U.S. Rt. 1 Corridor Master Plan
Baltimore Regional Transportation Board
July 23, 2019
Peter Conrad, Howard County Department of Planning & Zoning
U.S. Rt. 1 Corridor Master Plan

Presentation Agenda

I. Background
II. Master Plan Objectives and Process
III. Rt. 1 Character Area Approach
IV. Transportation, Infrastructure and Organizational Issues
V. Next Steps/Questions?
Rt. 1 Master Plan Background
Master Plan Background
Master Plan Background

Why a Master Plan Update?
• Advance County Policy Objectives
• Significant Taxbase and Job Base
• Targeted Location for County Growth
• Important North South Connector
Master Plan Background

Challenges

• Mix of land uses including significant M-1 and M-2
• Function as a state road
• Road relationship to I-95 and MD 295
• Lack of institutions or anchors
• No current organization
• Broader County context
Master Plan Background

Significant Prior Planning Efforts

- 2004 Corridor Rezoning
- 2009 Rt. 1 Manual
- 2011 US Rt. 1 Market Analysis
- 2012 PlanHoward 2030
- 2013 North Laurel-Savage Sustainable Communities Program
- 2014 Rt. 1 Tax Credit Program
- 2017 Development Regulations Assessment
- 2017 US 1 Safety Evaluation
ROUTE 1 CORRIDOR LANDMARKS AND NEW DEVELOPMENTS

MIXED USE DEVELOPMENTS
- 76 BLUE STREAM OVERLOOK
- 77 HOWARD SQUARE
- 78 MISSION PLACE
- 79 FLEXIBLE CROSSINGS
- 80 BELMONT STATION
- 81 MORRIS PLACE
- 82 HAMBURY COURTS
- 83 RIVERWALK
- 84 PATTON SQUARE
- 85 OXFORD SQUARE
- 86 LAUREL PARK STATION
- 87 ANASPUS JUNCTION TOWN CENTER

INDUSTRIAL/COMMERCIAL INSTITUTIONAL
- 101 CENTRAL MD TRANSIT FACILITY
- 102 PATIENT/FAMILY/STORAGE AREA
- 103 MARYLAND FOOD CENTRAL AUTHORITY
- 104 TERMITI COMMERCE/CENTRE
- 105 TERRITI COMMERCE CENTER BLDGS
- 106 COLUMBIA JUNCTION
- 107 TROY MILL COOP CENTER PARK 50
- 108 DAY RESOURCE CENTER
- 109 NAPA WASHINGTON

OFFICE
- 211 MEADOWRIDGE HQ PARK A
- 212 CORRIDOR 15 BUSINESS PARK
- 213 EMERSON MEATZ PROPERTY
- 214 MARIPOSA CORPORATION COMMONS NORTH

RESIDENTIAL (CONTINUED)
- 301 FOXWOOD MANOR
- 302 DEER SPRINGS 1 (HIGH RIDGE MEADOWS)
- 303 DEER SPRINGS 2 (HIGH RIDGE MEADOWS)
- 304 PARK OVERLOOK
- 305 FALCON CREST
- 306 MARYLAND RIDGE

NOTE: THE IMAGES BELOW (SHOWN WITHIN CIRCLES) HIGHLIGHT SOME OF THE LANDMARKS ALONG RT1 CORRIDOR

COUNTY BOUNDARY
ROADS
STREAMS (GREENS)
PARKS
FOREST & WOODED AREAS
WETLANDS
RAILROAD (MARC)
MARC STATIONS
NEW PROJECTS
PROJECT NUMBER
PLANNED
UNDER CONSTRUCTION
IN/OUT

MEETING UPDATE
COUNTY UPDATE
APRIL 3, 2019

STATION BOARD
Master Plan Objectives and Process
Master Plan Objectives and Process

• Create an revitalization strategy for the Rt. 1 corridor
• Activate transportation solutions, as well as safety solutions
• Identify critical public infrastructure needs
• Identify revitalization and economic development strategies and identify key partners
• Improve business vibrancy and quality of life throughout the Rt. 1 corridor
Master Plan Objectives and Process

• What should be the overarching vision for the corridor – or are there multiple visions, guided by a specific geography and existing development character?

• Should commercial/retail development be clustered and if so should it include residential?

• What added transportation network links and enhancements are needed and where, to allow better travel choices for transit riders, bicyclists, and pedestrians?
Master Plan Objectives and Process

• How should Rt. 1 function as a roadway, in support of the corridor vision?
• What partnerships and organizational changes should be explored to help realize a vital future for Rt. 1?
• Would the County benefit from engaging in public/private development partnerships along the corridor?
• What are the important economic development tools the County should consider?
Master Plan Objectives and Process

• Key Property and Real Estate/Developer Interviews
• Business Breakfast Roundtable
• Public Open Houses and Workshops
• Virtual Open Houses and Workshops
• Expert Panel Developer Roundtable
• Coordination with SHA/MDOT
Rt. 1 Character Area Approach
Rt. 1 Character Area Approach

CORRIDOR-WIDE THEMES

• Route 1 “Neighborhoods”
• Cluster Future Growth
• Multimodal Connectivity
• Context Compatible Locations For Residential, Commercial And Industrial Land Uses
• Environmental Area Conservation/Enhancement
Rt. 1 Character Area Approach

