

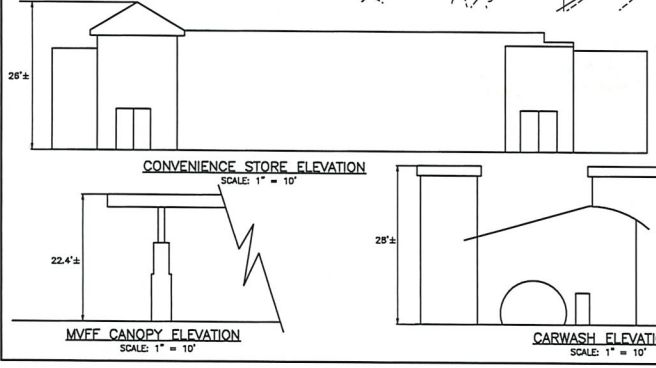
ZONED: M-1

ZONED: TOD

ZONED: TOD

ZONED: TOD

GRAPHIC SCALE



GENERAL NOTES

1. THE BOUNDARY SHOWN HEREON IS BASED ON A BOUNDARY SURVEY PREPARED BY BENCHMARK ENGINEERING, INC. DATE JANUARY 2018 AND MAY 2016.
2. EXISTING TOPOGRAPHY SHOWN HEREON IS BASED ON A FIELD RUN SURVEY PREPARED BY BENCHMARK ENGINEERING, INC. DATED SEPTEMBER 2018 & OCTOBER 2024 AND HOWARD COUNTY GIS.
3. A TRAFFIC STUDY WILL BE PERFORMED TO ADDRESS APFO REQUIREMENTS.
4. THE SITE IS LOCATED IN THE COMMUNITY OF ELKRIE.
5. THE EXISTING ZONING IS T.O.D. (TRANSIT ORIENTED DEVELOPMENT).
6. THE EXISTING STRUCTURES ON THE PROPERTY ARE TO BE REMOVED.
7. PART OF THIS REZONING AND DOCUMENTED SITE PLAN (P/O PARCEL 107) IS WITHIN A HISTORIC SITE (HO-829 ROSA BONHEUR MEMORIAL PARK) AND PUBLIC SITE (37-9 ROSA BONHEUR MEMORIAL PARK).
8. EXISTING ENTRANCE TO PARCEL 107 WILL BE CLOSED AND RELOCATED TO FUTURE SIGNALIZED INTERSECTION AS SHOWN.
9. PROPOSED WATER & SEWER WILL BE PROVIDED AS HOUSE CONNECTIONS FROM THE EXISTING WATER MAIN & SEWER MAIN WITHIN U.S. ROUTE 1.
10. STORMWATER MANAGEMENT AND STORM DRAINAGE ONSITE TO BE PRIVATE. A DETAIL PLAN WILL BE PROVIDED WITH THE SDP.
11. THE PROPOSED STRUCTURES WILL NOT EXCEED THE BULK REGULATIONS FOR MAXIMUM HEIGHT OF 40'.
12. SUBJECT PROPERTY OWNERS: PARCELS 452 & P/O 279-CORRIDOR SQUARE LLC PARCEL 107 (LOTS 51-53) AND P/O 56 & 57-MEMORIAL LLC
13. THIS PLAN WAS PRESENTED TO THE DESIGN ADVISORY PANEL ON JULY 23, 2025.
14. THIS PLAN WAS SUBJECT TO A COMMUNITY INPUT MEETING ON FEBRUARY 25, 2025 AT THE ELKRIE BRANCH LIBRARY AT 6:00PM.

SITE DATA

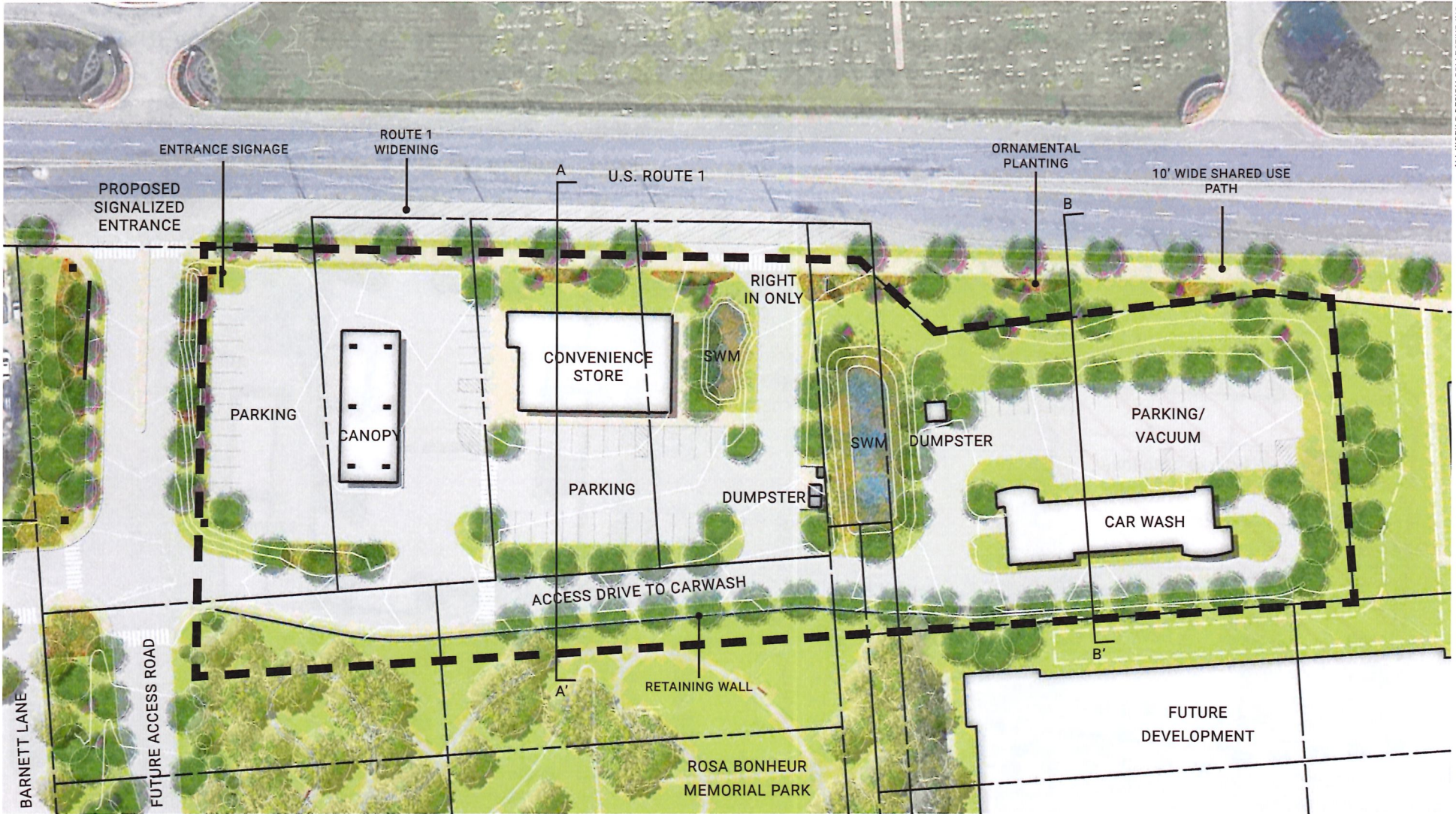
1. Site Area (Gross): 3.91 +/- acres (p/o Parcel 279, p/o 107 and 452)
2. Net Area: 3.91 +/- acres (Gross minus floodplain and steep slopes)
3. Water & Sewer: Public Connections
4. Existing Uses: Parcel 279: Vacant Parcel 107 (Lots 51-53); P/O Lots 56 & 57: Vacant Existing dilapidated buildings to be raised.
5. Current Zone: T.O.D.
6. Proposed Zone: Convenience Store w/ Motor Vehicle Fueling and Car Wash
8. Previous File Numbers: TBD
9. Approximate Impervious Area: 2.07 ac +/-
10. Approximate Open Space (Green Area): 1.87 ac +/-
11. Site Base Information: Property Boundaries, Topography and features based on field surveyed data, Howard County GIS and best available record drawings
12. Site Location: Tax Map: 37 Grid: 23 Parcels: 452, p/o 107, & p/o 279 1st Election District, Howard County, Maryland
13. Hours of operation/Employees: MVFF & Convenience Store-24/7-365-7 Employees on one shift Carwash-7am-8pm 5 Employees on one shift
14. Parking Requirements: Convenience Store: 5 Spaces/1000 sq ft
MVFF: 3 Spaces w/o Wash
Total Provided: 33 Spaces
Car Wash: 1 space/amp, 1 space/customer
Total Provided: 2 Spaces

<p>BENCHMARK ENGINEERING, INC. 3008 NORTH ROCK HILL DRIVE, 140 ELKRIE DRIVE, WASHINGTON 21040 97-410-666-6116 97-410-666-6044 WWW.BE-ONLINE.COM/BEI</p>		<p>OWNERS: PARCELS 279 & 452 CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD ELKRIE, MD 21075 410.379.2442 PARCEL 107 MEMORIAL LLC 400 REDLAND COURT SUITE 110 OWINGS MILLS, MD 21117</p>
<p>PETITIONER: CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD ELKRIE, MD 21075 410.379.2442</p>		<p>CORRIDOR SQUARE REZONING</p> <p>TAX MAP 37 - GRID 23 - PARCELS 452, P/O 279 & P/O 107 CURRENT ZONING: TOD, ZONING MAP # 37 ELECTION DISTRICT NO. 1 - ELKRIE, HOWARD COUNTY, MARYLAND</p> <p>REVISED DOCUMENTED SITE PLAN JULY 2025</p> <p>DATE: JULY 2025 BEI PROJECT NO. 2895 SCALE: AS SHOWN SHEET 3 OF 23</p>
<p>ATTORNEY: CHRISTOPHER M. DECARLO, ESQ. VENABLE LLP 210 W. PENNSYLVANIA AVENUE, SUITE 500 TOWSON, MD 21284 410.494.8228</p>		



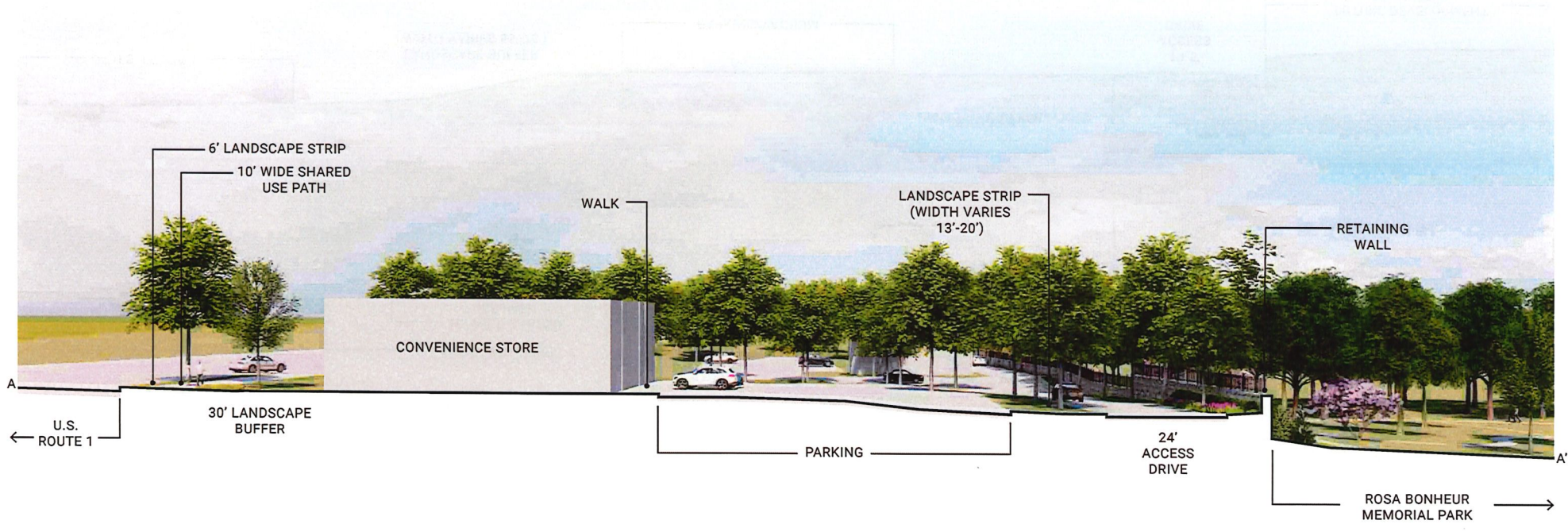
ALL WORK © DESIGN COLLECTIVE, INC

NOTE: HATCHED AREAS NOT INCLUDED IN REDEVELOPMENT APPLICATION.
FOR ILLUSTRATIVE PURPOSES ONLY.

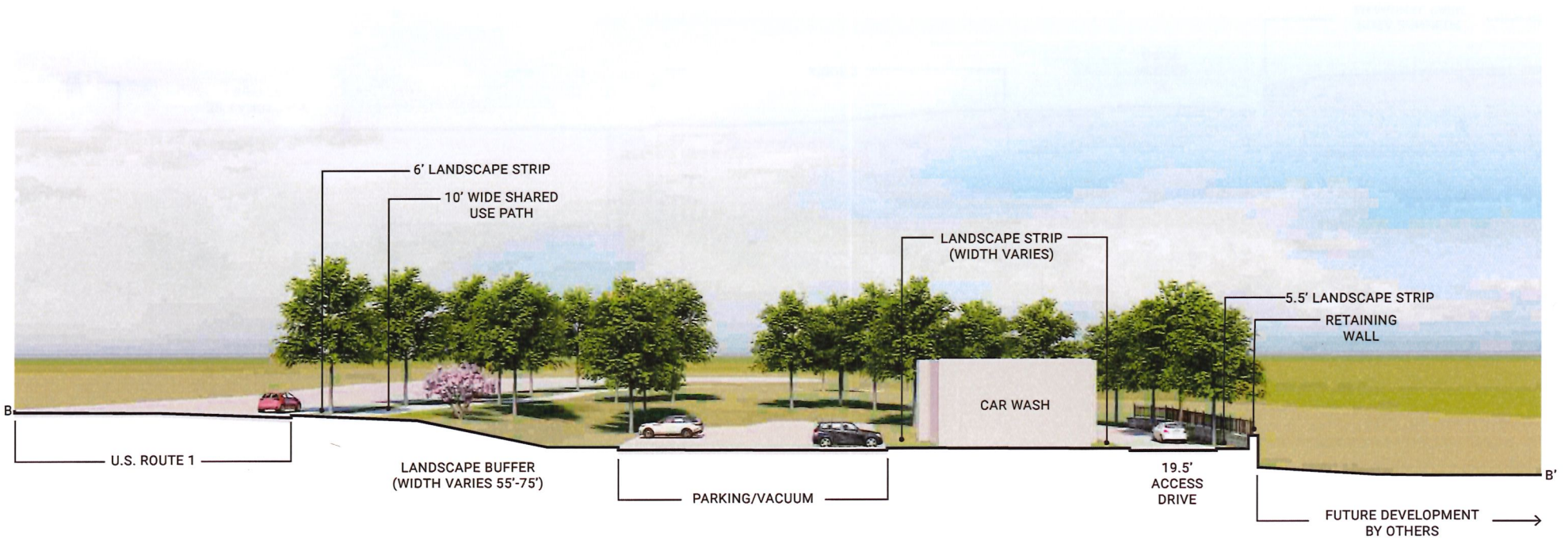


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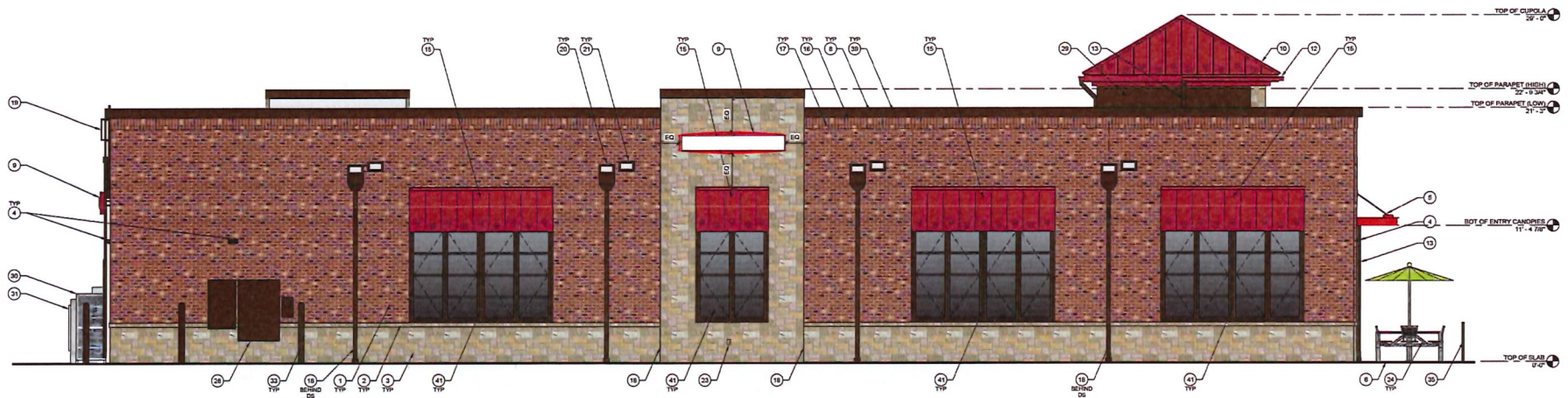
REZONING AREA AND PROPOSED USES ILLUSTRATIVE



