

Gateway Master Plan – Summary Table of Comments on the Public Draft

The following table summarizes comments received on the Gateway Master Plan public draft (released in June 2025) and an explanation (DPZ Response) for how the Master Plan addresses the comment or has been revised in the Legislative Draft to address the comment, where applicable.

Topic	Summary Comment	DPZ Response
Innovation	Foster successful economic development and research programming through small business incubators and educational partnerships	The master plan emphasizes innovation programming as a near-term recommended strategic action. This includes a focus on business attraction and retention, the establishment of anchor institutions, scaling up the Maryland Innovation Center (MIC), and pursuing an Innovation Hub – a physical space that may include accelerator spaces for companies, a maker space, coworking spaces, etc.
Innovation	Need for more intentional dynamic innovation ecosystem to stand out from regional competition. Suggestions for living labs, and accessible prototyping spaces to foster breakthroughs and new ideas	One of the plan’s principles is to establish the Gateway Innovation District as an epicenter for employment, research, and innovation. This involves building on existing strengths and assets and offering new pathways for collaboration and commercialization, which will set the stage for innovative ideas
Innovation	Support for a new Innovation Hub in Gateway	Comment noted
Innovation	Desire for a catalyst use to drive the Innovation District’s growth	The Innovation Hub could be a catalyst use – the

		Legislative Draft has been edited to recognize this
Innovation	Desire for additional innovation district planning to identify the uses that will attract business investment	<p>As noted above, the Innovation Hub could be a catalyst use that drives innovation. It could attract business investment by offering supportive innovation programming and building upon the work that is already occurring at the Maryland Innovation Center (MIC).</p> <p>The Plan notes various industry strengths and emerging sectors that are likely to be cultivated in and attracted to the Innovation District.</p>
Industry Sectors	Concerns with regards to the footprint, electricity, and water associated with artificial intelligence and computing	Artificial intelligence is not a single industry but a diverse set of industries operating in a variety of building types. These include data centers of various scales but also offices with engineers working on code. Gateway is a large area, and the plan contains subareas that envision varied mixes of uses to support industry growth
Industry Sectors	Appreciation for the plan's recognition of Gateway as an existing employment hub with key industries like cybersecurity	Comment noted
Industry Sectors	Support for research, cybersecurity, and artificial intelligence in Gateway	Comment noted

Existing Uses	Appreciation for Gateway's recognition as an existing employment hub. Suggestion to describe existing uses in subareas.	The subarea descriptions have been edited to describe existing uses
Nodes	Emphasize nodes as a near-term opportunity	The plan recognizes nodes as offering potential to be the earliest locations for new development
Jobs	Some commenters emphasized job creation as important for increasing economic opportunities	The plan describes market demand for up to 8,100 new jobs in innovation industries. It also describes how the Gateway Innovation District can expand assets that support job training, entrepreneurship, and experiential learning and internships.
Retail	Desire for grocery stores, retail, and restaurants in Gateway	The plan describes market demand for new retail opportunities
Housing	Suggestion to include a definition of affordable housing as developed by the Affordable Housing Working Group: deed-restricted for-sale housing affordable to those making 60-120% of Howard County median income, or rental housing affordable to those making 0-60% of Howard County median income	The Affordable Housing Working Group was formed as part of implementing the County's General Plan, HoCo By Design. This group has developed findings and recommendations related to developing incentives for the production of affordable and accessible housing. The group's recommendations have been shared with the Adequate Public Facilities Ordinance (APFO) Review Committee. The APFO Committee is still underway and will prepare its own recommendations.

		However, the Gateway Master plan has been edited to include additional information about affordable housing contained in HoCo By Design.
Housing	Suggestion to require that 20% of new dwelling units be Moderate Income Housing Units (MIHU), with half of new MIHU units (or 10%) required to be universally accessible	<p>The master plan anticipates that a combination of housing programs and future zoning regulations should include requirements and incentives to provide affordable and multigenerational housing options.</p> <p>The plan has been edited to include additional information about affordability and accessibility targets that were included in HoCo By Design.</p>
Housing	Suggestion to expand upon an example strategy regarding incentives for Low Income Housing Units (LIHU) by also describing incentives for mixed-use developments combining public, commercial, retail and/or transportation facilities with mixed-income affordable rental housing	The master plan has been edited to describe incentives for mixed-use developments combining public, commercial, retail and/or transportation facilities with mixed-income affordable rental housing
Housing	Support for adding more dense housing options to Gateway	Comment noted
Housing	There is a need for affordable housing	The master plan recommends that a variety of housing options

		accessible to all income levels and household types be available in a future Gateway Innovation District, including affordable housing.
Housing	Balance housing density with existing infrastructure needs in the County	Gateway's redevelopment vision includes many public infrastructure investments to be made over the plan's long-term, 30-year implementation timeframe. Given the breadth and complexity of infrastructure needed, a plan for public infrastructure and financing is envisioned to guide future investment
Housing	There is a need for multi-generational housing	The master plan emphasizes the creation of multigenerational neighborhoods
Housing	Build housing in a manner that reflects equity and integration	The plan envisions a variety of housing options accessible to all income levels and household types. The plan anticipates diverse housing types that include both for-sale and rental opportunities.
Housing	Need for homeownership, affordable housing, and missing middle housing	The plan envisions a variety of housing options accessible to all income levels and household types. The plan anticipates diverse housing types that include both for-sale and rental opportunities.

