Route 1 Corridor Revitalization - Howard County, MD

Marsha McLaughlin, Director
Department of Planning and Zoning
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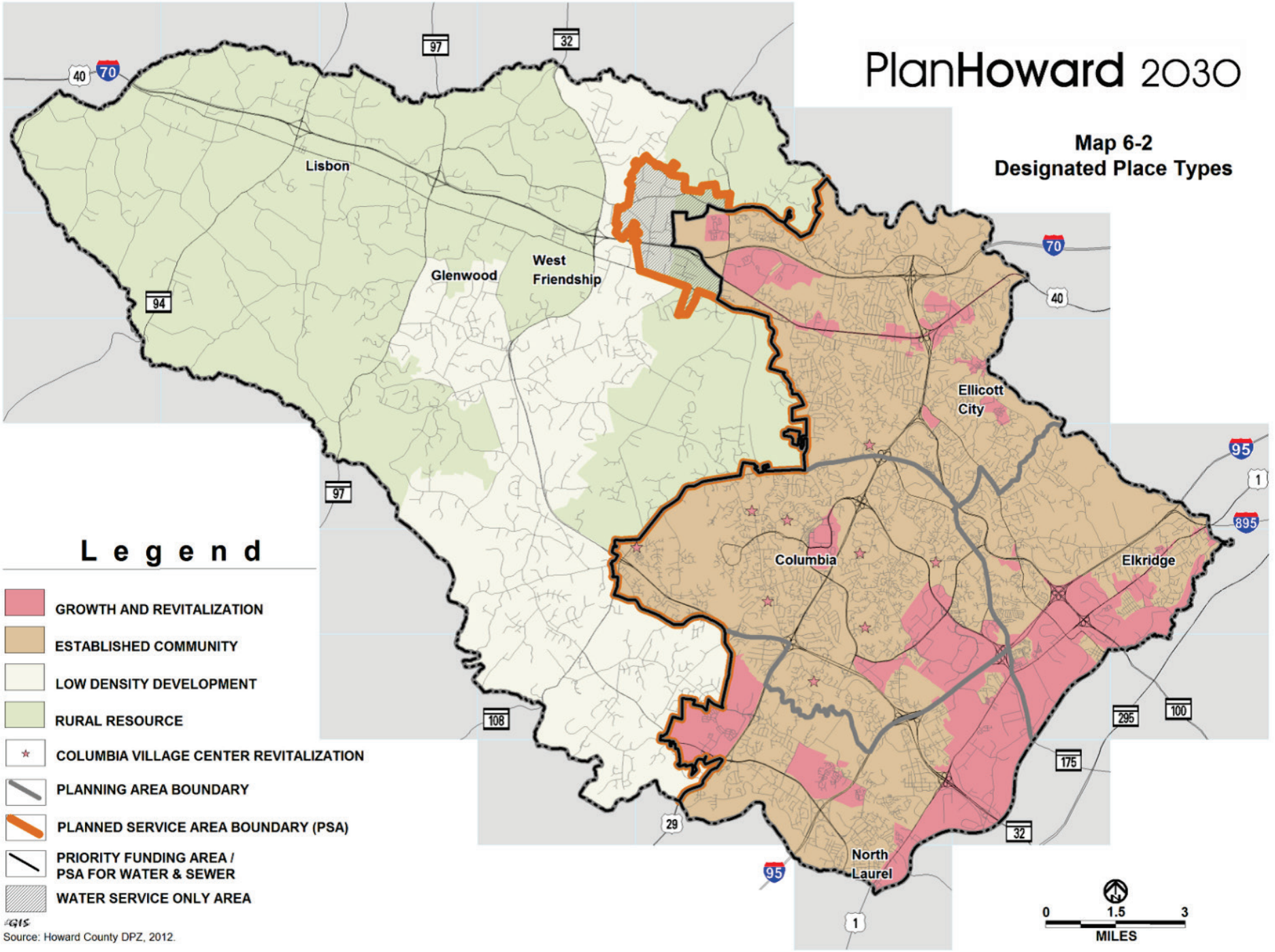
PlanMaryland