CONVENIENCE STORE SECTIONS VIEW A



CAR WASH SECTIONS VIEW B



**CONVENIENCE STORE FRONT
VIEW FROM ROUTE 1
NOT TO SCALE**

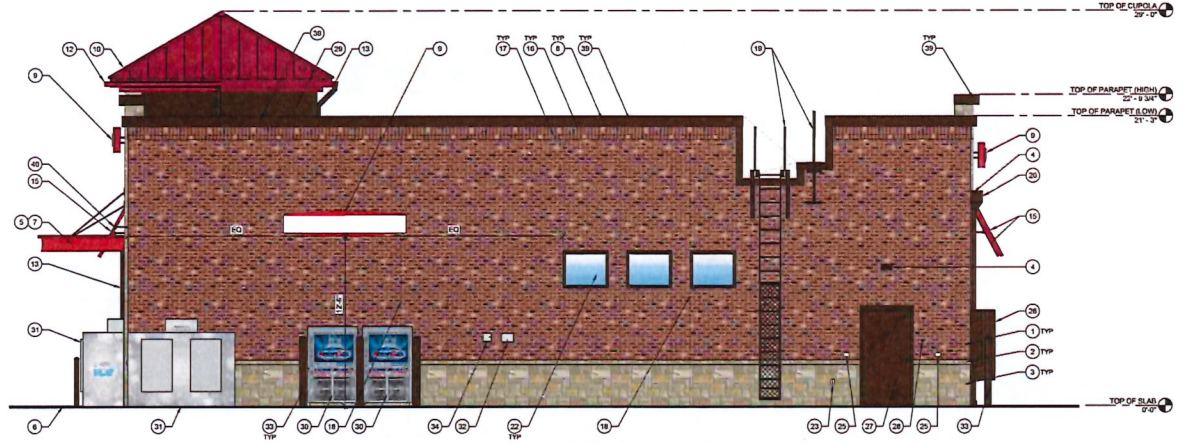
TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 8005 JOINT SEALANTS, GENERAL BUILDING FACSCAPE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STONE.

EXTERIOR ELEVATION KEYNOTES:

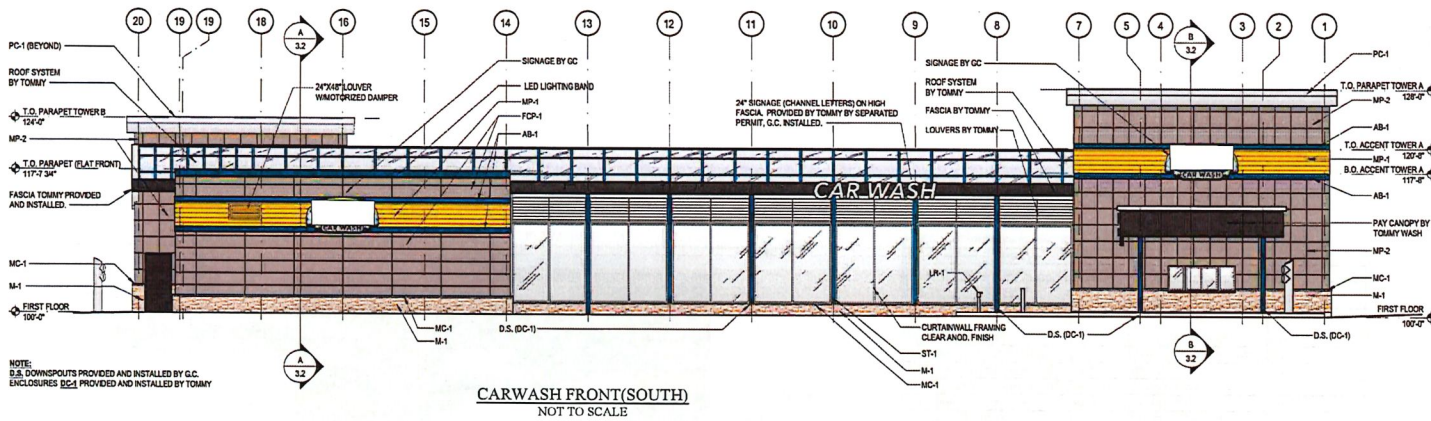
- 1 BRICK VENEER, COLOR: 688 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC.
- 2 CAST STONE SILL, COLOR: CRAB ORCHARD. SEE MASONRY SPEC.
- 3 ANCHORED CAST STONE MASONRY VENEER, COLOR: CRAB ORCHARD. SEE MASONRY SPEC.
- 4 EXTERIOR LIGHT FIXTURE, REFER TO ELECTRICAL DRAWINGS
- 5 ARCHITECTURAL CANOPY, COLOR: REGAL RED, PREMIUM TWO-COAT KYMAR FINISH
- 6 BRICK PAVEMENT WALKWAY
- 7 LIGHTED CURVED FASCIA CANOPY ATTACHMENT
- 8 METAL COPING, COLOR: DARK BRONZE
- 9 WALL MOUNTED BUILDING SIGN, SEE SHEET A200.
- 10 STANDING SEAM METAL ROOF, COLOR: BRITTE RED
- 11 ROOF EQUIPMENT SCREEN, COLOR: DARK BRONZE
- 12 GUTTER, COLOR TO MATCH CURPULA COLOR
- 13 DOWNSPOUT, COLOR: DARK BRONZE
- 14 N/A
- 15 METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY, ROOF COLOR: BRITTE RED, FRAME COLOR: DARK BRONZE
- 16 BRICK SOLDIER COURSE, COLOR: 688 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- 17 BRICK HORN ROCK COURSE, COLOR: 688 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- 18 CONTROL JOINT, SEE MASONRY SPEC

- 19 STEEL ROOF LADDER AND CRANNY POST, COLOR: DARK BRONZE
- 20 STANDARD THROUGH WALL SCUPPER WITH CONDUCTOR HEAD & DOWNSPOUT, COLOR: DARK BRONZE
- 21 OVERFLOW SCUPPER
- 22 ALUMINUM STOREFRONT SYSTEM, SEE A600
- 23 EXTERIOR HOSE BIB, REFER TO PLUMBING DRAWINGS
- 24 OUTDOOR FURNITURE
- 25 ELECTRICAL RECEPTACLE, REFER TO ELECTRICAL DRAWINGS
- 26 ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS
- 27 HDU DOOR AND FRAME, COLOR: DARK BRONZE
- 28 EMERGENCY WATER CONNECTION, REFER TO PLUMBING DRAWINGS
- 29 SEAMLESS ALUM PANEL SYSTEM WITH EXPOSED FASTENERS, COLOR: DARK BRONZE
- 30 PROPANE LOCKER
- 31 ICE MERCHANTSISER
- 32 RTI FILLPORT
- 33 STEEL BOLLARD, COLOR: DARK BRONZE
- 34 CO2 FILLPORT
- 35 DECORATIVE ALUMINUM FENCE, COLOR: DARK BRONZE
- 36 AUTOMATIC DOOR PUSH PLATE AND BOLLARD, BOLLARD COLOR: DARK BRONZE
- 37 GAS METER AND RISER, REFER TO CIVIL UTILITY PLAN, COLOR: DARK BRONZE
- 38 N/A
- 39 MTO GRAPHIC DECAL, SEE SHEET A200.
- 40 LIGHT CHANNEL AT PARAPET COPING, SEE ARCHITECTURAL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
- 41 MTO DECAL LIGHT BAR, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
- 42 FAUX WINDOWS WITH INTERNAL GRAPHIC



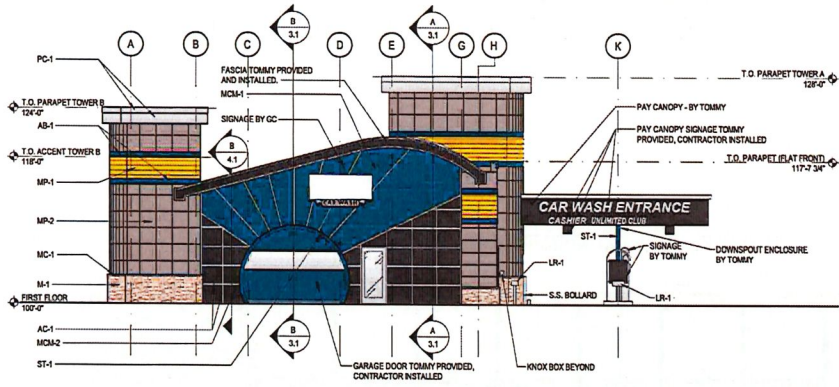
**CONVENIENCE STORE
VIEW LOOKING SOUTH FROM ROUTE 1
NOT TO SCALE**

BENCHMARK ARCHITECTURAL & ENGINEERING, INC. 3300 NORTH WOOD ROAD, SUITE 105, BALTIMORE, MD 21286 TEL: 410-494-8226 FAX: 410-494-8228 WWW.BE-ONLINE.COM		OWNERS: PARCELS 278 & 452 CORRIDOR SQUARE, LLC 6800 DELPERATH ROAD ELKRIEDE, MD 21075 410.579.2442 PARCEL 107 MEMORIAL, LLC 400 REDLAND COURT SUITE 110 OWINGS MILLS, MD 21117
PETITIONER: CORRIDOR SQUARE, LLC 6800 DELPERATH ROAD ELKRIEDE, MD 21075 410.579.2442	CORRIDOR SQUARE REZONING	
ATTORNEY: CHRISTOPHER M. DeCARLO, ESQ. VENABLE LLP 210 W. PENNSYLVANIA AVENUE, SUITE 500 TOWSON, MD 21204 410.494.8226	TAX MAP 37 - GRID 53 - PARCELS 452, P/O 278 & P/O 107 CURRENT ZONING: R50, ZONING MAP # 37 ELECTION DISTRICT NO. 1 - ELKRIEDE, HOWARD COUNTY, MARYLAND	
DESIGN: JCO DRAFT: JCO	DOCUMENTED SITE PLAN CONVENIENCE STORE AND FUELING CANOPY ELEVATIONS & MATERIALS	
DATE: JUNE 2025	BEI PROJECT NO. 2695	
SCALE: AS SHOWN	SHEET 10 OF 23	



NOTE:
D.S. DOWNSPOUTS PROVIDED AND INSTALLED BY G.C.
ENCLOSURES PC-1 PROVIDED AND INSTALLED BY TOMMY

CARWASH FRONT(SOUTH)
NOT TO SCALE



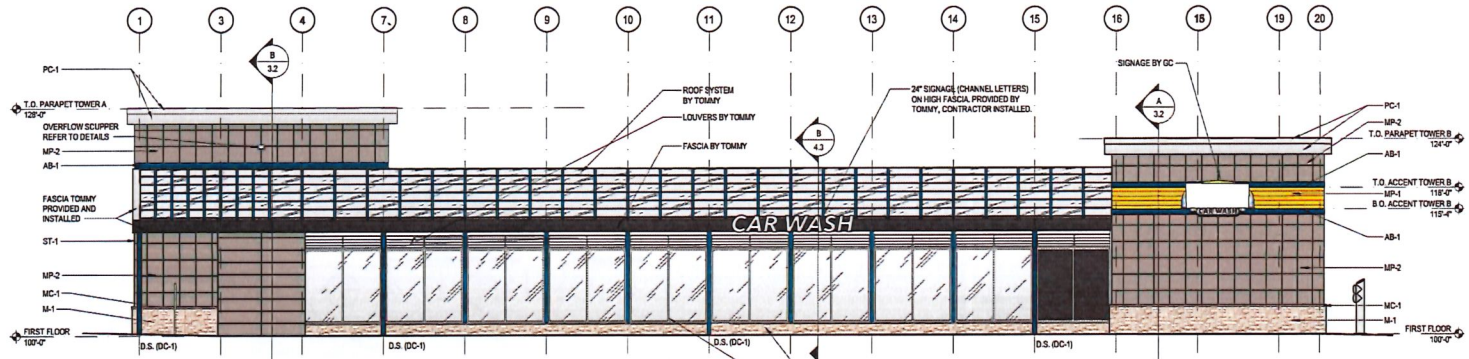
CARWASH SIDE(EAST)
NOT TO SCALE

TAG	MATERIAL	MFR.	DESCRIPTION	COLOR
ST-1	STRUCTURAL STEEL	R&I		RAL 5010
MP-1	PROFILED ALUMINUM METAL PANEL	ATAS	ATAS T.2 B/W/ROSS BELVEDERE	RAL 1018
MP-2	PREFINISHED METAL PANEL	DIR-DESIGN	37"x37" PANEL SIZE	CASCAD GREY
AB-1	PREFIN. ALUM. ACCENT BANDING	ATAS	ATAS FLAT SHEET	RAL 5010
PC-1	PREFIN. ALUM. PARAPET CORNICE	REYNOLUX		BRIGHT SILVER METALLIC
M-1	STONE VENEER	BISPAK	PRO-FIT LEDGESTONE	SOUTHWEST BLEND
MC-1	PRECAST STONE SILL	ELCORADO	CHISELED EDGE WALL CAP	SMOKE
MP-3	PREFINISHED METAL PANEL	DIR-DESIGN	24"x48" PANEL SIZE	GRAY
MC-1	PREFIN. ALUM. COMPOSITE PANELS	LAMINATORS	LAMINATORS OMEGA SERIES	RAL 5010
MC-2	PREFIN. ALUM. COMPOSITE PANELS	CITADEL	GLAZE GUARD (SERIES 7)	EBONY
AC-1	PREFIN. ALUM. CLOSURE CAPS	TUBELITE	TUBELITE 200 SERIES CURTAIN WALL	CLEAR ANODIZED
SF01	INSULATED GLASS		1" INSULATED GLASS LOWE	CLEAR
SF02				
SF03				
SF04	METAL PANEL INFILL		1" MC1 PANEL INFILL	BLACK
SF05				
DC-1	PREFINISHED ALUMINUM		DOWNSPOUT COVER	RAL 5010
LR-1	LICENSE PLATE READER	TOMMY	BOLLARD	STAINLESS STEEL

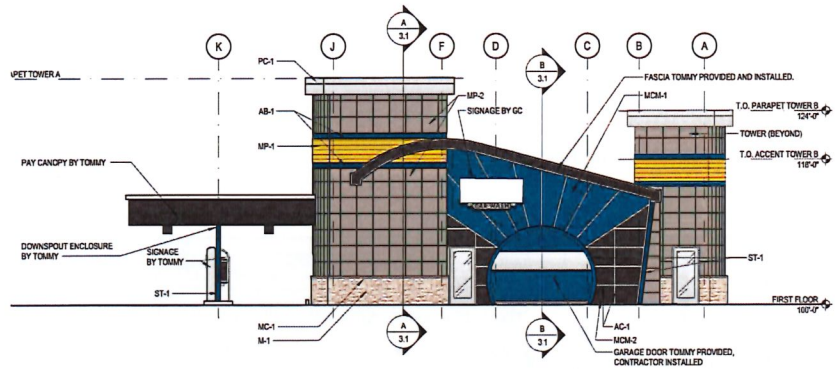
NOTE: GENERAL CONTRACTOR TO SUPPLY ALL MATERIALS/EQUIPMENT EXCEPT ST-1, DC-1 & LR-1 TO BE SUPPLIED BY TOMMY.

