA, residents, business owners, and nonprofit and community organizations Potential State Funding Sources: not applicable
Outcome 2: The land use vision articulated in HoCo By Design and the Route 1 Corridor Plan is implemented in the Sustainable Community Progress Measures: General Plan monitoring report, legislation, programs, capital funding	Strategy A: Revise the Route 1 Manual and County regulations to implement HoCo By Design and Route 1 Corridor Plan recommendations 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 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 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 Strategy E: Support mid- to high-rise residential and hotels in proximity to the MARC station 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 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 Strategy H: Protect and promote industry and a compatible mix of uses within the Elkridge Civic District, while facilitating new public placemaking Strategy I: per HoCo By Design, the County's General Plan, continue to work with state and federal partners to evaluate and explore ways to reduce potential impacts of noise and air pollution generated by air travel	DPZ Potential State Funding Sources: state transportation program funding; state revitalization program funding

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Attachment A

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

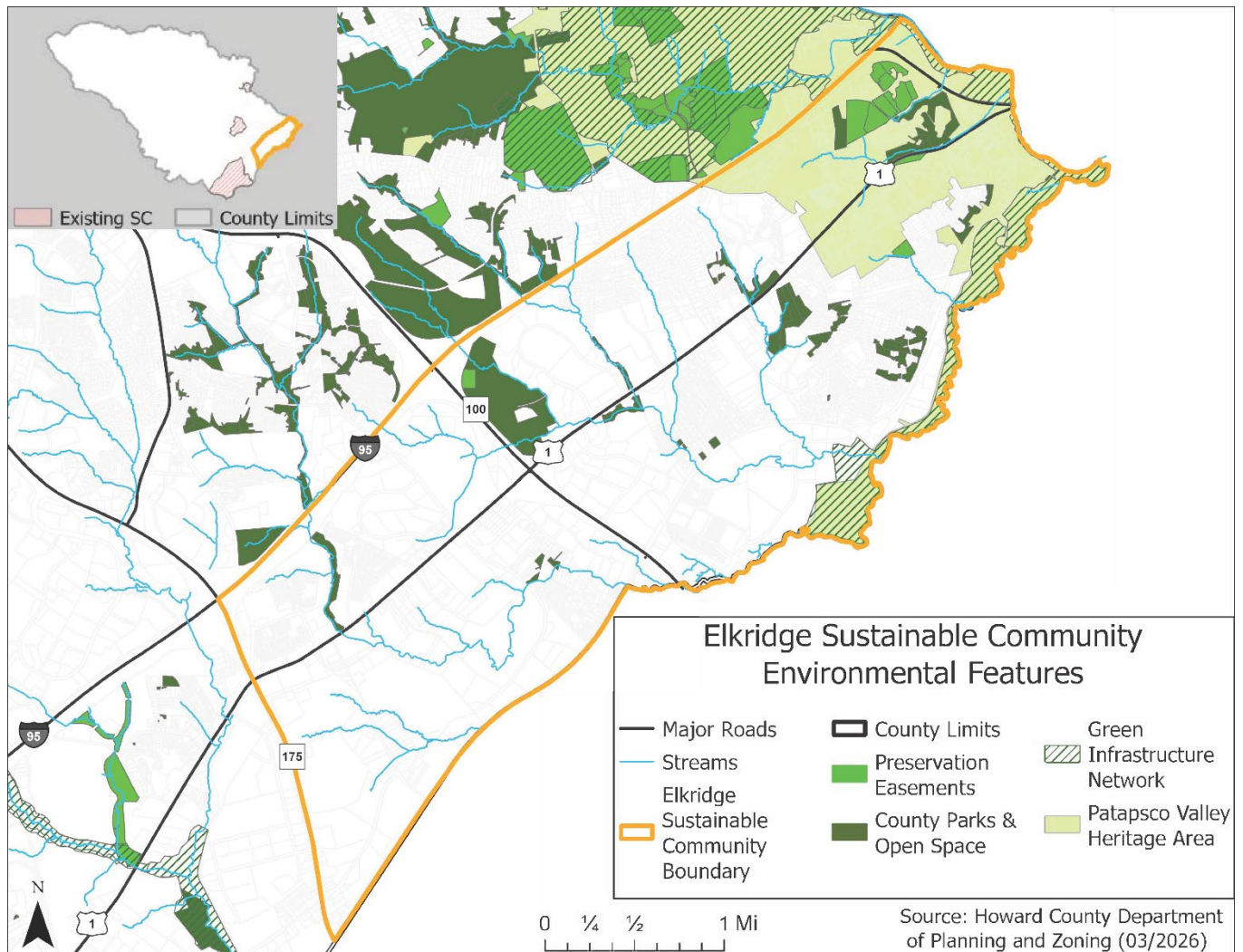
Map 1: Proposed Sustainable Community Boundary



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.