Location, Location, Location…

PlanHoward 2030

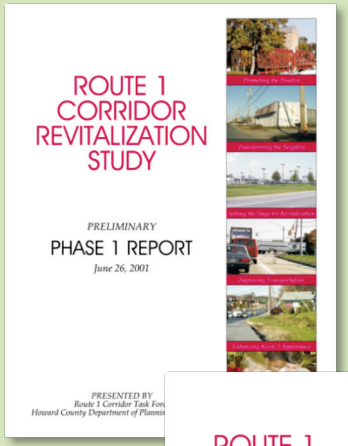
Map 6-2
Designated Place Types

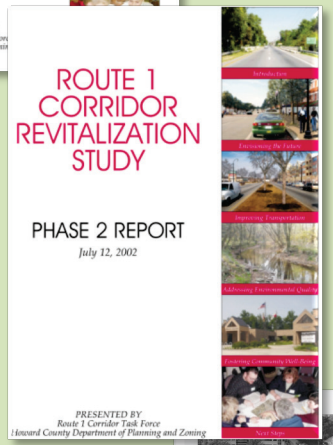


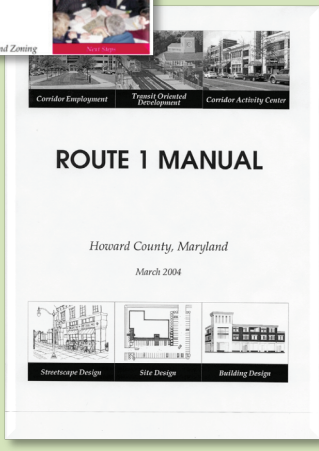
Source: Howard County DPZ, 2012.

Aging Commercial Corridors

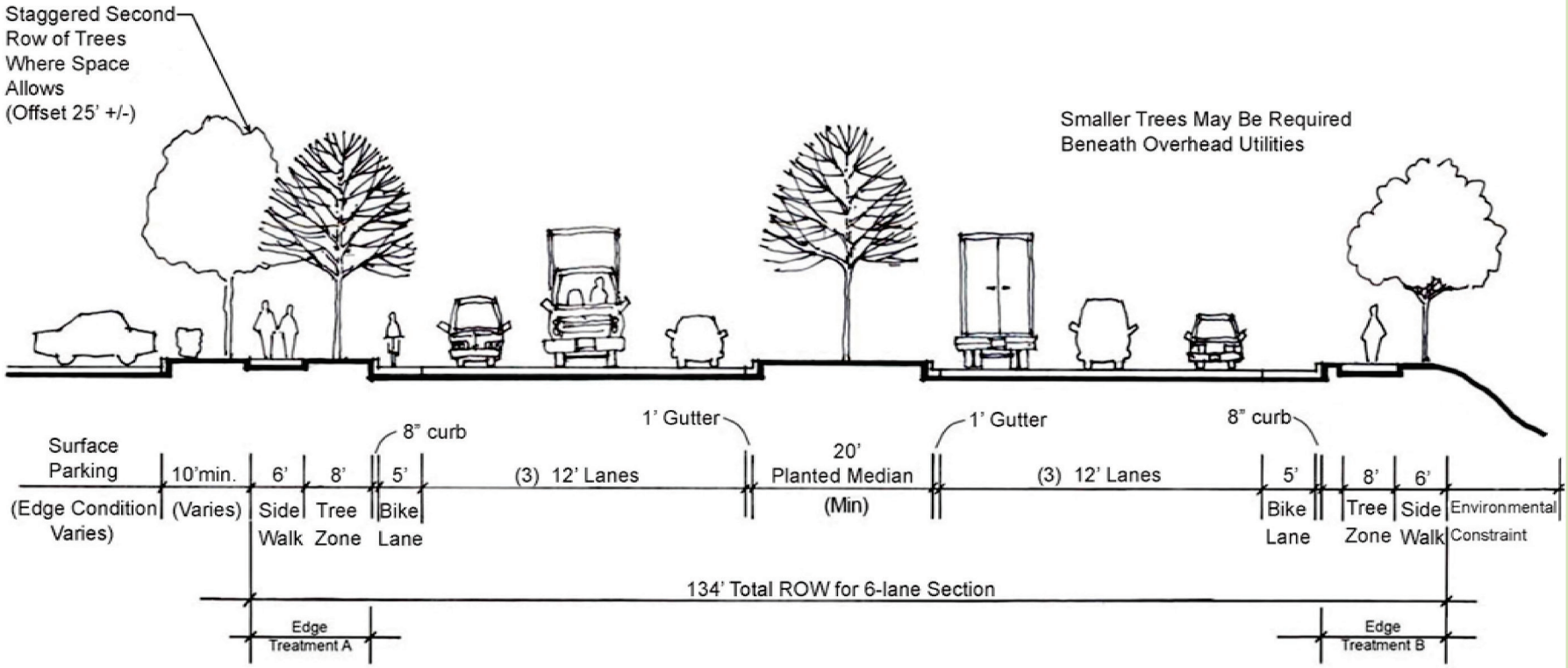
US Route 1 Corridor







US Route 1: Capacity & Appearance



1 US Route 1: Main Line - Typical ROW Section

Not to Scale

Transit Oriented Development (TOD)

Image courtesy Walter E. Lynch, AIA, PLLC

- Station within 3500’
- Mixed-use
- No density limit
  - 100 foot height limit
  - Max. 50% residential
- 15% moderate income housing

Corridor Activity Center (CAC)