 BENCHMARK ENGINEERING, INC. <small>2300 NORTH HIND ROAD SUITE 100 BALTIMORE, MD 21286-2193 (410) 485-8100 (F) 410-485-8844 WWW.BE-ONLINEENGINEERING.COM</small>		OWNERS: PARCELS 279 & 452 CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD CLARKSDALE, MD 21037 410.578.2442 PARCEL 107 MEMORIAL, LLC 400 REDLAND COURT SUITE 110 OWINGS MILLS, MD 21117
PETITIONER: CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD ELKWOOD, MD 21075 410.579.2442	CORRIDOR SQUARE REZONING TAX MAP 37 - GRID 23 - PARCELS 452, P/O 279 & P/O 107 CURRENT ZONES: T00, ZONING MAP # 37 ELECTION DISTRICT NO. 1 - ELVINGDE, HOWARD COUNTY, MARYLAND	
ATTORNEY: CHRISTOPHER M. DeCARLO, ESQ. VENABLE LLP 210 W. PENNSYLVANIA AVENUE, SUITE 500 TOWSON, MD 21284 410.494.8228	DOCUMENTED SITE PLAN CARWASH ELEVATIONS & MATERIALS	
DESIGN: JCO DRAFT: JCO	DATE: JUNE 2025 SCALE: AS SHOWN	BEI PROJECT NO. 2695 SHEET 11 OF 23

J:\0475\Garage Front\carwash\DWG\SHETS\100ZONING.DWG, 1/11/2025 2:29:25 PM



CARWASH FRONT (VIEW FROM ROUTE 1)
NOT TO SCALE

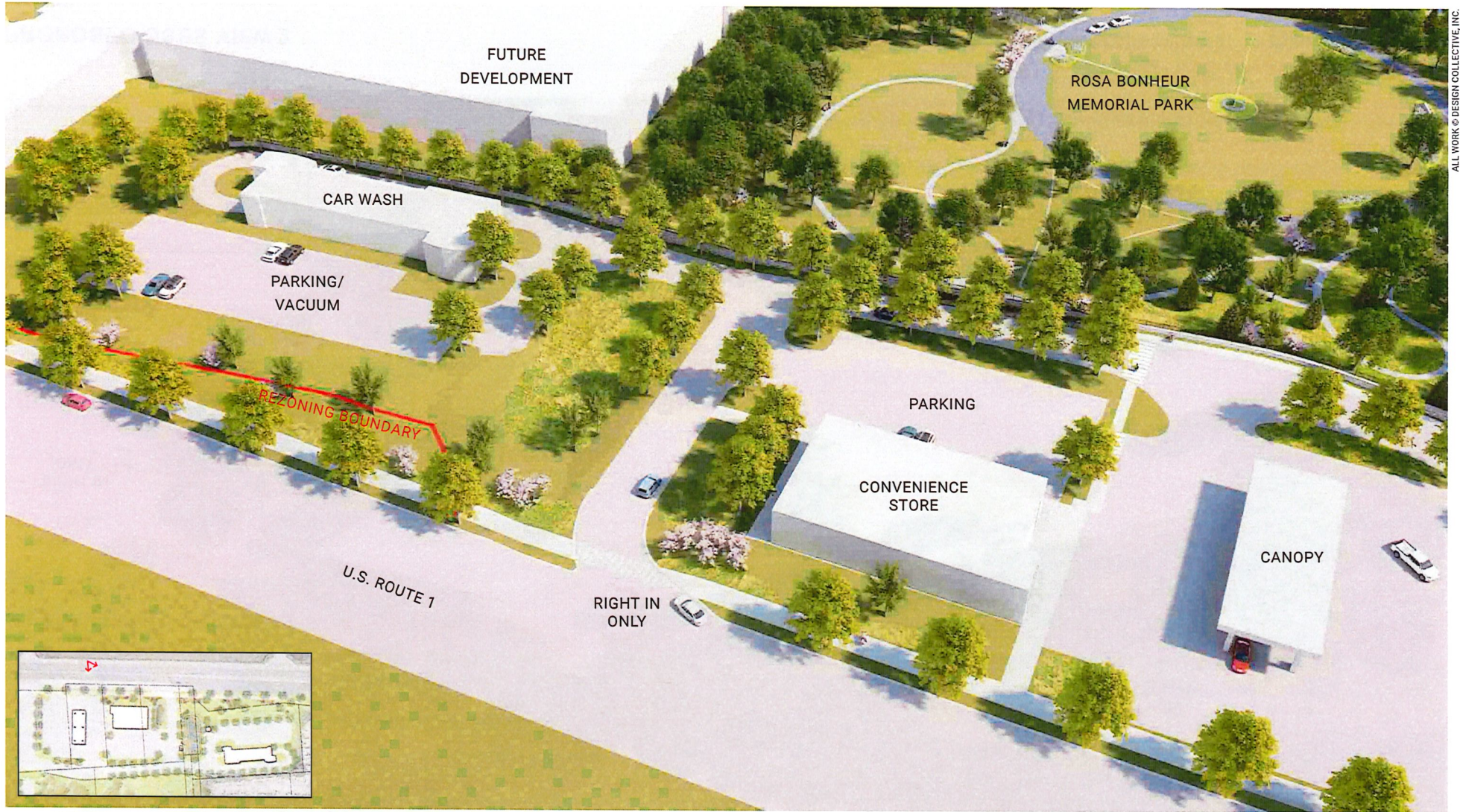


CARWASH SIDE (VIEW LOOKING SOUTH)
NOT TO SCALE

EXTERIOR MATERIALS SPECS				
TAG	MATERIAL	MFR.	DESCRIPTION	COLOR
ST-1	STRUCTURAL STEEL	R.B.L.		RAL 5010
MP-1	PROFILED ALUMINUM METAL PANEL	ATAS	ATAS 7.2 BWR300 BELVEDERE	RAL 1018
MP-2	PREFINISHED METAL PANEL	DRI-DESIGN	30"x30" PANEL SIZE	CADET GREY
AB-1	PREFIN. ALUM. ACCENT BANDING	ATAS	ATAS FLAT SHEET	RAL 5010
PC-1	PREFIN. ALUM. PARAPET CORNICE	REYNOLIX		BRIGHT SILVER METALLIC
M-1	STONE VENEER	BCRAL	PRO-FIT LEDGESTONE	SOUTHWEST BLEND
MC-1	PRECAST STONE SILL	ELDORADO	CHISELED EDGE WALL CAP	SMOKE
MP-3	PREFINISHED METAL PANEL	DRI-DESIGN	24"x48" PANEL SIZE	GRAY
MC1A1	PREFIN. ALUM. COMPOSITE PANELS	LAMINATORS	LAMINATORS OMEGA SERIES	RAL 5010
MC1A2	PREFIN. ALUM. COMPOSITE PANELS	CITADEL	GLAZE GUARD (SERIES F)	EBONY
AC-1	PREFIN. ALUM. CLOSURE CAPS	TUBELITE	TUBELITE 200 SERIES CURTAINWALL	CLEAR ANNOXIDIZED
SF1	INSULATED GLASS		1" INSULATED GLASS LOW-E	CLEAR
SF2				
SF3				
SF4	METAL PANEL INFILL		1" MC1 PANEL INFILL	BLACK
DC-1	PREFINISHED ALUMINUM		DOWNSPOUT COVER	RAL 5010
LR-1	LICENSE PLATE READER	TOMMY	BOLLARD	STAINLESS STEEL

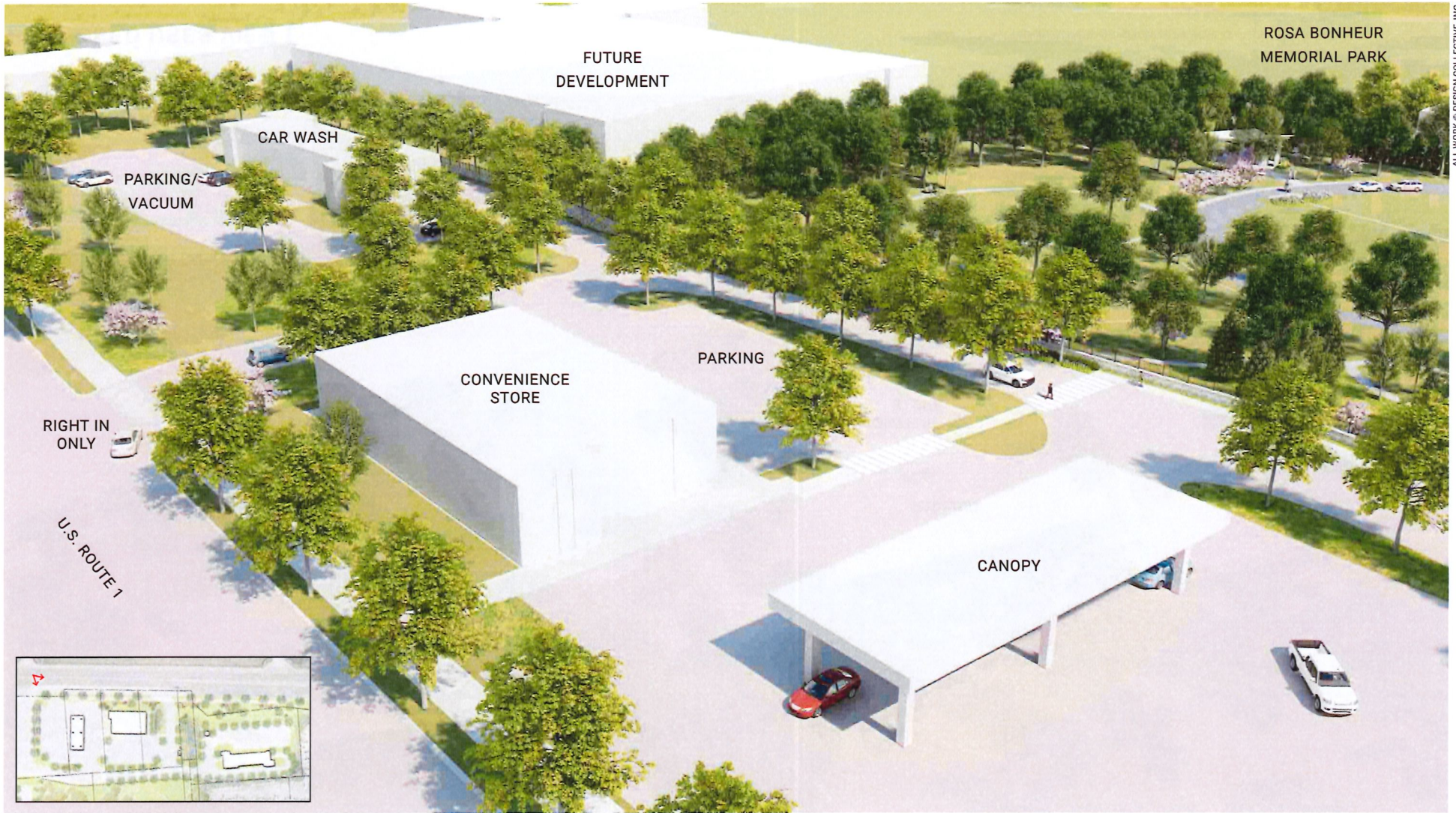
NOTE: GENERAL CONTRACTOR TO SUPPLY ALL MATERIALS/EQUIPMENT EXCEPT ST-1, DC-1 & LR-1 TO BE SUPPLIED BY TOMMY.

BENCHMARK ENGINEERING, INC. <small>3300 WOODHURST ROAD SUITE 100 BELLEVILLE, ILL. 62226 (618) 426-1110 (314) 445-6544 WWW.BI-ONLINEENGINEERING.COM</small>		OWNERS: PARCELS 279 & 452 CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD ELKBRIDGE, MD 21075 410.579.2442 PARCEL 107 MEMORIAL, LLC 400 REDLAND COURT SUITE 110 OWINGS MILLS, MD 21117
PETITIONER: CORRIDOR SQUARE, LLC 6800 DEERPATH ROAD ELKBRIDGE, MD 21075 410.579.2442	CORRIDOR SQUARE REZONING TAX MAP 37 - GRID 23 - PARCELS 452, P/O 279 & P/O 107 CURRENT ZONING: ZONING MAP # 27 ELECTION DISTRICT NO. 1 - ELKBRIDGE, HOWARD COUNTY, MARYLAND	
ATTORNEY: CHRISTOPHER M. DeCARLO, ESQ. VOWLES LLP 210 W. PENNSYLVANIA AVENUE, SUITE 500 TOWSON, MD 21204 410.494.6226	DOCUMENTED SITE PLAN CARWASH ELEVATIONS & MATERIALS	
DESIGN: JCD DRAFT: JCD	DATE: JUNE 2025 SCALE: AS SHOWN	BEI PROJECT NO. 2695 SHEET 12 OF 23