SUSTAINABLE COMMUNITY APPLICATION

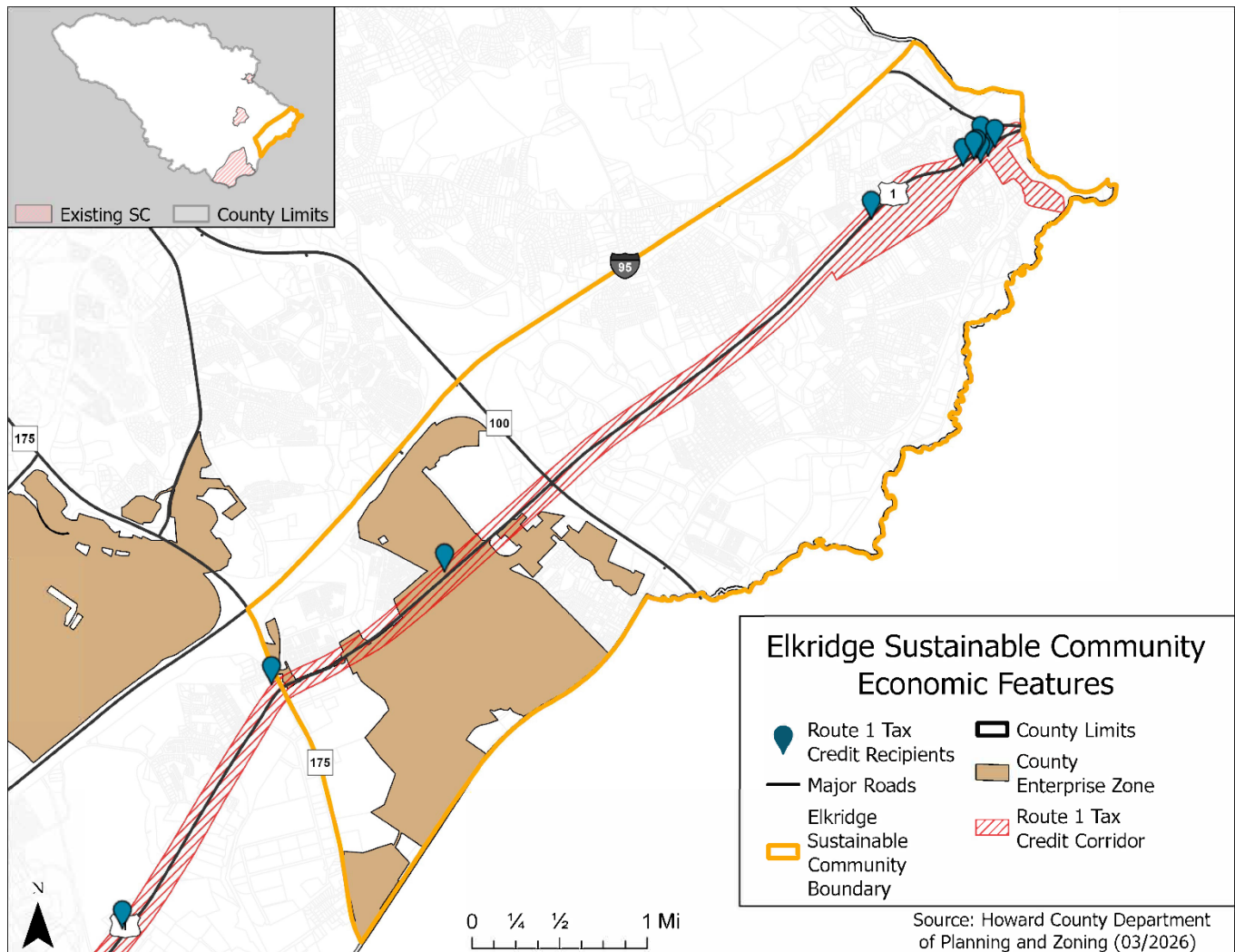
Map 2: Environmental Features in the Elkridge Sustainable Community



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.