- Mixed-use
- 25 units/acre
- Minimum 200 S.F. commercial/unit
- Urban building setbacks and frontage
- 25-65’ building height
- 15-25% moderate income housing

Corridor Employment (CE)

- Urban building and parking setbacks
- Retail incentives for larger land assemblage
- 100’ height limit

Images courtesy Brasher Design Architects and Montevideo Crossing, LLC, developer

Route 1 Development Pipeline

Images courtesy of Hord-Coplan-Macht Architecture and H&H Rock

- 10 mile corridor
- 12 CAC, TOD and CE Projects:
  - 6,145 housing units
  - 1,300,000 S.F. commercial
- Design Advisory Panel

Plan Implementation

Plan Implementation

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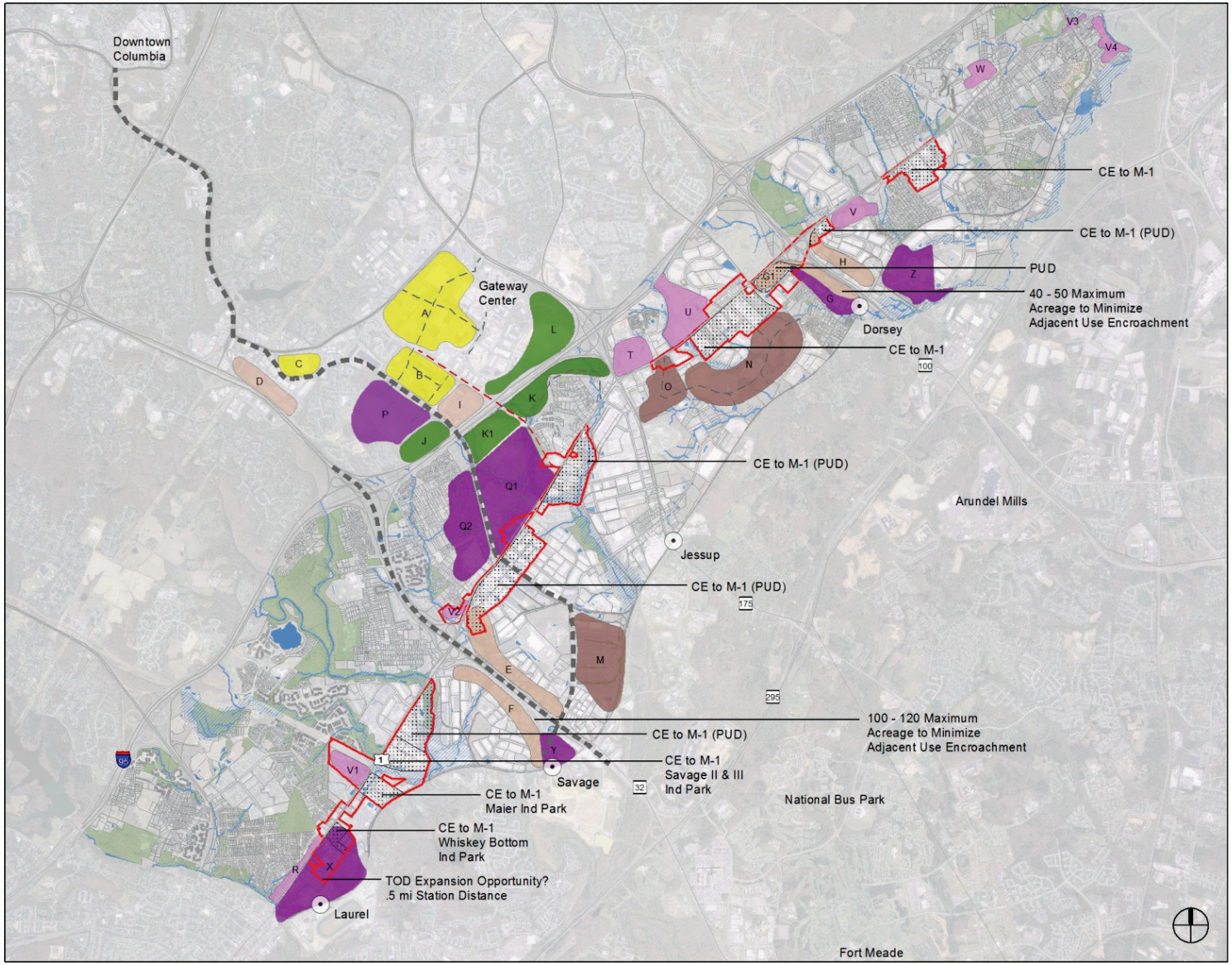
Market Conditions



US Route 1 and Snowden River Parkway/ Dobbin Road Corridor Land Use and Transportation Concepts