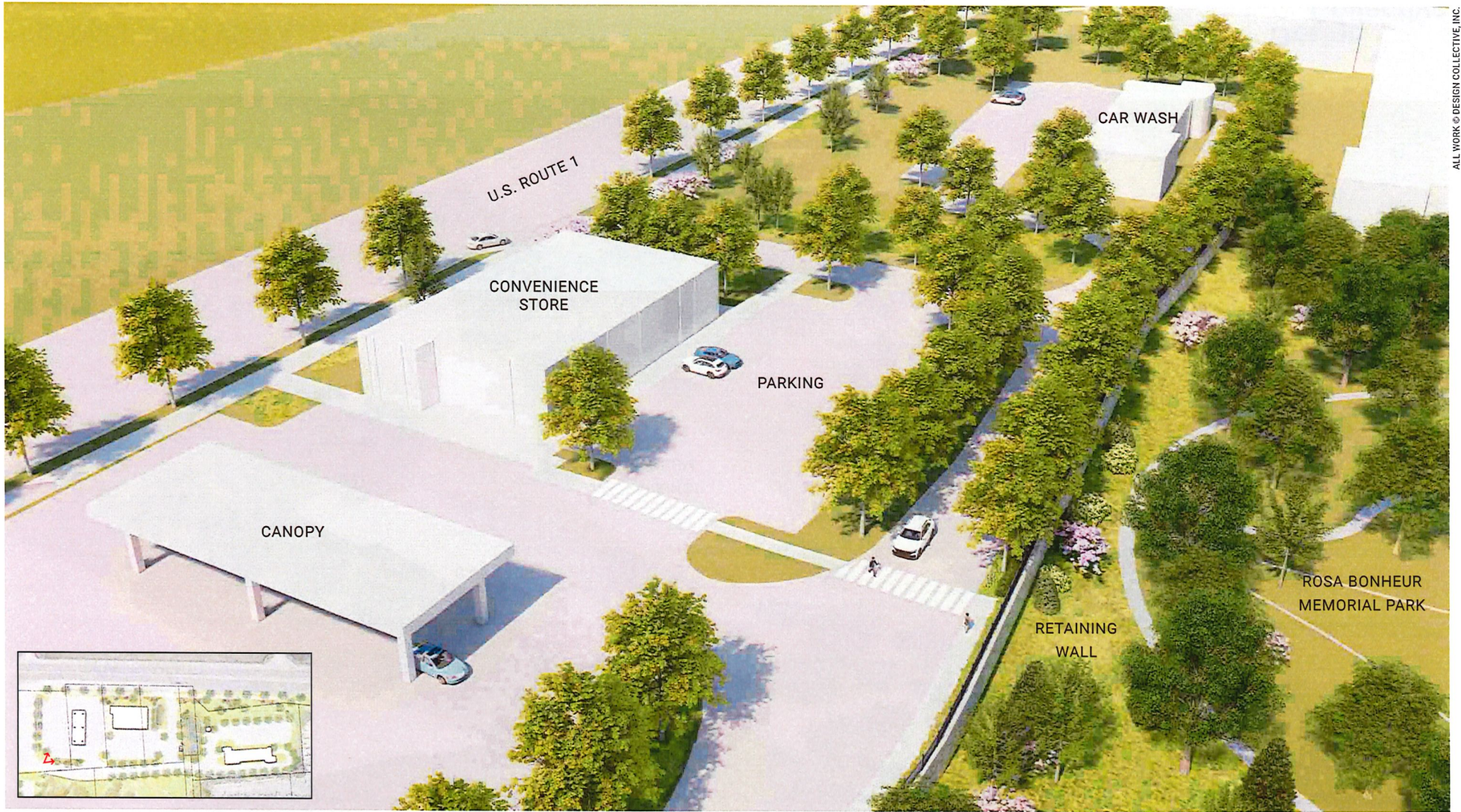
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PROPOSED USES VIEW 1

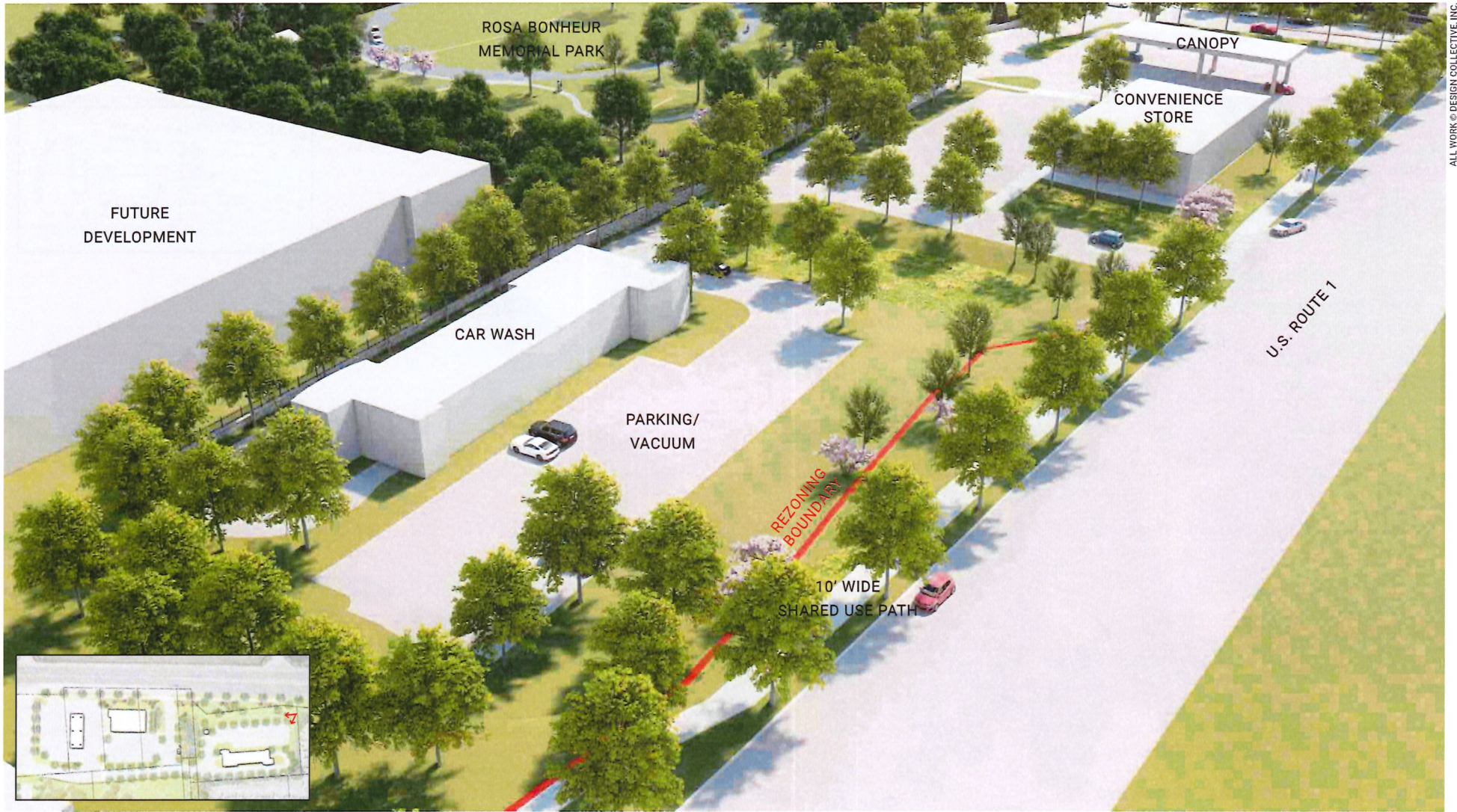


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PROPOSED USES VIEW 2

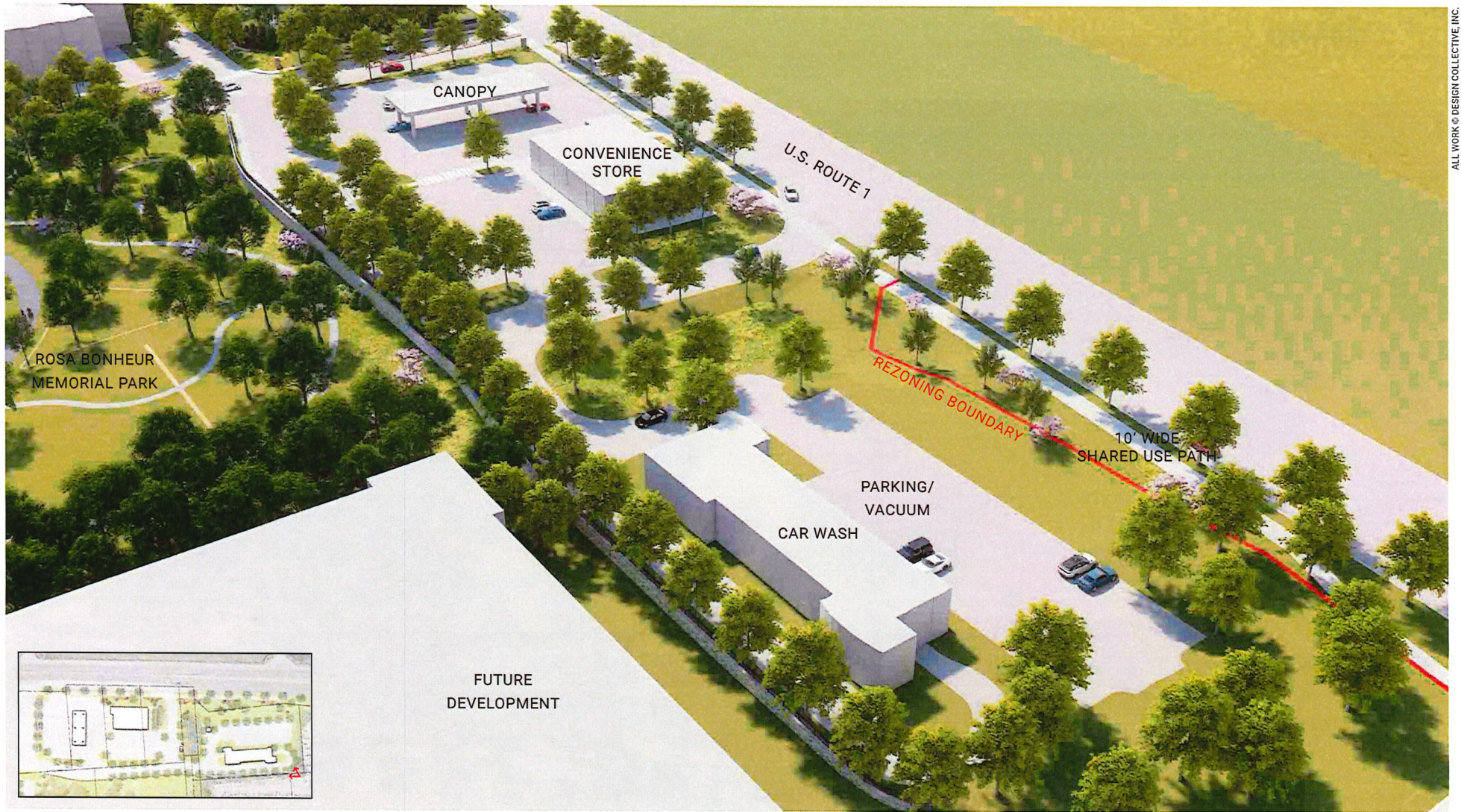


PROPOSED USES VIEW 3



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PROPOSED USES VIEW 4



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PROPOSED USES VIEW 5

17 of 23

240-20 CORRIDOR SQUARE PARCEL B

JULY 2025

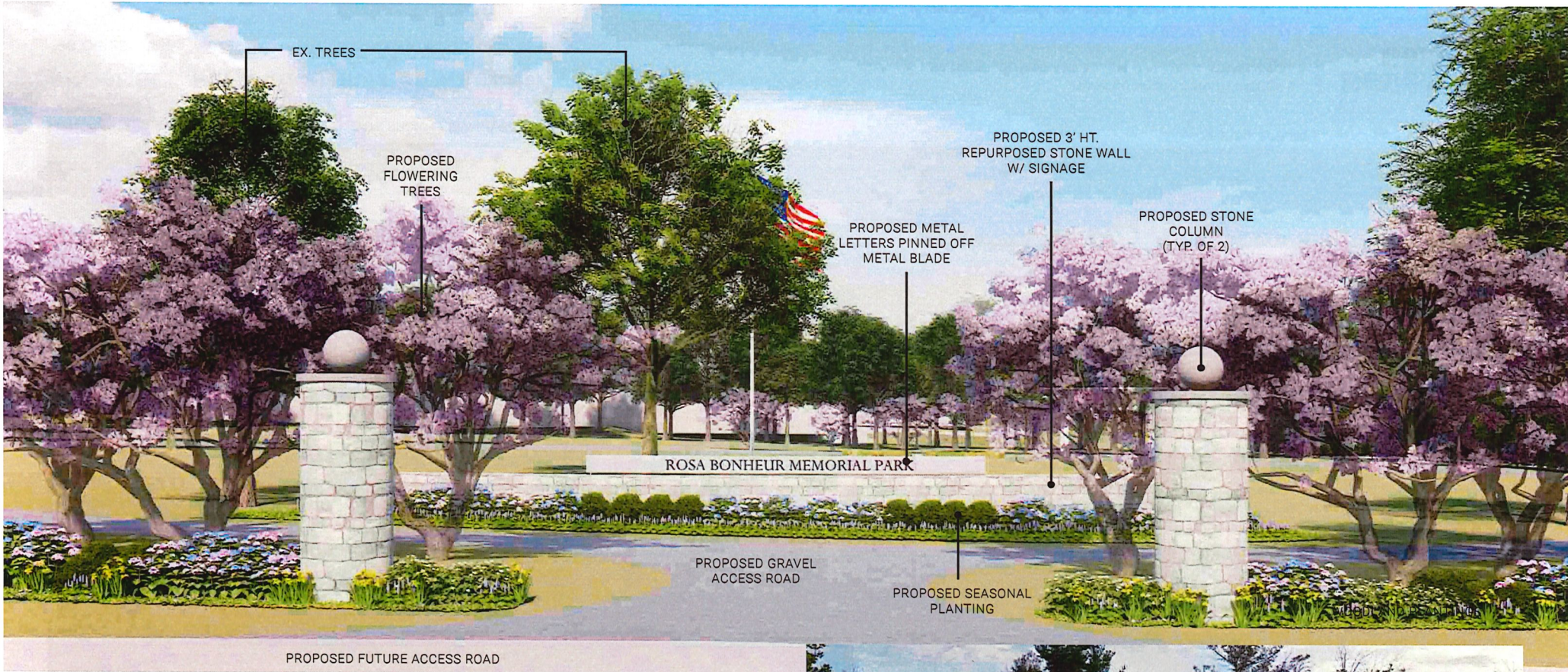
Design
Collective



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NOTE: FOR CONCEPTUAL PURPOSES ONLY. ELEMENTS SHOWN ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