SUSTAINABLE COMMUNITY APPLICATION

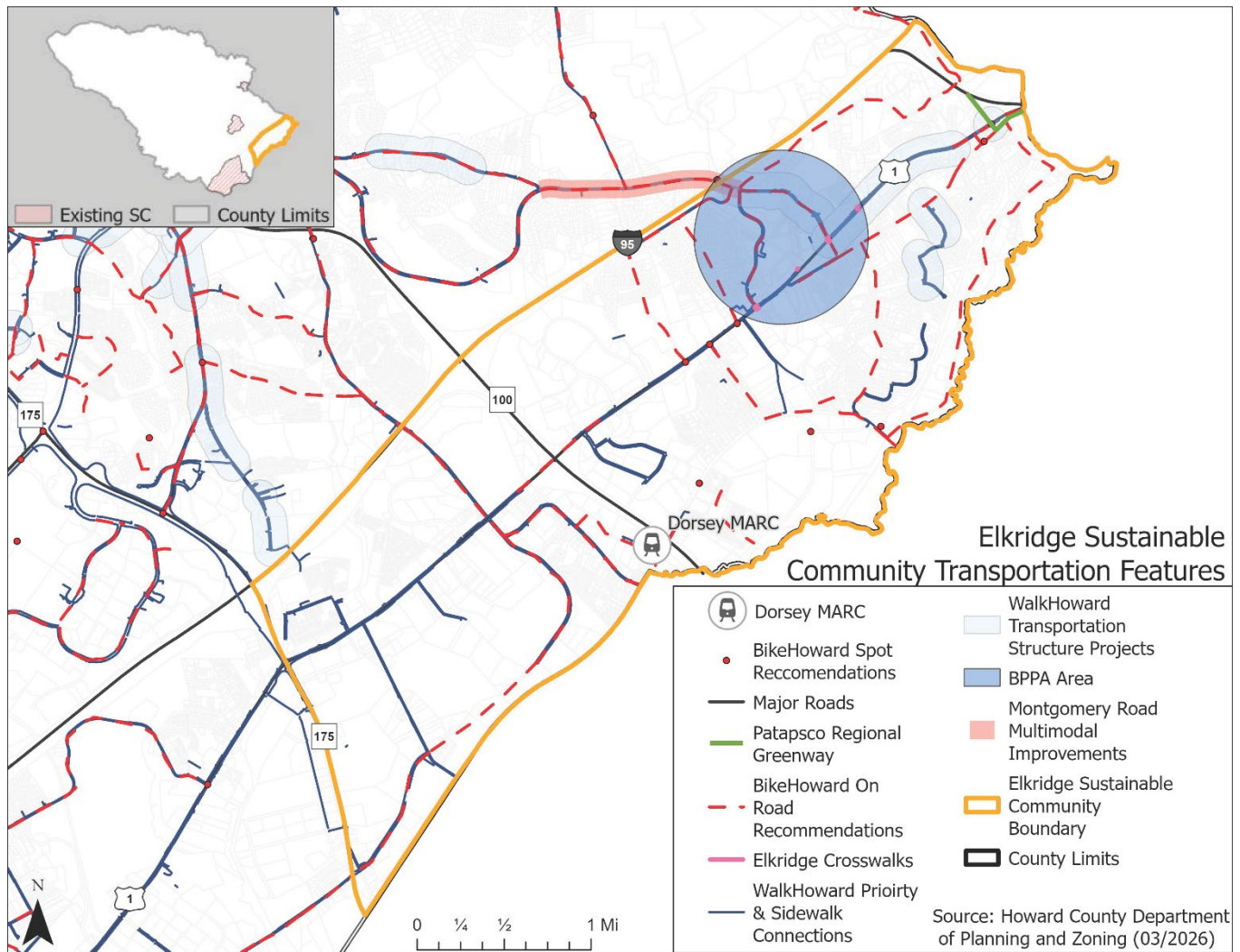
Map 3: Economic Features in the ElkrIDGE Sustainable Community



A variety of industries, employers, and small businesses are in ElkrIDGE. 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 ElkrIDGE. The Enterprise Zone offers tax credits to encourage businesses to make capital investments and create new jobs.