		The plan includes market demand estimates for multifamily and dense missing middle units.
Public Infrastructure	Ensure new development pays for infrastructure needs (such as police, fire/EMS, transportation, and schools)	The plan recognizes the need for police, fire/EMS, transportation and schools. The master plan recommends a public infrastructure and financing plan be developed to guide future investment.
Public Infrastructure	Consider a special property tax surcharge to cover infrastructure costs	The master plan lists various potential infrastructure financing tools that can be considered for future infrastructure projects. These tools can be further evaluated as part of a subsequent infrastructure and financing plan, as recommended in the master plan.
Public Infrastructure	Some commenters expressed concern with public investment being used to implement the plan and recommended developers pay for infrastructure	The master plan lists potential infrastructure financing tools that can be considered for future infrastructure projects. These tools can be further evaluated as part of a subsequent infrastructure and financing plan, as recommended in the master plan.
Schools	Suggestion that a traditional school model (similar to existing schools in the County) should be used in	The Plan offers various recommendations for the County and HCPSS to consider and emphasizes that further evaluation and

	Gateway rather than an urban school model	coordination with the Howard County Public School System (HCPSS) is needed to more fully evaluate the potential for an alternative school design in Gateway and future school capacity needs.
Schools	Concerns with rooftop recreational facilities in urban schools (safety, noise, heat)	The Plan discusses that alternative school design models be examined to maximize available land. Such alternative designs may include higher capacity buildings, smaller footprints, shared site amenities, vertical construction, and adaptive reuse of underutilized properties. Alternative school designs may also include rooftop play areas, shared parking and bus drop off zones on secondary streets. Alternative designs may include some, but are not required to include all, of these features.
Schools	Suggestion that an urban school model be co-located with a park so the school may use the park for recreational needs	The master plan lists common features of alternative school designs, including shared recreational facilities
Schools	An analysis of Gateway's potential growth and impacts to the school system should be prepared	The master plan includes a section on school capacity considerations and discusses various pupil yield scenarios dependent upon future housing types built. A key

		recommendation of the plan is to further evaluate and coordinate with HCPSS to more fully plan for public schools as plan implementation progresses.
Schools	Support for a new school model to fit Gateway's mixed-use vision	Comment noted
Schools	Detail how future school capacity will be determined in coordination with HCPSS, and ensure the growth of Gateway does not negatively impact student generation rates and school overcrowding in existing communities	The master plan includes a section on school capacity considerations and discusses various pupil yield scenarios dependent upon future housing types built. A key recommendation of the plan is to further evaluate and coordinate with HCPSS to more fully plan for public schools as plan implementation progresses.
Schools	Set aside and designate land that could be developed into a technology-focused urban school in the future	The master plan contains recommendations for strategic acquisition of sites for public amenities and infrastructure and to explore with HCPSS the opportunity to establish a 21st century urban school model that embodies innovation in Gateway.
Transportation	Desire to minimize traffic for the safety of pedestrians and ease of movement of cars	One of the master plan principles is to develop a multi-modal transportation network that welcomes people traveling via all modes and is aligned with the County's Complete Streets policy. Another principle is to establish a

		human-scale urban form that prioritizes walkability.
Transportation	Support for multi-modal transportation and bicycle/pedestrian connections in the plan	Comment noted
Transportation	Support for improving existing access and adding a new, welcoming entrance to Gateway from MD-175	Comment noted
Transportation	Suggestion for new access to connect Gateway to the regional transportation system/I-95 at the MD 175/MD 108 intersection	The plan supports improving existing access and adding a new, welcoming entrance to Gateway from MD-175. Further evaluation and coordination with State Highway Administration will be needed to identify the preferred access point.
Transportation	Some commenters expressed a desire to study a gondola system and recommended it link Elkridge with a central Gateway location	Major plan strategies include multi-modal connections within and outside Gateway. The plan acknowledges the evolving technologies associated with transportation, and recommends remaining open and flexible to emerging modes that are functional, productive, and conducive to an innovation environment
Transportation	Support for a multi-modal transportation network that welcomes all modes	Comment noted
Transportation	Connect Owen Brown to the industrial employers in Gateway, so that more local	The plan recommends adding bike and pedestrian infrastructure to connect to surrounding communities