PROPOSED MEMORIAL PARK ENTRANCE AERIAL RENDERING



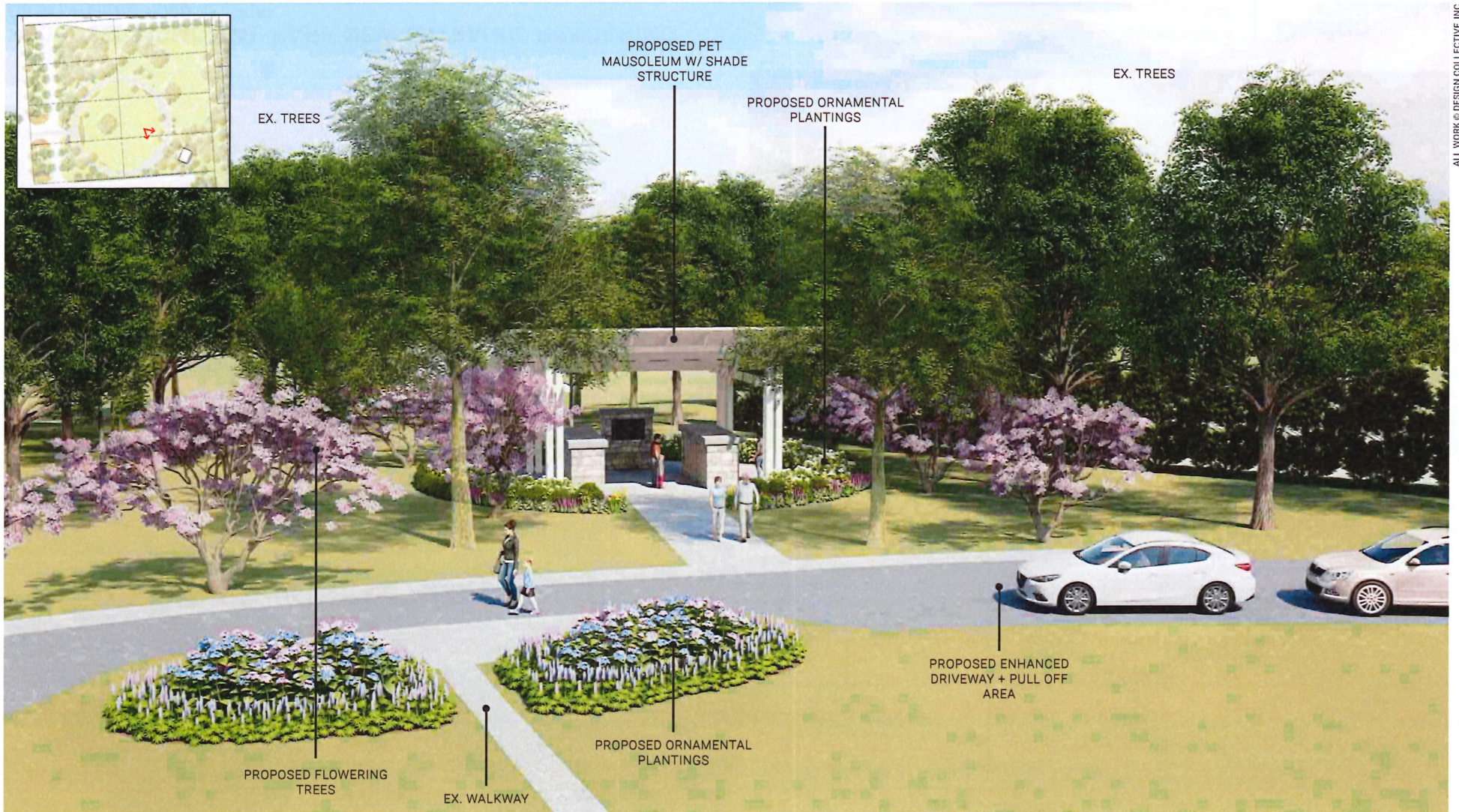
NOTE: PROPOSED STONE COLUMNS AND WALL TO BE CONSTRUCTED WITH REPURPOSED STONE FROM ROUTE 1 ENTRANCE OR COMPLIMENTARY MATERIALS.
 NOTE: FOR CONCEPTUAL PURPOSES ONLY. ELEMENTS SHOWN ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT.



PROPOSED MEMORIAL PARK NEW ENTRANCE RENDERING
 FROM INTERNAL ROAD NETWORK

240-20 CORRIDOR SQUARE PARCEL B
 JULY 2025





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NOTE: FOR CONCEPTUAL PURPOSES ONLY. ELEMENTS SHOWN ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

PROPOSED PET MAUSOLEUM RENDERING

20 OF 23

240-20 CORRIDOR SQUARE PARCEL B
 JULY 2025

Design
 Collective



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PROPOSED RETAINING WALL - HIGH SIDE RENDERING



NOTE: FOR CONCEPTUAL PURPOSES ONLY. ELEMENTS SHOWN ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

PROPOSED RETAINING WALL - LOW SIDE RENDERING



NOTE: APPROVED ENTRANCE AND SIGNAGE PER DAP #25-02



NEW ENTRANCE TO REFINERY-RENDERING

CURRICULUM VITAE

Joseph W. Rutter, Jr. AICP
3435 Jennings Chapel Road
Woodbine, Maryland 21797
Cell 410-977-1327
Email JRUTTER_1@LIVE.COM

CURRENT POSITION

Managing Member, JWR, LLC 2014 to present

- I own and operate a consulting firm, JWR, LLC. The firm provides planning and zoning consulting services to clients in Howard, Anne Arundel and Carroll County. Work has focused on assisting clients with the processing of applications for rezoning and conditional use approvals with expert witness testimony.
- I work as an advisor to landowners on development projects and work with local jurisdictions in code updates.

PREVIOUS POSITIONS

Principal, Land Design and Development, Inc. December
2006 to July 2014

- Land Design and Development provided oversight and direction in the full scope of land development.
- Directs clients in obtaining approvals for rezoning, special exceptions (conditional uses), subdivision approvals from concept master planning through recordation of plats, site development plans, public works agreement and building permit and construction management
- Conducts feasibility studies to assist clients in evaluating potential development projects
- Provides expert testimony in land use case hearings.

Planning and Zoning Officer, Anne Arundel County, Maryland
January 2003 to December 2006

- Directed the Office of Planning and Zoning
- Administered the subdivision and land development process
- Prepared several Master Plans, including: update of the Master Plan for Water and Sewer, Small Area Plans for several areas of the County, Comprehensive Zoning for many areas of the County
- Directed a comprehensive rewrite of the County Code Articles for subdivision and zoning

Director of Department of Planning and Zoning, Howard County, Maryland
December 1990 to January 2003

- Directed the Department of Planning and Zoning
- Administered the subdivision and land development process
- Prepared the 1992 and 1993 Comprehensive Zoning plans for the County
- Prepared the 1992 Adequate Public Facilities Ordinance
- Prepared the 2000 General Plan for Howard County

Deputy Director of Department of Planning and Zoning, Howard County, Maryland
October 1987 to December 1990

- Assisted in the administration of all Divisions the Department.

Chief, Research Division, Department of Planning and Zoning, Howard County,
Maryland
1978 to October 1987

- Directed the preparation of research reports on land use , zoning, census and other demographic data
- Developed the first comprehensive Howard County land use data base
- Prepared several elements of the 1982 General Plan

Department of Planning and Zoning, Howard County, Maryland
1966 to 1978

- Served in several planning positions in the department overseeing preparation of zoning staff reports, project manager for 1977 Comprehensive Zoning, preparation of 1971 General Plan elements, directed the comprehensive assignment of house numbers for the county, participated in land development project review

Maryland State Highway Administration
1965 to 1966

- Served as an Engineering Technician in the Highway Design Division working on several Interstate Highway projects

PUBLICATIONS

Howard County General Plan 1971, 1982 and 1990 (drafted land use and other elements)
Howard County General Plan 2000 (Director - set policy)
Anne Arundel County Small Area Plans 2003 - 2006 (Director - set policy)
Anne Arundel County Subdivision regulations 2005 (Director - set policy and drafted sections)
Anne Arundel County Zoning regulations 2005 (Director - set policy and drafted sections)
Frederick City Unified Development Code 2016 (JWR. consultant with ERP on redrafting several sections of the code)

PROFESSIONAL ORGANIZATIONS

- American Planning Association
- American Institute of Certified Planners

VOLUNTEER ORGANIZATIONS

- Boy Scouts - past advancement chairman
- PTA Carroll County- past elementary school president
past PTA Council treasurer and president
- Linwood Center - past Vice President, Board of Directors
- Howard County Soil Conservation District Supervisor - 2011 to 2021

EXPERT TESTIMONY

- Testimony in land use cases - Board of Appeals, Zoning Board, District Court and Circuit Court.
- Qualified as expert witness in Prince Georges County Hearing Examiner
- Qualified as expert witness in Anne Arundel County Hearing Examiner and Board of Appeals
- Qualified as expert witness Howard County Hearing Examiner, Zoning Board and Board of Appeals
- Qualified as expert witness Carroll County Board of Appeals
- Qualified as expert witness Maryland Office of Administrative Hearings

Existing Conditions Aerial



Ex. 3

Existing Conditions Aerial



Existing Conditions View 1



Ex. 4

544

Existing Conditions View 2



Existing Conditions View 3



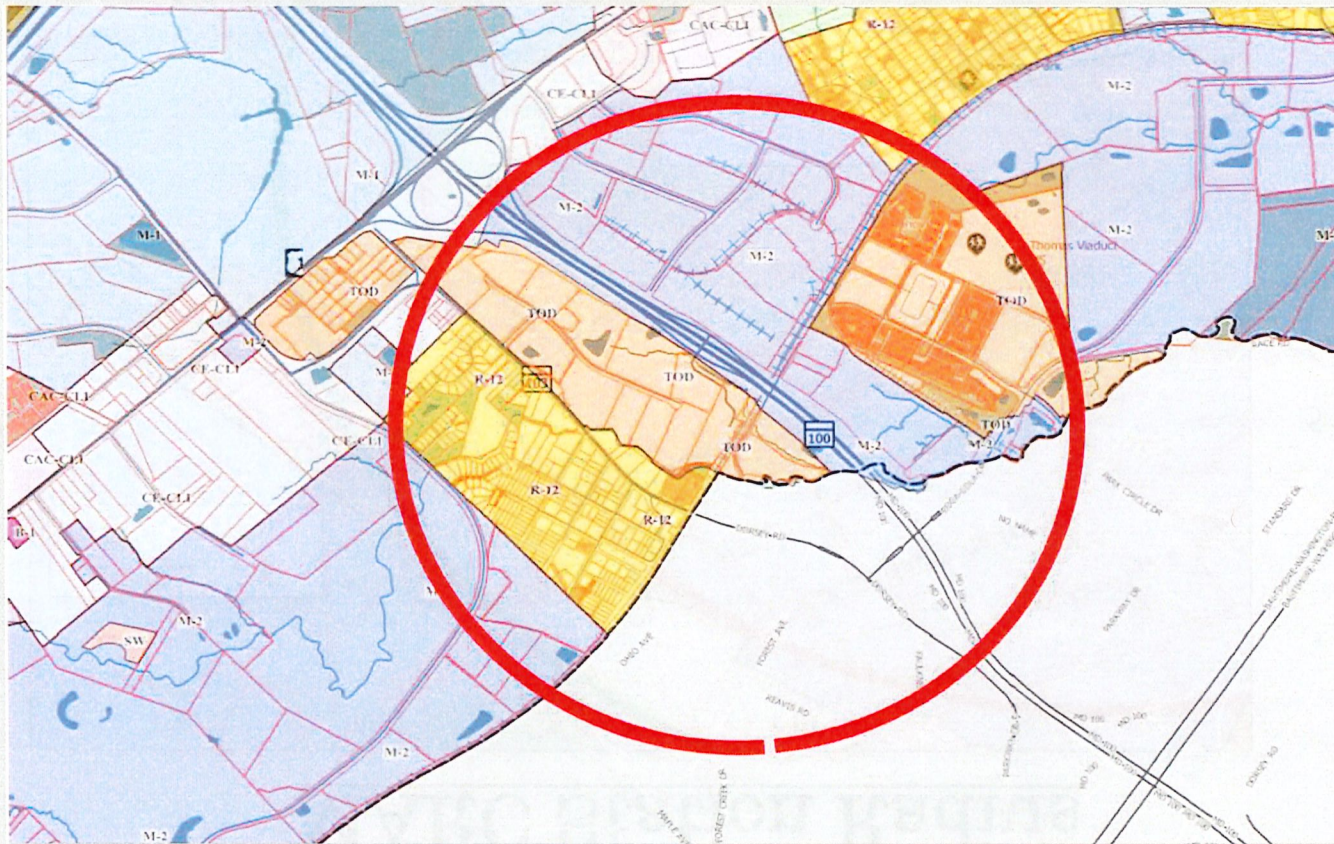
Existing Conditions View 4



Existing Conditions of On-Site Structures



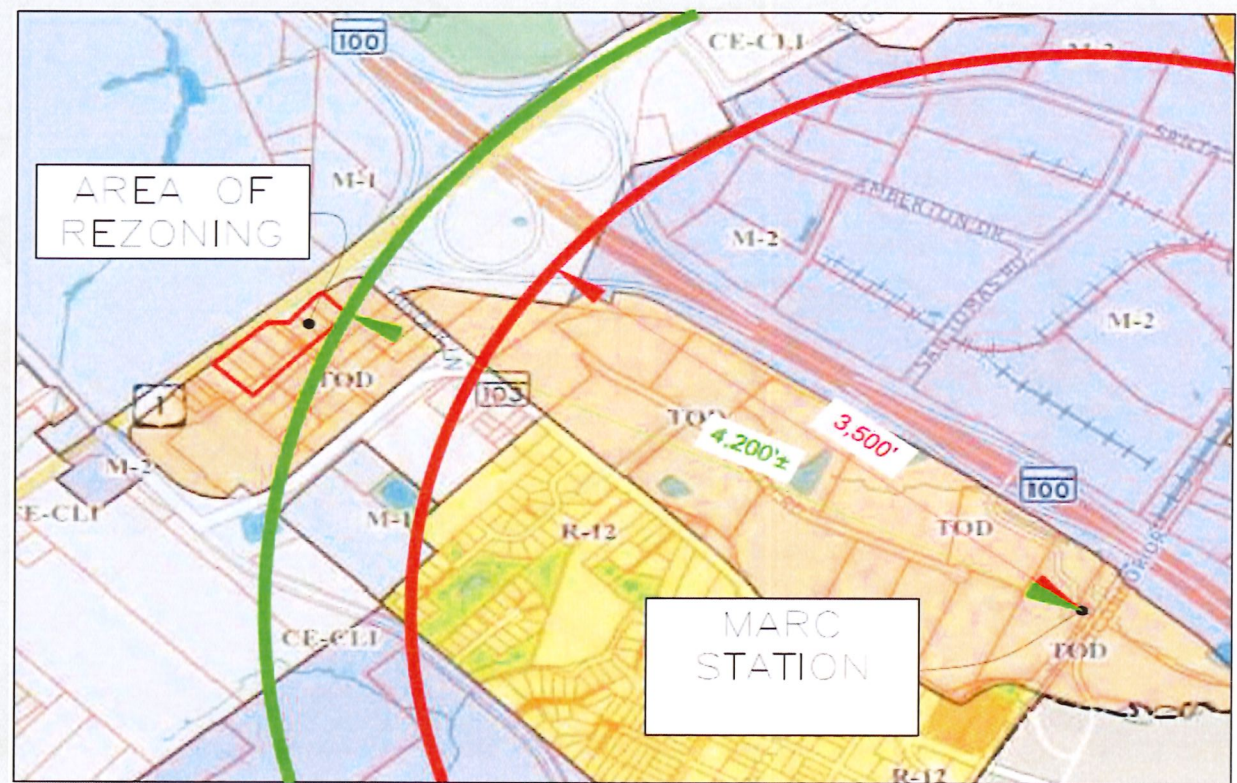
3,500 Foot MARC Station Radius



- .5 Mile = 2,640 ft.
- .66 Mile = 3,500 ft.
- .79 Mile = 4,200 ft.

2012

MARC Station Radius



- .5 Mile = 2,640 ft.
- .66 Mile = 3,500 ft.
- .79 Mile = 4,200 ft.