SUSTAINABLE COMMUNITY APPLICATION

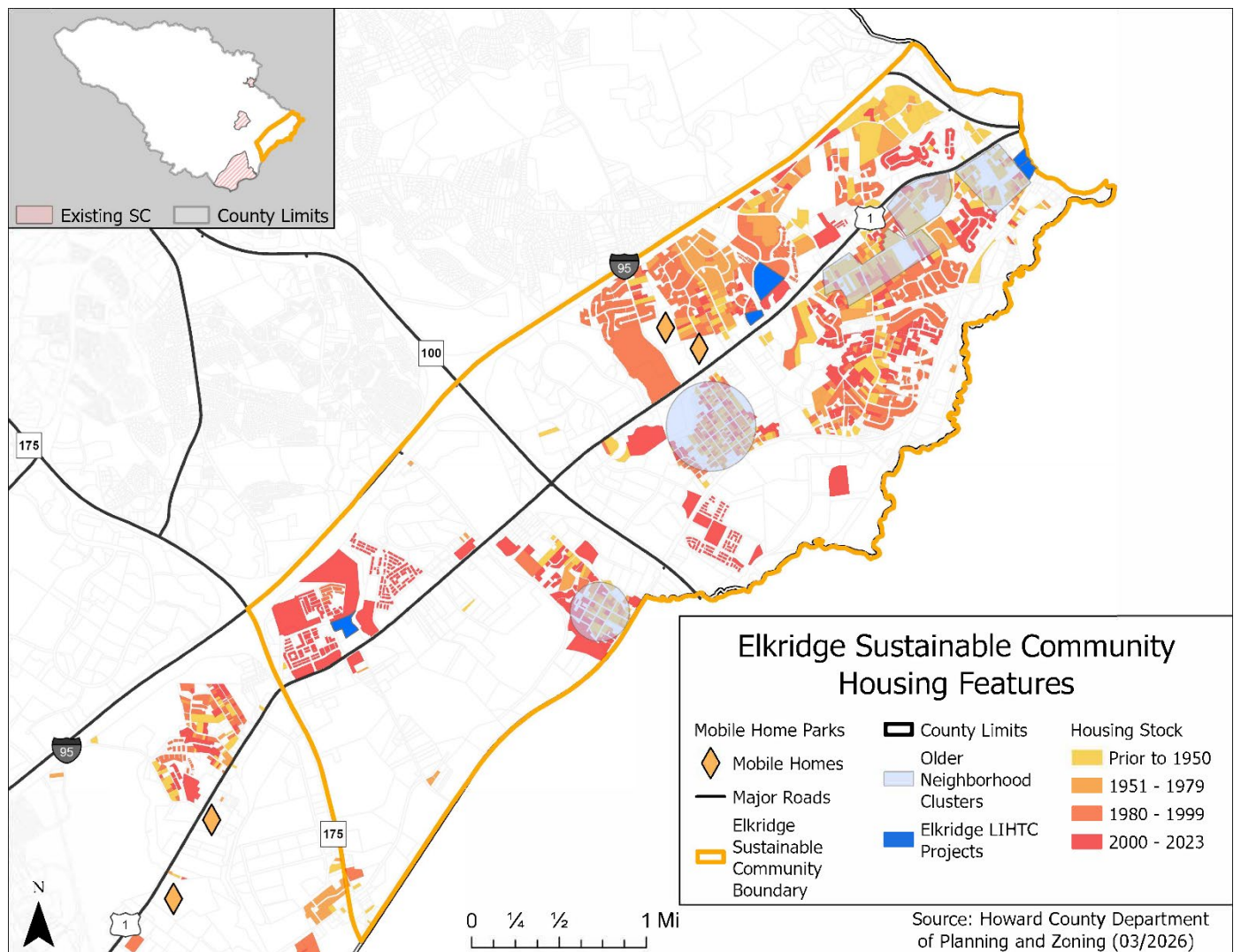
Map 4: Transportation Features in the Elkrigde Sustainable Community



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.