Legend

CE - CLI District & Revert Area

Land Use Opportunities

PUD

- Type 1: Low - Med Intensity Residential, Retail, and Office
- Type 2 - High Intensity Residential: With Office, Retail, and Amenity *Close Proximity to Transportation Corridor
- Type 2 - High Intensity Office: With Residential, Retail, and Amenity
- High Visibility Employment: Greenfield Retail and Office

PUD Plus

- High Visibility Employment: Incentive for Redevelopment of Older Industrial to New Office and Retail * Zoning Change Could be Appropriate
- Major Industrial Park: Incentive for Parcel Assembly

- Proposed Comp Zoning Request
- Proposed Rt.1 CR District

Transportation Opportunities

- Road Network
- Arterial Road
- BRT Corridor

Notes
1. CE/M1a Concept
2. Does Not Include Corridor "Ribbon" Concept

Site Assembly

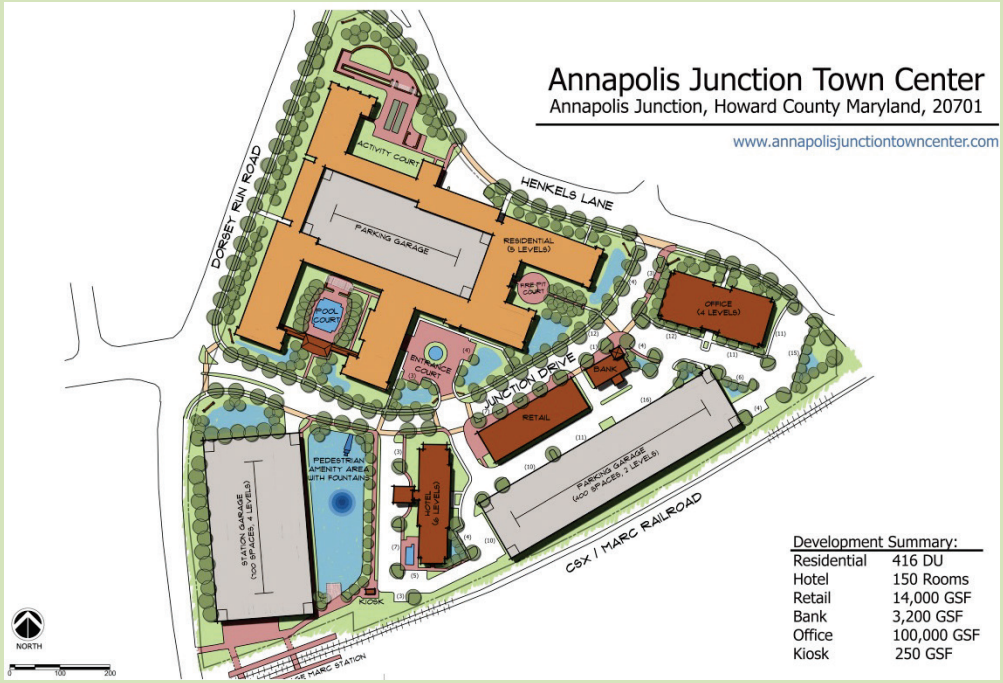
Redevelopment Economics

- Assembly/demo
- Infrastructure upgrades
- Community amenities
- Structured parking
- Financing delays
- Phasing

Developer Capabilities

- Interest
- Market savvy
- Design imagination & sensitivity
- Communication skills
- Financial strength & creativity