TOD EXHIBIT
SCALE: 1"=300

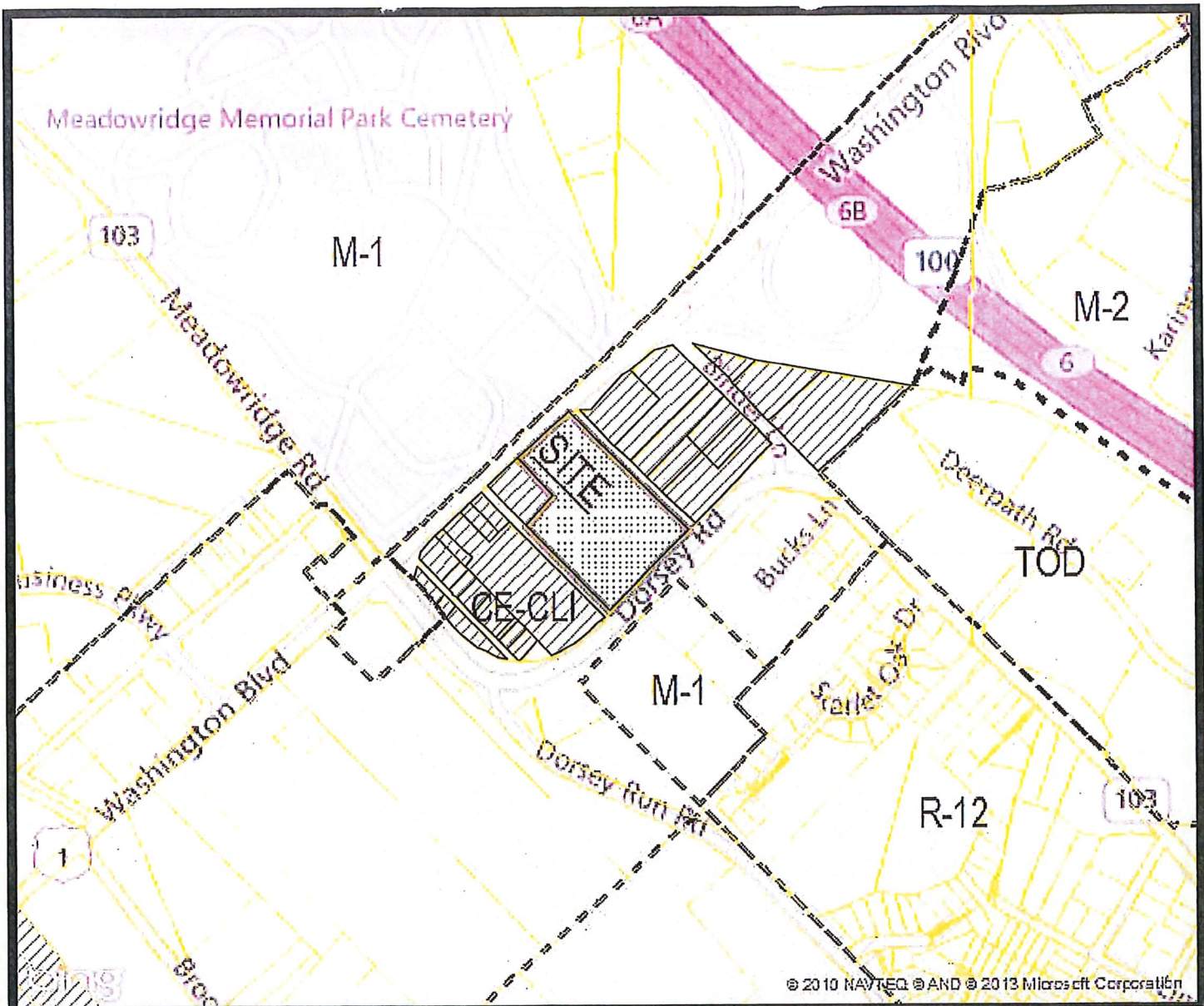
Google Maps Walking Distance

The screenshot shows a Google Maps interface with the following elements:

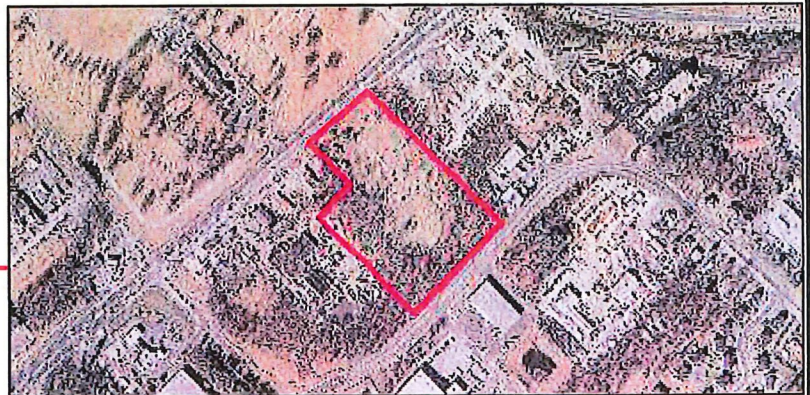
- Search Bar:** "Search along the route..."
- Navigation Icons:** Restaurants, Coffee, Groceries, Things to do.
- Destination 1:** 7249-7235 U.S. Rte 1, Elkridge, MD 21075
- Destination 2:** Dorsey MARC Station, Elkridge, MD 21075
- Route 1:** via MD-103 W/Dorsey Rd, 30 min, 1.4 miles.
- Route 2:** via MD-103 E/Dorsey Rd, 31 min, 1.4 miles.
- Map Labels:** Wesley Grove, Stained Glass Pub-Elkridge, Jarets Auto Appraisals, LLC, Wendy's, Sherwin-Williams Paint Store, Concentra Urgent Care, Dorsey Run Rd, Dorsey MARC NB, Mosaic Christian Church, Dr. Ludmila Tchakarova, DDS.
- Map Controls:** Layers, Sign in, All Bookmarks.

Ex. 6

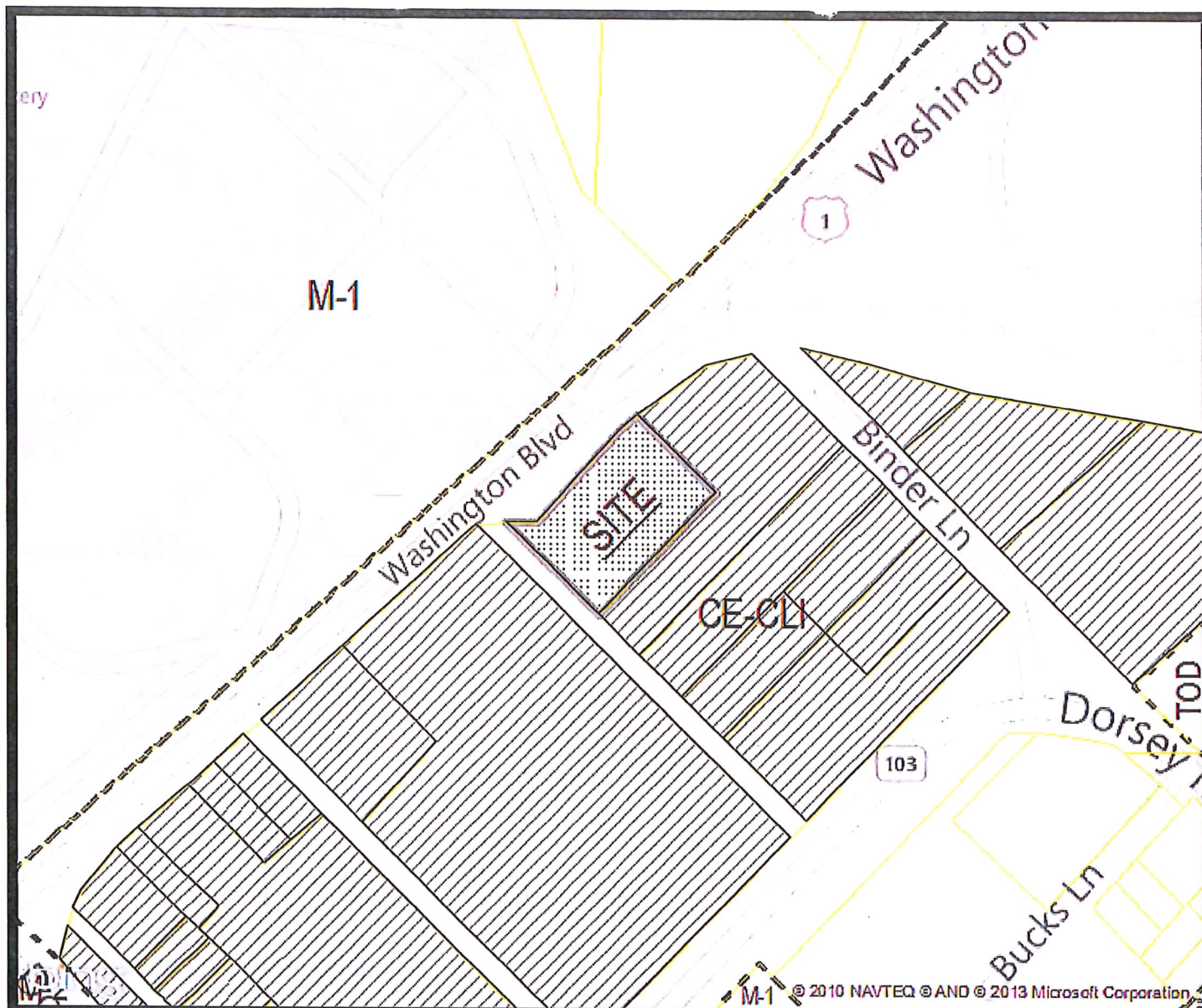
3



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	33	34	35	36	37	38
	39	40	41	42	43	44
		45	46	47	48	
				49		



Zoning Map General Plan Amendment: 37.003 Tax ID: 1401176765
 Current Zoning: CE-CLI Council District: 2
 Tax Map: 37 Grid: 23 Parcel: 107 Lot: N/A
 Address: 7239 WASHINGTON BLVD

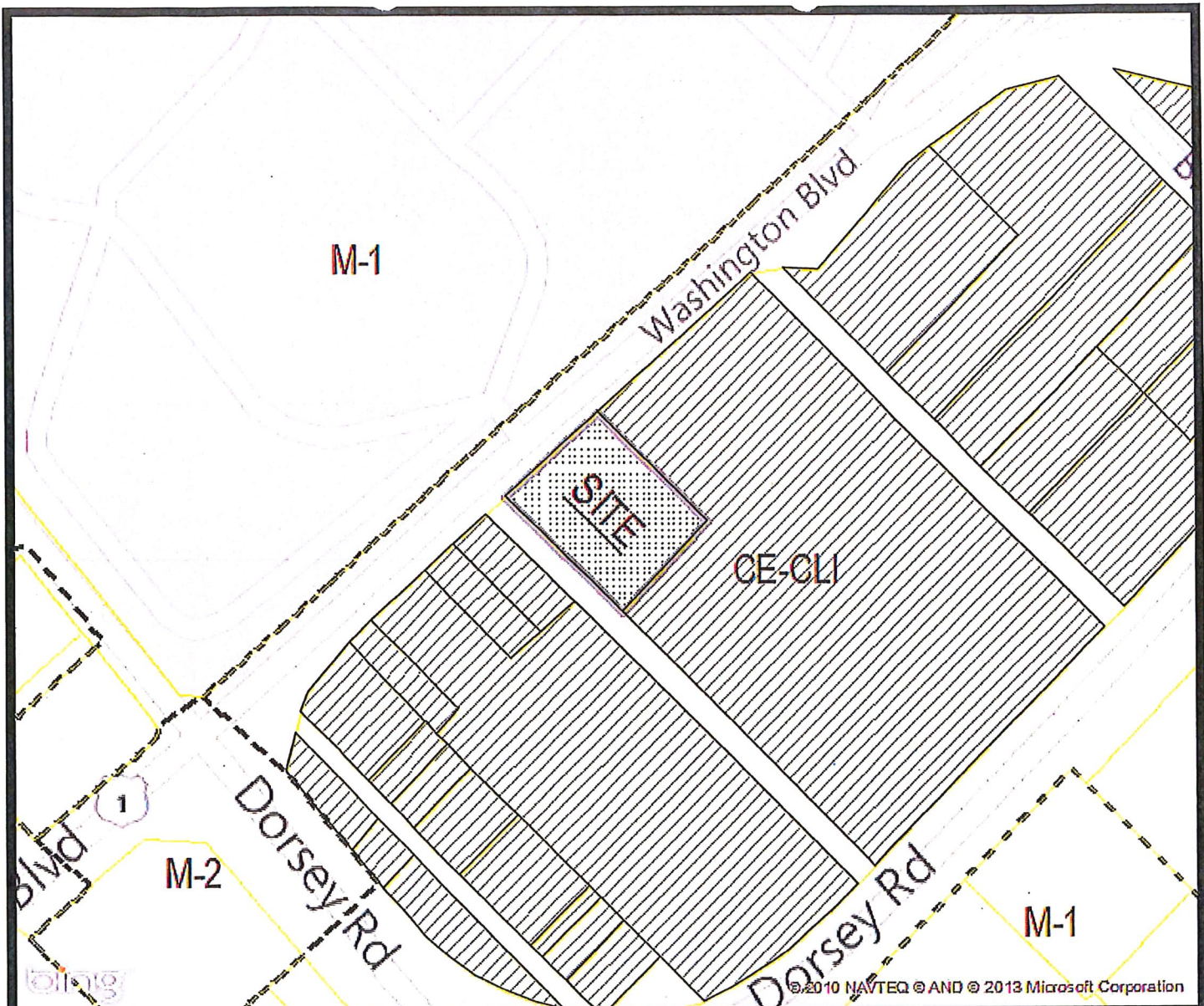


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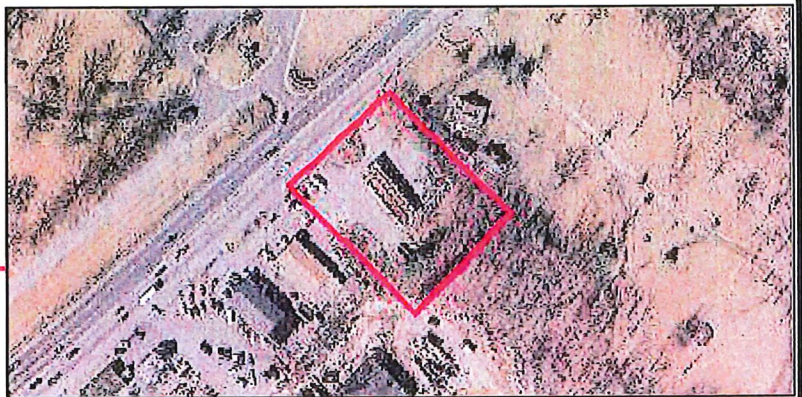
Zoning Map General Plan Amendment: 37.007 Tax ID: 1401163833
 Current Zoning: CE-CLI Council District: 2
 Tax Map: 37 Grid: 23 Parcel: 452 Lot: 3 4 5
 Address: 7223 WASHINGTON BLVD

7.23



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				50		



Zoning Map General Plan Amendment: 37.027 Tax ID: 1401165143
 Current Zoning: CE-CLI Council District: 2
 Tax Map: 37 Grid: 23 Parcel: 279 Lot: N/A
 Address: 7253 Washington Boulevard

Amendment 27 to Council Bill No. 32 -2013

**BY: Chairperson at the request
of the County Executive**

**Legislative Day No. 9
Date: July 1, 2013**

Amendment No. 27

(This amendment inserts a new summary chart.)

- 1 In the Comprehensive Zoning Plan as attached to the Bill as introduced;
- 2
- 3 In the tab entitled "Map Amendments", insert the chart as attached to this amendment.