CRITERIA FOR DESIGNATING CHARACTER SITES/AREAS - **REDEVELOP**

- Cluster Of Parcels
- Vacant And Underutilized Parcels
- Along Route 1 Frontage
- Proximity To New Public/Private Investment
- Parcels With Appropriate Depth For Planned Unit Development
- Redevelopment Timing (Short/Medium/Long)
- Community Feedback
Rt. 1 Character Area Approach

CRITERIA FOR DESIGNATING CHARACTER SITES/AREAS - CONNECT

• Adjoining Existing Development/Communities
• Both Sides Of Route 1
• Extension Of Existing Street Grid
• Multimodal Connections (Sidewalks, Trails, Multi-use Paths, Bike Lanes/Tracks, Etc.)
Rt. 1 Character Area Approach

CRITERIA FOR DESIGNATING CHARACTER SITES/AREAS - *PRESERVE*

- Natural Resource Areas (Stream Corridors, Floodplains, Steep Slopes, Wetlands, Wooded/Forested Areas)
- Area Adjacent To Natural Areas For Expansion
- Green Buffers And Thresholds Along Route 1
- Parks
- Existing Residential Communities
- Community Facilities And Landmarks
Preliminary Considerations

Mixed use & entertainment
- Focal point at the south side of the corridor
- Build on the planned development of Laurel Park with entertainment oriented mix of uses

Commercial
- Main street character

Residential
- Medium to high density along route 1

Laurel Park development
- Planned transit-oriented development
- Utilize the planned street grids for opportunity parcel development

Gateway to Howard County
- Wayfinding signage, public art, gateway sculptural elements, public plazas, framed by buildings, etc.

Enhanced Streetscape
- To activate streetscape areas adjoining potential mixed-use, entertainment and transit-oriented core along route 1.

County Line to Whiskey Bottom
- TRANSIT-ORIENTED DEVELOPMENT
- MIXED-USE ENTERTAINMENT
- RESIDENTIAL

CHARACTER AREA 1
MARKET ORIENTATION – Character Area 1

• 4 miles from I-95 Exit 33 on Route 198 and 9 miles to Fort Meade
• Land use at this location are underutilizing the future value of land. Mostly automotive, small mobile home park and small industrial uses
• New residential development occurring at Laurel Park Station
• Napa Washington Development on wooded parcel (30,000 SF retail, warehouse and office)
• Adjacent to future entertainment center at Laurel Park development
  • Restaurants/bars, sports betting, horse racing
Transportation, Infrastructure and Organizational Issues
Transportation, Infrastructure and Organizational Issues

• Considerations for Improvements
  • Multimodal connectivity
  • Safety and comfort
  • Sense of place

• Framework for Key Decisions

• Maryland Case Studies
Transportation, Infrastructure and Organizational Issues

• Implement transportation infrastructure improvements that reflect and reinforce the vision for the Character Areas
  • Robust economic development
  • Multimodal connectivity
  • Safety and comfort
  • Sense of place

• Plan for what we want to see in the Character Areas, not what we have now
  • Treat Character Areas differently (recommendations are for Character Areas, not corridor-wide)
Near Term Physical Improvements

• Fill sidewalk gaps
• Provide immediate connectivity improvements by enhancing paved shoulder via lane diets and road diets, physical buffer, etc.
• Provide enhanced bus shelter amenities
• Implement pedestrian crossing improvements
• Improve wayfinding
• Other safety and speed management improvements
Near-Term Physical Improvements
Mid-Term Strategy and Approach

- Balance multimodal needs
- Improve safety for everyone
- Implement transportation infrastructure improvements that create a recognizable node of activity
- Identify opportunities to enhance regional multimodal connectivity
## Framework for Key Decisions
### Character Area Improvements

<table>
<thead>
<tr>
<th>Issue</th>
<th>Framework for Discussion</th>
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<tbody>
<tr>
<td>Minimum lane widths</td>
<td>10.5-11 foot motor vehicle travel lanes?</td>
</tr>
<tr>
<td>Desired motor vehicle speed</td>
<td>Reduced miles per hour in targeted locations?</td>
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<tr>
<td>Pedestrian crossing needs</td>
<td>Accounting for existing, latent, and future demand?</td>
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<tr>
<td>Pedestrian crossing needs</td>
<td></td>
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<tr>
<td>evaluation</td>
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<tr>
<td>Road diet thresholds</td>
<td>Source for allowable thresholds?</td>
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<tr>
<td>Setback requirements</td>
<td>Balancing sense of place and crash considerations?</td>
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</tbody>
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Transportation, Infrastructure and Organizational Issues

Considerations

• To manage growth and redevelopment along the Route 1 Corridor to meet multiples objectives

• To identify suitable areas to accommodate the relocation of some Route 1 businesses to areas off Route 1

• To work with real estate community to assemble key land parcels for future redevelopment and public parks/amenities

• To initiate redevelopment in strategic opportunity areas where catalyst redevelopment is possible
Next Steps/Questions?
Next Steps

• Refine Character Area recommendations
• Continue briefings with County Council, Real Estate Community and General Public
• Fall 2019 meeting between County and SHA
• Public Open House
• Adopt plan as a General Plan amendment
Questions?

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