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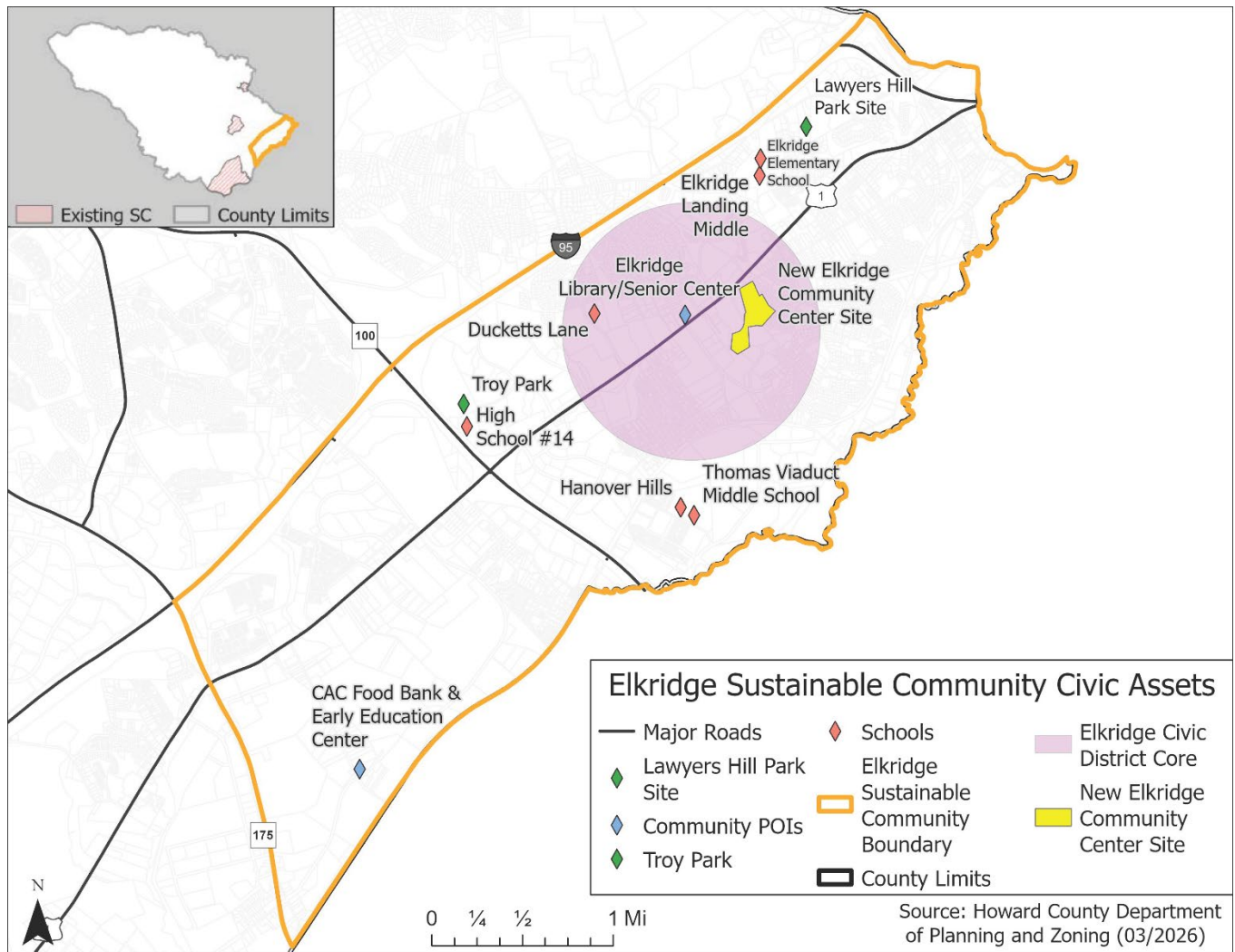
Map 5: Housing Features in the Elkrigde Sustainable Community



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).