Creative Finance



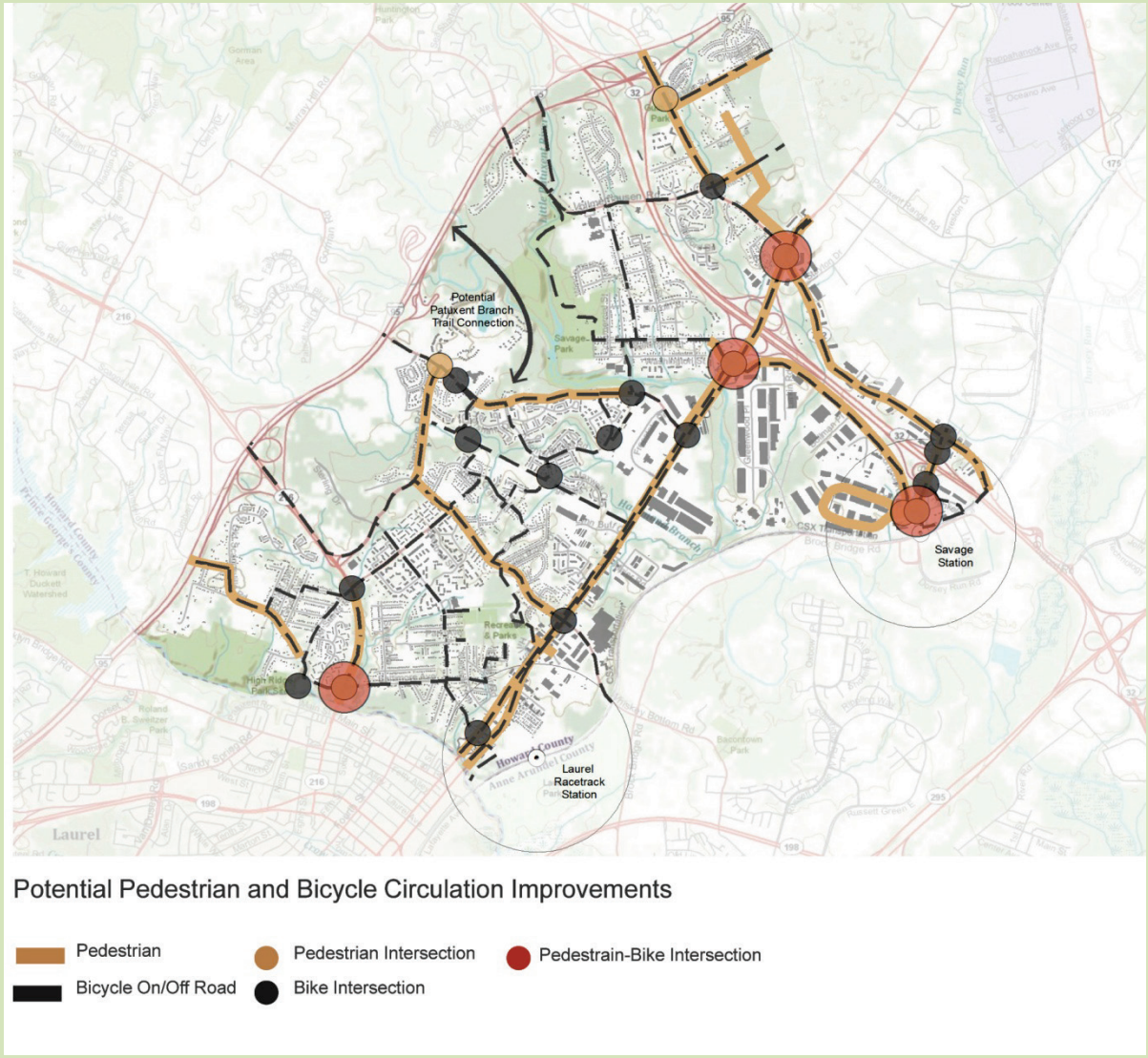
- Private joint ventures – share costs/risk
- Public-private cost shares: TIF; tax incentives, capital projects, land assembly, relocation assistance, etc.

Renovation of Existing Small Businesses