* Some Amendment Numbers were intentionally skipped

Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
2.001	WALLACE, JAMES F JR 17530 FREDERICK RD	0.92	RC-DEO	B-1	Longstanding small business adjoins M-1.	B-1	B-1	5-0	B-1
6.001	CHANYASUKIT, SOMSAK 1024 RIDGE RD	3.64	RC-DEO	B-1	Not a commercial area.	RC-DEO (or BR if septic capacity)	RC-DEO	4-0 The current property owner and restaurant was well supported by testimony, but B-1 allows many other uses. If the septic limitations can be overcome, recommend BR zoning to allow restaurant expansion.	RC-DEO
8.001	WOODMONT EDUCATION FOUNDATION, INC. 14196 FREDERICK RD	66.1	RC-DEO	I	Existing private school and religious retreat. The I district is not currently authorized outside the PSA, and has never been used. If the I district is determined preferable, text amendments are needed to clarify the conditions and process for PDP approval. If the I district is not approved, consider deleting the I district and removing the Institutional zoning overlay from the YMCA and Veterans Elementary School.	CCT	RC-DEO	Split vote 3-2 The 3 Board members that voted to keep the current zoning believed that the other two districts do not fit the property/use. They agreed that the Conditional Use process was appropriate and would give the public the opportunity to participate. The two Board members that voted for the I Zoning District thought that having it go through the Zoning Board process to get the district would work best. This would allow for public input and the decision would be up to elected officials. The language for the I District would have to be changed to allow it outside of the PSA.	Withdrawn RC-DEO
10.001	DIMARCO, ROSARIO & WF 11416 OLD FREDERICK RD	3.79	RC-DEO	R-20	Outside the Planned Service Area for sewer	RC-DEO	RC-DEO	4-0	RC-DEO
10.002	WAVERLY WOODS DEVELOPMENT CORP 2020 MARRIOTTSVILLE RD	6.39	POR/ PEC	N/A	Split zoned; part of Waverly	PEC	PEC	5-0	PEC
14.001	GARVEY, KEVIN T 2605 RT 97	11.06	RR-DEO	B-1	Sufficient retail zoning in the area. Transitional commercial or institutional use appropriate along MD97. Rezone western area of property adjoining 14.002, but retain RR on the remainder.	POR/RR	POR/RR	5-0	POR/RR RR-DEO
14.002	SAINI, RAJENDAR M 2669 RT 97	3.02	RR-DEO	B-1	Sufficient retail zoning in the area. Transitional commercial or institutional use appropriate.	POR	POR	5-0	POR/RR RR-DEO
14.003	DR. SHINEBERG 2890 MCKENDREE RD	5	RR-DEO	N/A	The Crossroads already have vacant retail space. Leave as RR or consider POR	RR or POR	B-1	3-0 The property currently operates as a commercial use, so B-1 makes sense. The Board wanted to consider the property under current conditions, not what might happen at Council (BRX).	RR-DEO

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Am. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommendations	Planning Board Recommendations	Planning Board Notes	CS 32
15.001	WILLOW SPRINGS I, LP 12962 LIVESTOCK RD.	4.5	POR	RC-DEO	Request for about 0.40 acres of this lot to be rezoned in exchange for an equivalent acreage. Retoning of the other 2 parcels.	RC-DEO	RC-DEO	5-0	RC-DEO
15.002	WILLOW SPRINGS I, LP 12966 LIVESTOCK RD.	4.53	POR	RC-DEO		RC-DEO	RC-DEO	5-0	RC-DEO
15.003	WILLOW SPRINGS I, LP 12966 LIVESTOCK RD.	100.87	RC-DEO	POR		POR	POR	5-0	POR
15.004	LDC, LLC 12703 LIVESTOCK RD.	0.54	RC-DEO	B-2	Intensified use not appropriate without resolution of traffic safety problems.	RC-DEO	RC-DEO		RC-DEO
15.006	LDC, LLC 12705 LIVESTOCK RD.	1.7	RC-DEO	B-2		RC-DEO	RC-DEO	4-0 Agree traffic safety is of concern for intensive B-2 uses. Consider BR or B-1 with a documented site plan for lower intensity use that addresses access concerns.	RC-DEO
15.007	LDC, LLC 12691 LIVESTOCK RD.	62.9	RC-DEO	B-2		RC-DEO	RC-DEO		RC-DEO
15.005	ETB ENTERPRISES, LLC 12745 FREDERICK RD.	8	RC-DEO	RSI	Future SHA right-of-way acquisition likely. Sufficient commercial zoning in the area.	RC-DEO	RC-DEO	4-0 Sufficient suitable zoning in the area.	RC-DEO RSI
16.001	CADOGAN PROPERTY, LLC 10611 BALTIMORE NATIONAL PINE	15.805	RC-DEO	R-ED	New to PSA. Adjoins R-ED	R-ED	R-ED	5-0	R-ED
16.002	BOARD OF EDUCATION OF HOWARD COUNTY MD 2885 MARRIOTTSTVILLE RD.	41.15	RR-DEO	N/A	New to PSA	R-ED	R-ED	4-0.1 Paul Yelder obtained	R-ED
21.003	MCGRAW-HILL 14900 TRADEMARK RD.	0.02	RC-DEO	B-1	Not a commercial area, but visibility of historic structure requires flexibility. B-1, BR or Conditional Use for historic property possible	RC-DEO	RC-DEO	4-0 Keep the current zoning and recommend the owner consider BR. Also recommend the Council assess the historic property. Conditional Use to add use flexibility for historic properties.	B-1 With/Out
22.001	MELBER, JIGRID 13554 TRADEPHIA RD.	1.29	RR-DEO	B-1	Not a commercial area, but visibility of historic structure requires flexibility. B-1, BR or Conditional Use for historic property possible	RR-DEO	RR-DEO	4-0 Keep the current zoning and recommend the owner consider BR. Also recommend the Council assess the historic property. Conditional Use to add use flexibility for historic properties.	B-1

* Some Amendment Numbers were intentionally skipped

Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
23.001	FRALEY, THOMAS MOTT 10459 FREDERICK RD	0.846	R-20	B-1	Sufficient commercial nearby.	R-20	B-1	5-0 The property should not be residential given the intensity of park activity. B-1 is a better fit.	R-20
23.002	SULLIVAN THOMAS RICHARD 10443 FREDERICK RD	0.95	R-20	B-1	Sufficient commercial nearby.	R-20	B-1		R-20
24.001	CHOI, KWON B 9061 UPTON RD	1.2	R-20	B-1	Retain residential along Upton. Transition from commercial to south.	R-SA-8	R-SA-8	24.001 & 24.005: 5-0 Agree this is a transitional area and zoning change is appropriate, but there is difficult topography and diverse ownership. Recommend considering CEF to encourage owners to work together towards an integrated design. 24.004: 3-0 The Board agreed that the property should be compatible with adjacent properties. The Board strongly recommended that this property be considered with adjacent properties when considered by Council, not separately.	R-A-15 R-20
24.004	BALDWIN, LEONARD RYAN, JR 9071 UPTON RD AND BRAME, RICHARD AND WOOFER, JESSICA 9081 UPTON ROAD	APP. 1.0	R-20	R-SA-8 AND N/A	Retain residential along Upton. Transition from commercial to south. In the event that this Property (24.004) is rezoned, TM24, Grid 5, parcel 81 should be rezoned to match.	R-SA-8	R-SA-8		R-15 R-20 R-20
24.005	UPTON PROPERTIES, LLC 9011 UPTON RD	5.67	POR	R-A-15	Location adjoining MD29 and BGE transmission lines. Appropriate for higher density.	R-A-15	R-A-15		R-A-15 POR
24.002	MANAHAN, CHRISTINE L 9060 UPTON RD	2.99	R-20	R-5C Request changed to R-12 by the applicant on April 12, 2013	Retain residential along Upton. Transition from commercial to adjoining single family detached.	R-5C R-12		Waiting for staff to evaluate R-12 request	R-12
24.003	J F C HOLDING LTD PARTNERSHIP 10370 BALTIMORE NATIONAL PK	7	CCT/B-1	B-1	Redevelopment desirable, but sufficient retail in area. Retain split zoning. CEF option available.	CCT/B-1	B-1	4-0 B-1 is appropriate and consistent with zoning across Route 40.	CCT/B-1
24.013	HOWARD COUNTY MARYLAND DEPT PUBLIC WORKS 10360 BALTIMORE NATIONAL PK	1.54	CCT/B-1	N/A	Match 24.003 if rezoned to B-1	CCT/B-1	B-1		CCT Unless 24.003 rezoned B-1

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
24.006	TRIANGLE OLD ANNAPOLIS ASSOCIATES, LLC 4271 MONTGOMERY RD	0.625	RSI	B-1	Sufficient commercial in area. Higher density could be appropriate if access is properly designed.	R-A-15	R-A-15	S-0 Board concurs there is sufficient retail zoning in the area and that the property isn't appropriate for single family detached homes. Board recommends R-A-15, but notes that concerns about traffic and school capacity need to be addressed.	R-A-15
24.007	BETHEL BAPTIST CHURCH, INC 4275 MONTGOMERY RD	1.42	RSI	B-1		R-A-15	R-A-15		R-A-15
24.008	TRIANGLE OLD ANNAPOLIS ASSOCIATES, LLC 4281 MONTGOMERY RD	1.05	R-SA-8	B-1		R-A-15	R-A-15		R-A-15
24.009	TRIANGLE OLD ANNAPOLIS ASSOCIATES, LLC 4291 MONTGOMERY RD	1	R-SA-8	B-1		R-A-15	R-A-15		R-A-15
24.010	TRIANGLE OLD ANNAPOLIS ASSOCIATES, LLC 4309 MONTGOMERY RD	2.43	R-SA-8	B-1		R-A-15	R-A-15		R-A-15
24.011	TRIANGLE OLD ANNAPOLIS ASSOCIATES, LLC 4319 MONTGOMERY RD	0.397	R-SA-8	B-1		R-A-15	R-A-15		R-A-15
24.012	CHATHAM MALL 9170-9250 Baltimore National Pike	27.09	SC-TNC	N/A	Deleting SC	B-2-TNC	B-2-TNC	S-0	B-2-TNC
25.001	TAYLOR FAMILY, LP 8001 HILLSBOROUGH RD	2.75	POR	B-1	Existing two story commercial building	B-1	B-1	S-0	B-1
25.002	HOWAD COUNTY SANITARIUM CO, INC 4100 COLLEGE AVE	55.39	POR	R-A-15 & POR	Request for about 14.78 acres of this parcel. See plan in file for exact location.	R-A-15	R-A-15	S-0 Would create more diverse housing types in area	R-A-15
25.004	HISTORIC ELLICOTT PROPERTIES, INC 4122 COLLEGE AVE	3.5	POR	R-A-15 & POR	Request for about 1.94 acres of this parcel. See plan in file for exact location.	R-A-15	R-A-15		R-A-15
25.003	HISTORIC ELLICOTT PROP, INC 3789 MULLIGANS HILL LN	0.147	R-ED	HC	Demolition and replacement of unsafe historic housing	HC	HC	S-0 Possibly R-VH as a better alternative?	HC R-ED
25.005	HISTORIC ELLICOTT PROPERTIES, INC 3797 MULLIGANS HILL LN	0.19	R-ED	HC		HC	HC		HC R-ED
25.006	HISTORIC ELLICOTT PROPERTIES, INC 3793 MULLIGANS HILL LN	0.26	R-ED	HC		HC	HC		HC R-ED
25.007	HOWARD COUNTY (BLK 1, PARCEL 264) 3420 Martha Bush Drive	26.23	POR	N/A	Adjoins District Court	R-ED	R-ED	S-0 R-ED would protect sloped areas	HC R-ED POR

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
28.001	KAZEMI, NIAKEM & DANESHKHAH, AFSOUN 4870 TEN OAKS RD	2.41	RR-DEO	B-1	Intent unknown. Does not adjoin retail.	RR-DEO	RR-DEO	4-0	RR-DEO
28.002	HINES PROPERTIES, LLC 4808 TEN OAKS ROAD	1.00	B-1	N/A	To correct a mapping error from a previous Comprehensive Zoning Plan.	B-2	B-2	5-0	B-2
	HINES, RONALD 4828 TEN OAKS ROAD	0.27	B-1	N/A		B-2	B-2	5-0	B-2
	HINES PROPERTIES III, LLC 4830 TEN OAKS ROAD	7	B-1	N/A		B-2	B-2	5-0	B-2
28.003	ORNDORFF, ROBERT AND JOYCE 4844 GREEN BRIDGE RD	2.21	RR-DEO	B-2	Wants to expand existing business on adjoining B-2 parcel	B-2			
29.001	REUWER ENTERPRISES, LLC 10435 CLARKSVILLE PK	0.98	R-20	B-1	This map amendment proposal has been withdrawn by the applicant.	R-20			Withdrawn
29.002	GORJON, MARIO 10475 CLARKSVILLE PK	1	R-20	R-12	This map amendment proposal has been withdrawn by the applicant.	R-20	R-20	5-0	Withdrawn
29.003	KUMARI, KRISHNA 10437 CLARKSVILLE PK	1.25	R-20	R-12		R-20	R-20	5-0	R-20
29.001	GELFMAN, RICHARD D 9123 OLD ANNAPOLIS RD	1.08	R-20	B-1	Non-conforming existing offices. Rezoning will allow some flexibility for tenants.	B-1	B-1	5-0	B-1

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
30.002	SPICER, WILLIAM D & WF 9590 OLD RT 108	0.673	R-20	R-A-15 or higher	Single family not appropriate. Land assembly and redevelopment desirable for high visibility location.	R-A-25	R-A-25	5-O Board agreed this was a good place for R-A-25 because of proximity to US 29 and access to retail and services	R-A-25
30.003	MILLER, DANIEL L 9570 OLD RT 108	0.278	R-20	R-A-15 or higher		R-A-25	R-A-25		R-A-25
30.004	HARMON, DOROTHY A 9584 OLD RT 108	0.52	R-20	R-A-15 or higher		R-A-25	R-A-25		R-A-25
30.005	NEW LIFE MENNONITE CHURCH, INC. 9566 OLD RT 108	0.244	R-20	R-A-15 or higher		R-A-25	R-A-25		R-A-25
30.006	NEW LIFE MENNONITE CHURCH, INC. 9580 OLD RT 108	0.52	R-20	R-A-15 or higher		R-A-25	R-A-25		R-A-25
30.007	NEW LIFE MENNONITE CHURCH, INC. 9562 OLD RT 108	0.792	R-20	R-A-15 or higher		R-A-25	R-A-25		R-A-25
30.008	DORSEY CROSSING HOA, INC 9429 Ashton Villa	5.28	R-20	N/A	Adjoins 30.002-30.007. This rezoning proposal only impacts the narrow portion of the site abutting Old Route 108.	R-A-25	R-A-15		R-A-25
30.009	ECKLES, SHIRLEY 9598 Old Route 108	1.27	R-20	N/A	Adjoins 30.002-30.007	R-A-25	R-A-25		R-A-25
30.011	No Address (Road right-of-way for Old Route 108)	?	R-20, B-1, & R-A-15	N/A		R-A-25	R-A-25		R-A-25
30.010	DSVC, LP C/O KIMCO REALY CORP 4715, 4725, & 4745 Dorsey Hall Drive	11.27	SC	N/A	Dorsey Search Village Center. Deleting SC, so replace with B-2.	B-2	B-2		5-O
	DSVC, LP C/O KIMCO REALY CORP 4735 Dorsey Hall Drive	0.34	SC	N/A		B-2	B-2	B-2 SC	
	DSVC, LP C/O KIMCO REALY CORP 4755 Dorsey Hall Drive	1.47	SC	N/A		B-2	B-2	B-2 SC	
31.001	ADAMS, E ALEXANDER TRUSTEE 4882 MONTGOMERY RD	4.44	R-20 & B-1	R-20 & B-1	Split zoning undesirable, but transitional area, so scope and design is of concern.	R-20 and B-1	R-20 and B-1	4-O Keep the split zoning. Moving the line to enlarge the B-1 zone somewhat may be reasonable, but would need to know the development intent to determine zoning adjustment.	R-20 and B-1