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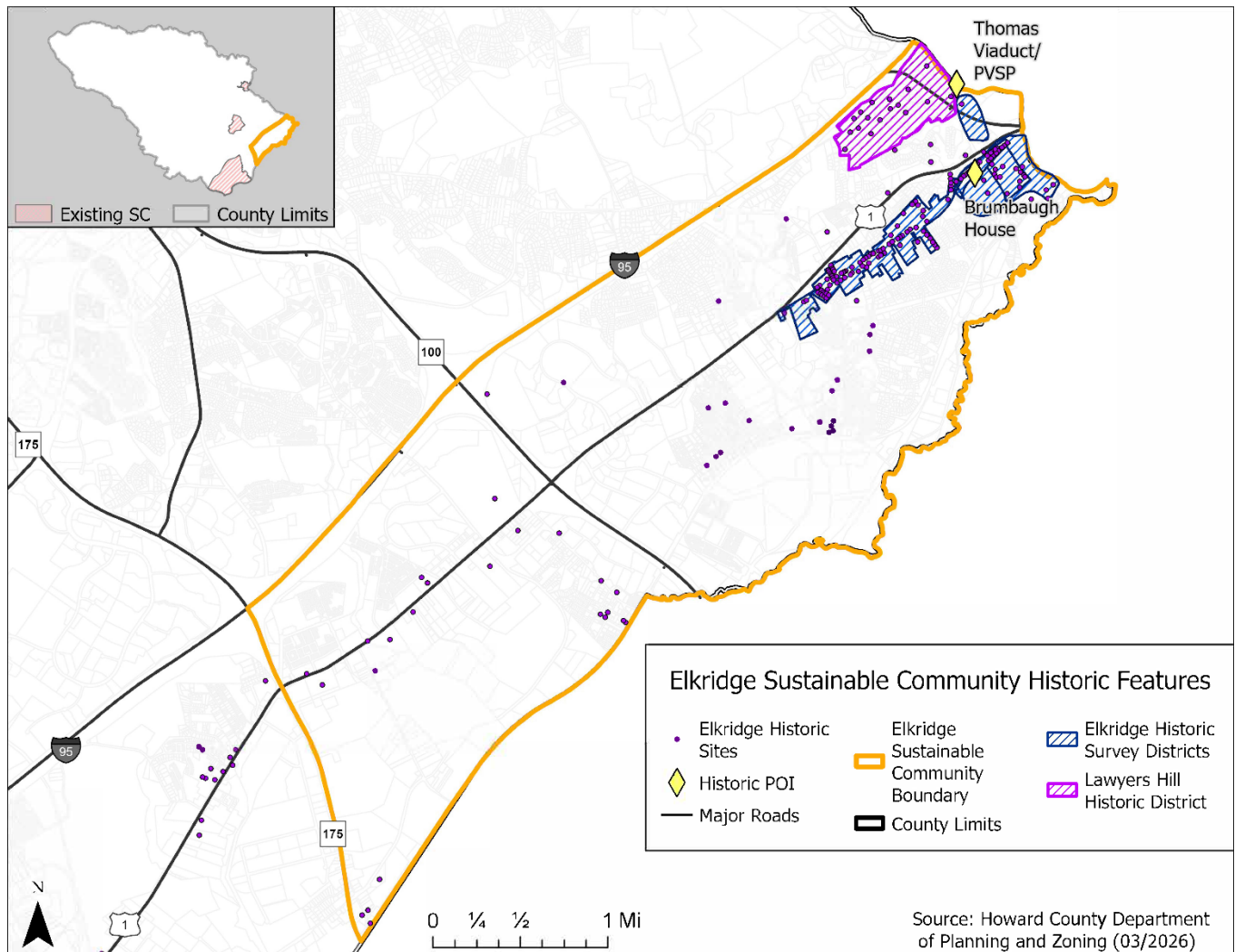
Map 6: Civic Assets in the Elkridge Sustainable Community



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.