- Renovation Tax Credit
- Matching Grants
- "Architect on –call"

Sustainable Communities

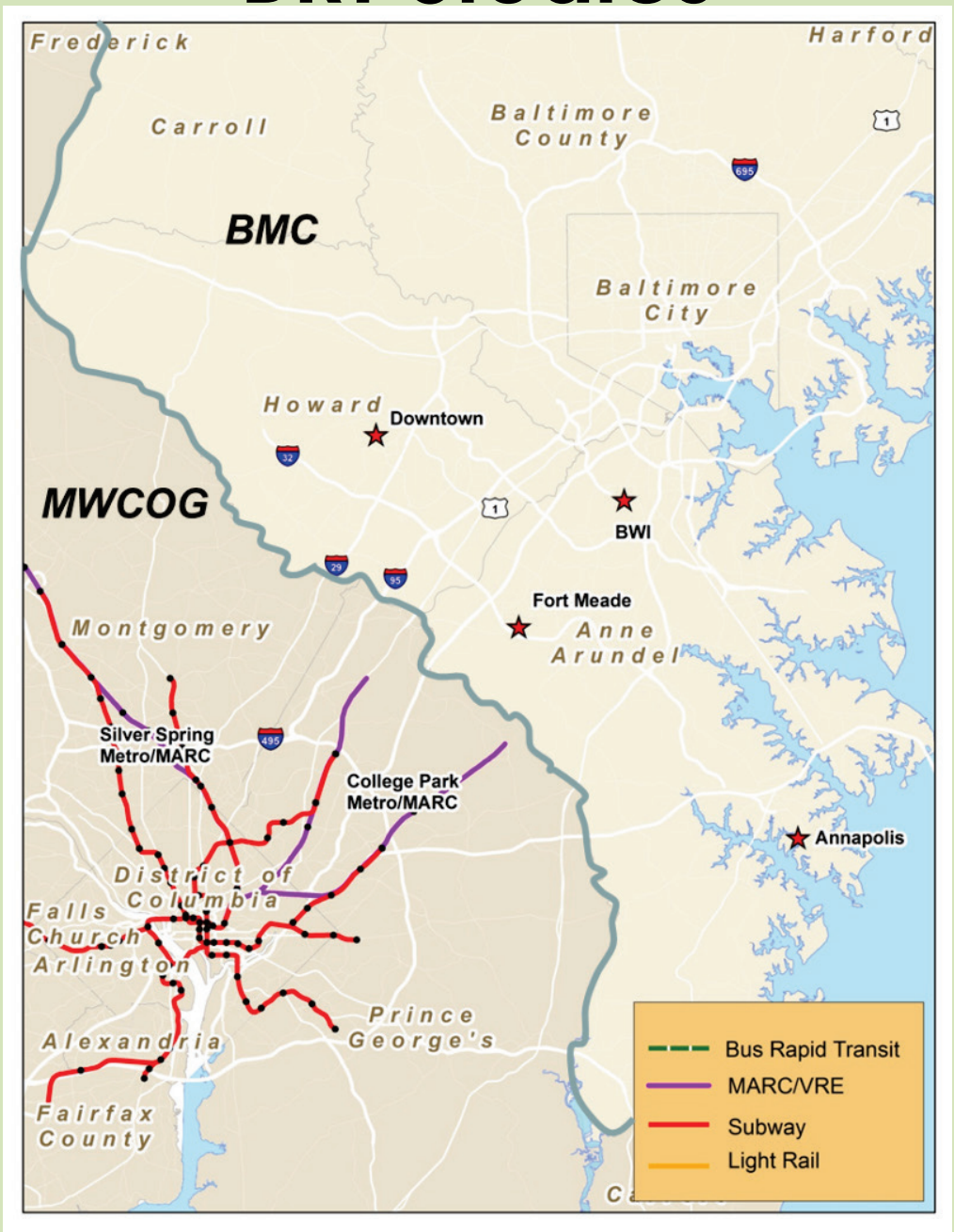
- Southeast Area Plan
- Stakeholder Task Force identified diverse streetscape and community enhancements