	residents may walk and bike to work	
Transportation	Conduct further and deeper analysis on new access along MD175, to identify options, environmental impacts, and ways to mitigate these impacts. Determine how high-speed traffic would transition into a pedestrian-friendly area and the potential impact on Dorsey Run.	The master plan describes how a detailed transportation study regarding new access along MD175 will be needed to develop and evaluate a full range of alternatives and identify the preferred configuration to address multimodal transportation needs, while addressing stakeholder and environmental concerns
Transportation	Holistically study and implement Complete Streets traffic management efforts on local roads near the boundaries of Owen Brown and Gateway	The master plan describes an overall goal for transportation and mobility in Gateway to create an interconnected network of Complete Streets that serves all modes and connects people walking, bicycling, and driving to and around the Columbia Gateway area
Transportation Demand Management (TDM)	Use TDM strategies to reduce the need for parking	The master plan recommends that Howard County develop a Transportation Demand Management Plan for Gateway to support non-automotive travel options and reduce demand on the motor vehicle transportation network
Transit	Further expand the County's public transit network	The master plan recommends a Gateway transit stop and transitway, intended to accommodate public transit.

Transit	Connect Gateway to existing MARC stations with bus transit to increase mobility between Gateway and the surrounding DC/Baltimore region.	The plan recognizes that efficient transit is especially important to connect workers and residents to other destinations, including MARC stations.
Transit	Use the CSX line for microtransit	The plan envisions that the CSX railway right of way will be transformed into an active transportation and transit corridor connecting Gateway to other parts of the County. The plan further describes how the CSX corridor is anticipated to integrate a form of rubber wheel transit (such as micromobility oriented vehicles), which will be connected to the site by a transitway along Robert Fulton Drive.
Sustainable Design	Need for green building standards	<p>The plan includes a section on sustainable design organized into four main focus areas: decarbonization, resiliency, health and wellbeing, and urban ecology.</p> <p>The plan notes that building design and sustainability elements are ultimately governed by the County's adopted green building code; however, recommends incentives for projects that incorporate sustainable design practices and also exceed the County's regulatory requirements.</p>

Sustainable Design	Support for higher utilization of renewable energy	The plan describes how onsite renewable energy systems can further reduce the greenhouse gas emissions of building operation in Gateway
Sustainable Design	Desire for greater stormwater management	The plan includes stormwater management strategies aimed to protect against flooding and reduce runoff, and describes how new developments may employ these strategies to meet the County's stormwater management requirements
Sustainable Design	Interest in expanded green areas	The plan envisions sustainable and resilient open spaces, with increased tree canopy cover, use of native species and/or species adapted to the region, and integration of nature-based solutions into the landscape design
Mixed-Use Walkable Environment	Support for creating a mixed-use, walkable environment that is more connected and accessible.	Comment noted
Woonerf	The Woonerf as a central spine for a connected walkable network is appealing	Comment noted
CSX Multi-Modal Corridor	Encourage the CSX development as a walking and biking path sooner rather than later and in a manner that connects Owen Brown residents	The plan describes how investment in the CSX multi-modal corridor could occur in the near-term to connect Gateway to neighboring communities

	without having to traverse Snowden River Parkway	
Public Amenities	Support for open spaces, parks and pathways	Comment noted
Public Amenities	Suggestion for water features to counteract noise	The plan lists water features among potential design features of urban plazas, neighborhood parks, and pocket parks
Public Amenities	Suggestion for public art throughout Gateway	The plan lists public art as potential features of the Woonerf, urban plazas, neighborhood parks, and the CSX multi-modal corridor
Recreation	Desire for basketball and pickleball to be included in future recreational areas	The plan lists sport courts (pickleball, tennis, basketball or similar) as potential features of neighborhood parks
Columbia	Some commenters suggested that Gateway become a Columbia Village	The master plan offers a vision for Gateway's redevelopment, intended to guide future zoning and land development regulatory changes and infrastructure investments. The master plan does not determine Columbia village structure.
Case Studies	Desire for case studies of master plans with similar goals that have been successful	The plan contains case studies for communities that have used alternative zoning tools, and case studies of transportation demand management programs
Stakeholder Engagement	Some commenters emphasized the importance of future stakeholder	The plan describes future engagement of stakeholders to implement

	engagement with entities such as Columbia Association and Maryland State Highway Administration as necessary for plan implementation	the plan. The implementation approach describes the need for partnerships and identifies key entities including the Columbia Association. The plan also describes engaging State Highway Administration on planning for a new MD175 access point
Zoning	New zoning should determine how to appropriately separate research uses from residential uses for health and quality of life	The plan describes how the future evaluation of new zoning for Gateway should include assessment of how new industrial uses can coexist with residential communities. Buffers, setbacks, and screening elements are described.
Zoning	Ensure public engagement in future zoning efforts for Gateway, as well as efforts related to New Town Zoning (as a portion of Gateway is zoned New Town)	DPZ anticipates a public engagement process as part of future zoning efforts for Gateway and New Town