SUSTAINABLE COMMUNITY APPLICATION

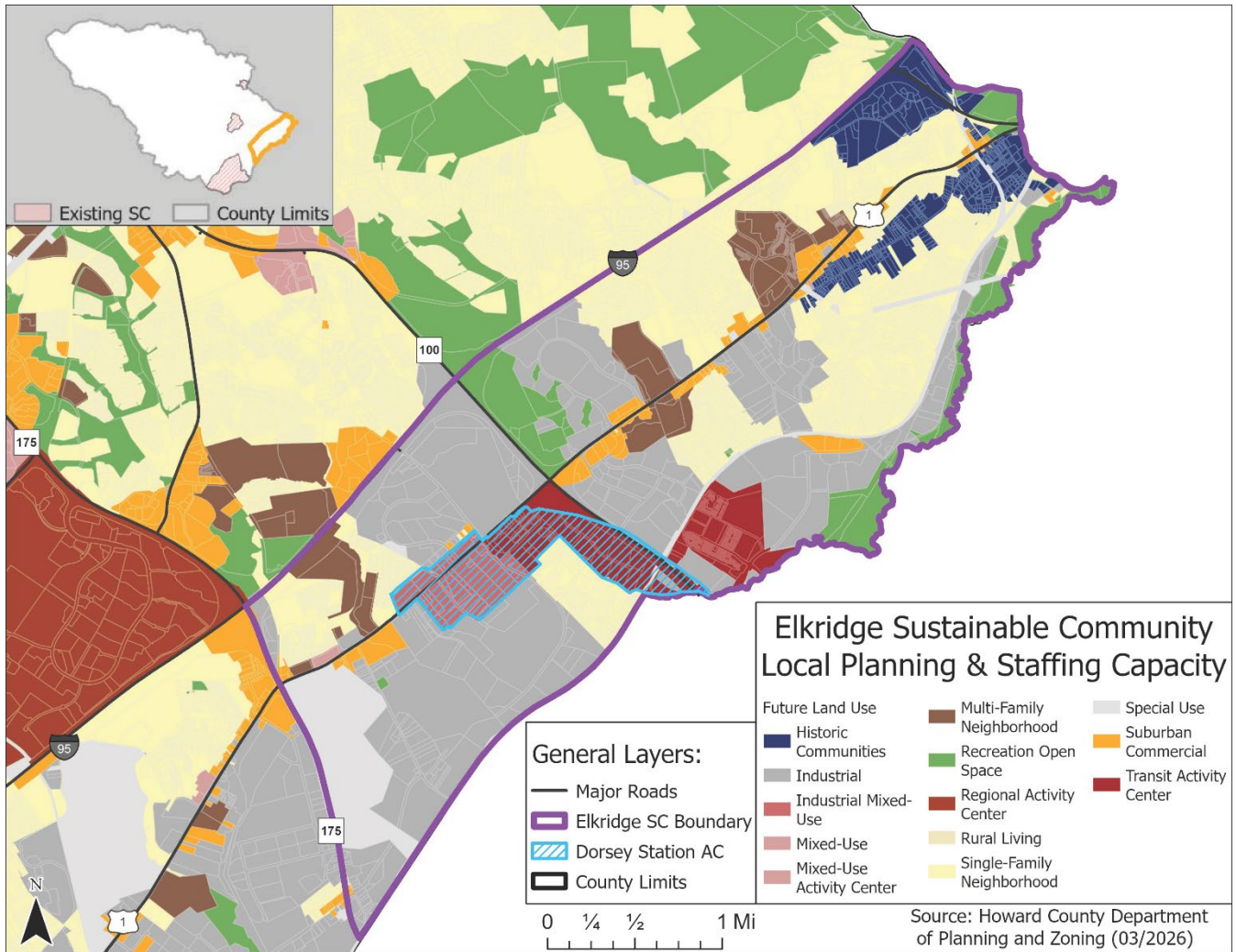
Map 7: Historic Features in the Elkridge Sustainable Community



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.

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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.

SUSTAINABLE COMMUNITY APPLICATION

Attachment B

A roster of individuals that participated in the Elkridge Sustainable Community Workgroup is as follows:

- Howard County Department of Planning and Zoning (including Workgroup facilitators)
 - Mary Kendall
 - Kristin O'Connor
 - Kate Bolinger
 - Randolph Mitchell
 - Beth Burgess
 - Samantha Holmes
- Howard County Department of Recreation and Parks
 - Bryan Moody
 - Scott Munroe
- Howard County Department of Housing and Community Development
 - Kelly Cimino
- Howard County Department of General Services
 - Tae Jung
- Howard County Department of Public Works
 - Abdul Akbari
- Howard County Office of Transportation
 - David Cookson
 - Chris Eatough
- Howard County Department of Community Resources and Services
 - Jackie Scott
- Howard County Economic Development Authority
 - Jennifer Jones
 - Bob Zhang
- Howard County Library System
 - Angela Brade
- Howard County Arts Council
 - Coleen West
- Patapsco Valley Heritage Area
 - Aaron Shapiro
- Elkridge Community Alliance
 - Angela Shiplet
 - Meg Ricks
- Elkridge Heritage Society
 - Christine Barton
- Rebuilding Together Howard County
 - Ann Heavner
- Fello
 - Judi Olinger
- Howard County Association of Realtors
 - Jimmie Jennings
- Area business owners
 - Alba Reyes
- Area residents
 - Dave Grabowski
 - Cathy Hudson

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Attachment C

Pictures related to the Elkridge Sustainable Community are provided below.



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