Transit: Connectivity & Capacity

- MARC: Baltimore-Washington commuter rail
- Howard Transit
- New Regional Transportation Agency

BRT Studies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BMC
Baltimore City
Howard
Downtown
MWCOG
BWI
Fort Meade
Anne Arundel
Montgomery
Silver Spring Metro/MARC
College Park Metro/MARC
Annapolis
District of Columbia
Falls Church
Arlington
Alexandria
Prince George's
Fairfax County
Bus Rapid Transit
MARC/VRE
Subway
Light Rail

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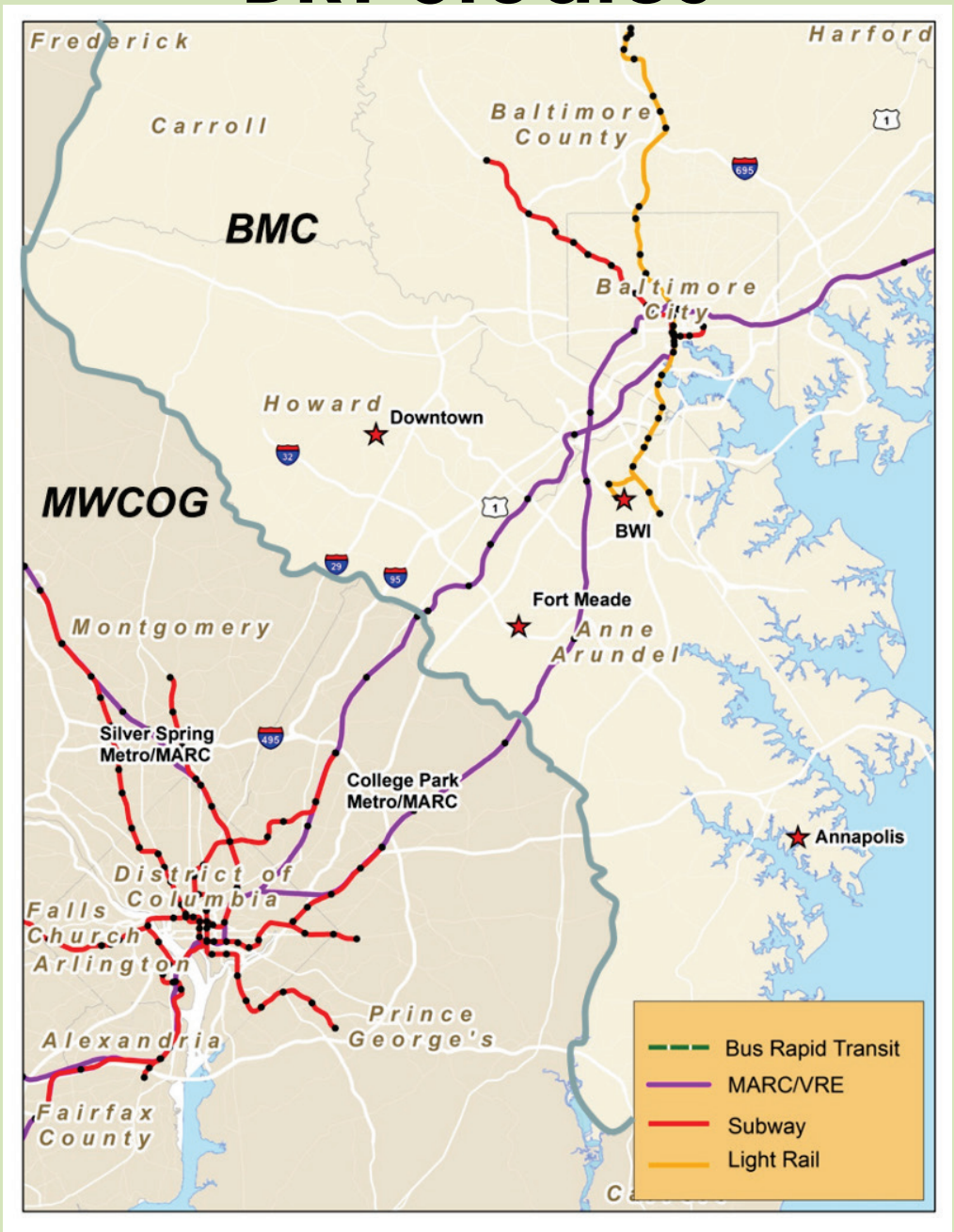
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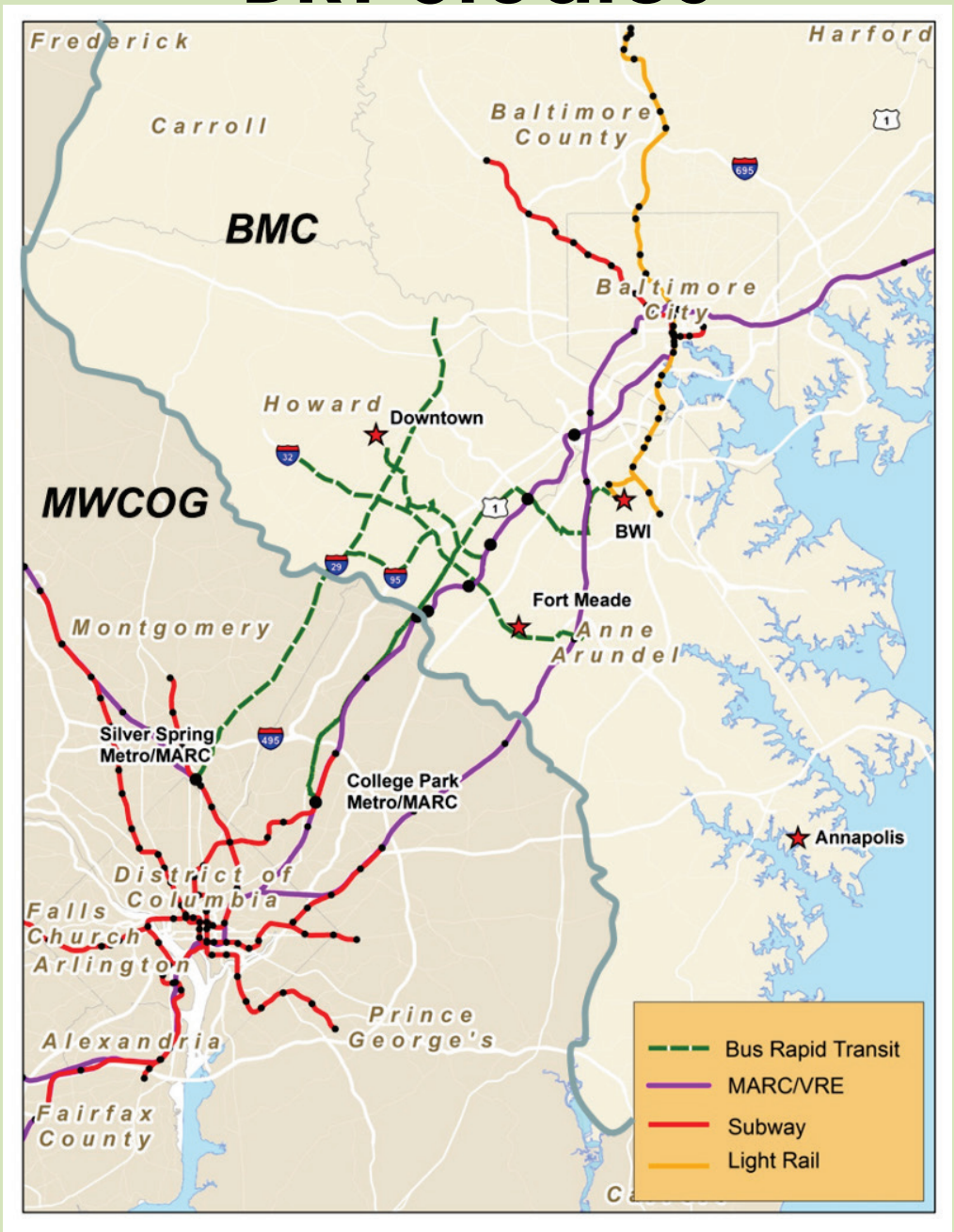
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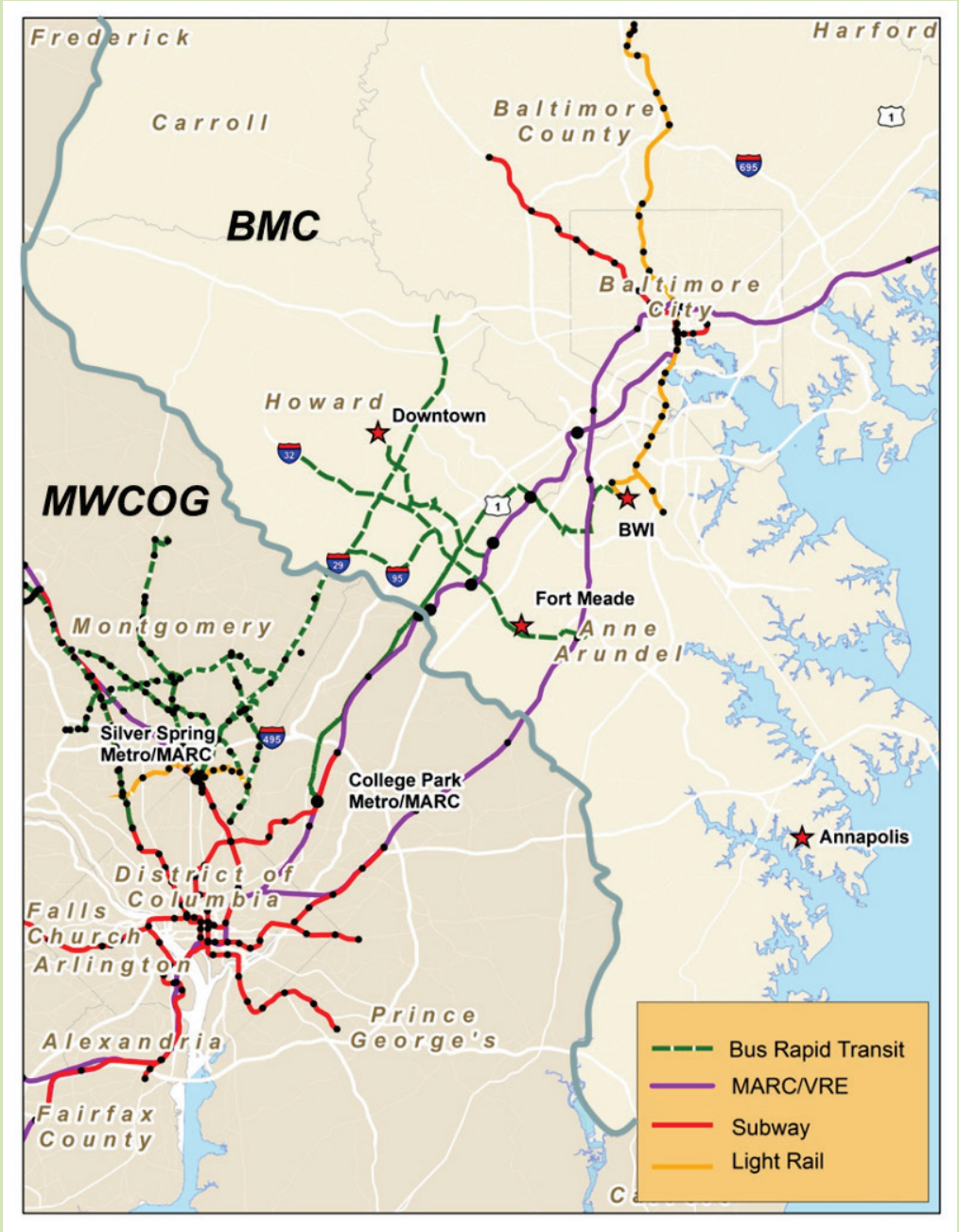
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Local Government Capabilities

- Comprehensive Plan – vision!
- Political support – citizens & leadership
- Zoning & Development Regulations – flexibility to achieve vision
- Supportive tools and incentives
- Creativity, persistence