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
34.001	HODDINOTT JEANNE C, TRUSTEE 6166 GUILFORD RD	87.95	RR-DEO	R-ED	New to PSA. R-ED is a good transition from RR to higher density development in Clarksville and River Hill.	R-ED	R-ED	5-0	R-ED
34.002	HODDINOTT, JEANNE C 6100 GUILFORD RD	1	RR-DEO	R-ED		R-ED	R-ED		R-ED
34.003	CLARKSVILLE RIDGE PROFESSIONAL CTR 6070 Guilford Road	0.29	RR-DEO	N/A		R-ED	R-ED		R-ED
34.004	HIGGS, CHARLES & PATRICIA 12585 Clarksville Pike	1.09	RR-DEO	N/A		R-ED	R-ED		R-ED
35.001	W R GRACE & CO-CONN 7400 GRACE DR	5.77	R-ED	PEC	Area not residential. Located between developed PEC and B-1 properties.	PEC	PEC	5-0	PEC
35.002	W R GRACE & CO-CONN 7450 GRACE DR	7.12	R-ED	PEC		PEC	PEC		PEC
35.004	CHESAPEAKE CONFERENCE ASSOC 7410 GRACE DR	3.83	R-ED	POR		POR	POR		POR
35.003	MANGIONE, PETER M 6333 CEDAR LN	0.68	R-SC	POR	Proposed for office and institutional use adjoining Lorien campus.	POR	POR	5-0	POR
35.006	LLG, LP 6367 CEDAR LN	2.99	R-SC	POR		POR	POR		POR
35.007	MANGIONE FAMILY ENTERPRISES OF TURF VALLEY, LP 6441 FREETOWN RD	0.85	R-SC	POR		POR	POR		POR
35.005	B5 LAND ACQUISITION, LLC 8034 HARRIET TUBMAN LN	3	R-20	R-SA-8	Approved CU for age restricted adult housing for 20 units. Limited demand for ARAH.	R-SA-8	R-SA-8	5-0	R-SA-8
37.001	BA WATERLOO TOWNHOMES, LLC 5998 CHARLES CROSSING	6.59	POR	R-A-15	Shipley's Grant. Adjoins MD 100, but access restricts office use.	R-A-15	R-A-15	5-0 Recommend also considering R-A-25	R-A-15

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Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amd. Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommends	Planning Board Recommends	Planning Board Notes	CB 32
37.002	TERTEL, GUNTER W 7275 WASHINGTON BLVD	0.206	CE-CLU	CAC-CLU	Target location for redevelopment via CR option. Adjoining parcels should be included. (37.014-37.016 and 37.027)	CE-CLU/CR	CE-CLU/CR	5-0 Board approves the overlay with the condition that if the property is redeveloped, the cemetery be accommodated in an appropriate way.	CE-CLU/CR <u>100</u>
37.003	BONHEUR LAND COMPANY 7239 WASHINGTON BLVD	7.85	CE-CLU	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>100</u>
37.005	TERTEL, GUNTER W 7281 WASHINGTON BLVD	0.49	CE-CLU	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>100</u>
37.006	TERTEL, GUNTER W 7269 WASHINGTON BLVD	4.32	CE-CLU	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>100</u>
37.007	TERTEL, GUNTER W 7223 WASHINGTON BLVD	1.27	CE-CLU	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>100</u>
43.017	TERTEL, GUNTER W 7283 WASHINGTON BOULEVARD	0.143	CE-CLU	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>100</u>
37.008	CLOVERLAND FARMS DAIRY, INC 8268 LARK BROWN RD	1.308	B-1	B-2	Existing High's.	B-2	B-2	4-1 (Bill Santos dissenting)	B-2
37.009	HORSE FARM, LLC 8090 OLD MONTGOMERY RD	11.56	PSC	R-SA-8	Transitional property between MD 100 and single family homes (R-20).	R-SA-8	R-SA-8	5-0	R-SA-8
37.010	DEEP RUN PROPERTY MANAGEMENT, LLC, C/O GLEN CURTIS 8045 FETLOCK CT	8.82	PSC	R-SA-8		R-SA-8	R-SA-8		R-SA-8
37.011	CURTIS, ROBERT L. JR 5771 WATERLOO ROAD	7.46	RC/R-20	B-1 Request changed to POR by the applicant on April 5, 2013	National Register historic property in transitional location seeking use options. CEF option available.	RC/R-20	RC/R-20	5-0 POR is not appropriate for the property. Retain current zoning pending further clarification of intended uses and protections. Possible CEF.	RC/R-20 <u>R-20</u>
37.012	LOWE, CAROLINE CAVEY & KLAIR, AMY CAVEY 5995 MEADOWRIDGE RD	27.458	CCT	R-A-15	In the event that this Property (37.012) is rezoned, consideration should be given to rezoning TM37, Grid8, Parcels 665 and 73 to match.	POR or CCT	POR/R-A-15	4-0 Retain split zoning, with the POR closest to Meadowridge Road as depicted in the applicants original proposal and R-A-15 replacing CCT. The adjoining two parcels to the West should also be rezoned to R-A-15.	POR/R-A-15
37.013	GP NORTH, LLC 7209 PEBBLE CREEK DR	6.84	R-20	R-ED	R-ED development would better protect adjoining stream.	R-ED	R-ED	5-0	R-ED

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37.014	O'DONNELL, STEVEN F. 6718 BINDER LANE	0.57	CE-CLU	M-1	Target location for redevelopment via CR option. Adjoining parcels should be included.	CE-CLU/CR	CE-CLU/CR	5-0	CE-CLU/CR
37.015	O'DONNELL, STEVEN F. 6724 BINDER LN	0.57	CE-CLU	M-1		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
37.016	O'DONNELL, STEVEN F. 6728 BINDER LN	0.57	CE-CLU	M-1		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
37.017	MERRITT MR, LLC 6508 MEADOWRIDGE RD	1.29	CCT	POR	Expansion of existing office park to include limited supporting retail uses.	POR	POR	5-0	POR
37.018	MERRITT MR, LLC 6510 MEADOWRIDGE RD	6.08	CCT	POR		POR	POR		POR
37.019	MERRITT MR, LLC 6518 MEADOWRIDGE RD	14.16	CCT	POR		POR	POR		POR
37.020	CHARLESTOWN INVESTMENTS, LLC 6522 MEADOWRIDGE RD	2.75	CCT	POR		POR	POR		POR
37.021	MERRITT MR, LLC 7745 MAYFIELD AVE	1.99	CCT	POR		POR	POR		POR
37.022	MERRITT MR, LLC 6494 MEADOWRIDGE RD	4	CCT	POR		POR	POR		POR
37.023	KENFIELD PROPERTIES, INC 6450 MEADOWRIDGE RD	4	CCT	POR		POR	POR		POR
37.024	MERRITT MR, LLC 6482 MAYFIELD AVE	1	CCT	POR		POR	POR		POR
37.025	MERRITT MR, LLC 6484 MAYFIELD AVE	0.48	CCT	POR		POR	POR		POR
37.027	DORSEY BEST WESTERN 6751 & 6755 Dorsey Road	3.33	CE-CLU	N/A	Expands 37.002-37.007	CE-CLU/CR	CE-CLU/CR	5-0	CE-CLU/CR <u>10D</u>
	G&G PROPERTIES, LLC 6725 Binder Lane	1.31	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>
	G&G PROPERTIES, LLC 6715 Binder Lane	7	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>
	SIMPKIN, BARBARA 6710 Binder Lane	2.01	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>
	SIMPKIN, BARBARA 6714 Binder Lane	1.13	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>
	G&G PROPERTIES, LLC 6735 Dorsey Road	1.72	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>
	ELKRIDGE ENTERPRISES, LLC 7253 Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR <u>10D</u>

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37.027 (cont'd)	MALIK & SONS WASHINGTON BOULEVARD, LLC 7263 Washington Boulevard	0.24	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	MALIK & SONS WASHINGTON BOULEVARD, LLC 7265 Washington Boulevard	0.24	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A	Part of old subdivision. Undeveloped lots have no addresses.	CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN 7285 Washington Boulevard	0.29	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	0.43	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR	S-O	CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A	Same TM, Par, Grid, & Tax ID as entry below, but 2 different lots.	CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A	Same TM, Par, Grid, & Tax ID as entry below, but 2 different lots.	CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
	SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A	Same TM, Par, Grid, & Tax ID as entry above but 2 different lots.	CE-CLU/CR	CE-CLU/CR		CE-CLU/CR
SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A	Same TM, Par, Grid, & Tax ID as entry above, but 2 different lots.	CE-CLU/CR	CE-CLU/CR	CE-CLU/CR		
SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR	CE-CLU/CR		
SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR	CE-CLU/CR		
SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR	CE-CLU/CR		
SHPAK, SYMCHA AND JOAN ? Washington Boulevard	?	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR	CE-CLU/CR		
37.028	HOWARD COUNTY (MAYFIELD SHOP) 6446 Meadowridge Road	3.35	R-SC	N/A	Zoning should Match 37.017-37.025	POR	POR	S-O	POR
	HOWARD COUNTY (MAYFIELD SHOP) 6460 Meadowridge Road	9.77	R-SC	N/A		POR	POR		POR
	HOWARD COUNTY (MAYFIELD SHOP) ? Meadowridge Road	9.25	R-SC	N/A		POR	POR		POR
38.001	MCMULLEN, MICHAEL L & WF 7211 MONTGOMERY RD	4.5	R-ED	R-A-15	Transitional property adjoining single family	R-SC	R-ED	S-O Leave as R-ED to prevent density increasing westward on Montgomery Road	R-ED

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38.002	DC & RB INC 6157 PINE AVE	0.947	CE-CLU	M-1	Non-conforming uses, but renovation is desirable. CEF option if specific restoration plan is proposed.	CE-CLU	CE-CLU	4-0 Keep the current zoning with the opportunity for CR or CEF. Incentives to encourage property renovation would be helpful.	CE-CLU
38.008	PHIL ENTERPRISES, LLC FILIPE DIAS 6475 WASHINGTON BLVD	1.65	CE-CLU	M-1		CE-CLU	CE-CLU		
38.009	PHIL ENTERPRISES, LLC 6151 PINE AVE	0.48	CE-CLU	M-1		CE-CLU	CE-CLU		
38.003	ELKRIDGE ASSOCIATES, LLC 5820 WASHINGTON BLVD	3.42	CAC-CLU & R-12	B-2	Office use more appropriate than apartments at this location.	CAC-CLU & R-12	CAC-CLU & R-12	4-0 Use for office appropriate.	CAC-CLU & R-12
38.004	ELKRIDGE MOBILE HOME 6614 WASHINGTON BLVD	1.14	R-12	R-MH	Part of a single family detached neighborhood	R-12	R-12	4-0	R-12
38.012	BROWN, CHRISTOPHER L 6598 WASHINGTON BLVD	0.793	R-12	R-MH	Part of a single family detached neighborhood	R-12	R-12		R-12
38.005	ROBERTS, JAMES EDWARD 6767 WASHINGTON BLVD	14.5	B-1/CAC-CLU	CAC-CLU	Large, highly visible property. Redevelopment very desirable, but intent unclear. CEF also an option. Adjoins CAC-CLU.	B-1/CAC-CLU	CAC-CLU	5-0 CAC-CLU except rear of the property to remain R-12 to protect environmental features adjoining Harwood Park	CAC-CLU
38.006	ROBERTS, EDWARD J 6785 WASHINGTON BLVD	3.5	B-1	CAC-CLU		B-1	CAC-CLU		CAC-CLU
38.007	ROBERTS, JAMES EDWARD 6725 WASHINGTON BLVD	14.25	R-12/CAC-CLU	CAC-CLU		R-12/CAC-CLU	R-12/CAC-CLU		R-12/CAC-CLU
38.010	H&G PROPERTIES, LLC 5710 FURNACE AVE	5.21	CAC-CLU	M-1	Non-conforming M-1 use that has been renovated	M-1	M-1	5-0	M-1
38.011	ELKRIDGE MOBILE PARK, INC 6620 WASHINGTON BLVD	9.18	R-12 & R-MH	R-MH	Split zoned. Already in use as part of a mobile home park.	R-MH	R-MH	5-0 Would bring zoning into conformance with property use.	R-MH
38.013	B210 AUTO SALES, INC 6100 WASHINGTON BLVD. AND 6080 WASHINGTON BLVD.	APP. 3.46	B-2 & R-ED	N/A	Buttermilk Hill. Very small, isolated and steep site. Not appropriate for retail or other commercial uses other than a small office use.	R-ED & B-1	R-ED	3-0 The Board concurred with DPZ's recommendation to B-1 on p. 861 and the southern portion of p. 805 so that a long time Howard County business interested in purchasing the property could locate their administrative offices there. The unbuildable northern portion of p. 805 was recommended to remain R-ED.	R-ED
40.001	CHOPRA, RAJESH K 13306 CLARKSVILLE PK	1.01	RR-DEO	CCT	Adjoins CCT, appropriate transition to RR.	CCT	CCT	5-0	CCT
40.002	ASHAI, RIFFAT S 13454 CLARKSVILLE PK	2.8	RR-DEO/B-1	B-1	Split zoned; B-1 allows expansion.	B-1	B-1	5-0	B-1

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40.003	CASWELL, JANE K 12772 SCAGGSVILLE RD	1.14	RR-DEO	B-1	Existing CU for beauty salon; B-1 allows expansion.	B-1	B-1	5-0	B-1
40.005	BALTIMORE GAS AND ELECTRIC (BGE) 13365 Clarksville Pike	1.47	B-1/RR	N/A	Split zoned; adjoins 40.003	B-1	B-1	5-0	B-1
40.004	BOLDUC, JOHN PAUL 13325 CLARKSVILLE PK	6.27	RR-DEO	B-1	Residential use; BRX option.	RR-DEO	RR-DEO	3-0 After the petitioner stated that they would be ok with CCT if the Board was uncomfortable with B-1, the Board recommended CCT stating that it would give the intended transition, and property across the street is already zoned CCT. The Board was pleased with the petitioner's intent to develop the property with architecture that would be consistent with the historic nature of the neighborhood.	RR-DEO
40.007	HAUSCH, JAMES T 13303 CLARKSVILLE PK	3.06	RR-DEO	B-1	Residential use; BRX option.	RR-DEO	RR-DEO	4-0 Retain zoning, but consider BRX.	RR-DEO
40.005	LISTRANI, RICHARD 13355 CLARKSVILLE PK	2.23	B-1 & RR-DEO	B-1	Split zoned but currently in residential use; BRX option.	B-1 & RR	B-1 & RR	4-0 Keep the current zoning and considering BRX for a specific proposal.	B-1 & RR
41.001	PETERS, LOIS 11584 SCAGGSVILLE RD	3	RR-MXD-3	CCT	Has Conditional Use for residential care. Wants to expand	CCT		3-0 The Board agreed that CCT is a good fit. The property is currently surrounded by parking lots and RR is no longer appropriate. CCT would provide a good transition.	RR-MXD-3
42.001	BURLEY, WILLIAM S 7320 OAKLAND MILLS RD	1.44	R-12	R-SA-8	Older home across from apartments. Redevelopment for townhouses is appropriate.	R-SA-8	R-SA-8	5-0	R-SA-8 <u>R-12</u>
42.003	CARTER, PAMELA 7348 Oakland Mills Road	0.37	R-12	N/A	Adjoins 42.001. Redevelopment appropriate.	R-SA-8	R-SA-8	5-0	R-SA-8 <u>R-12</u>
42.002	REALTY ASSOCIATES FUND VI LP 9325 SNOWDEN RIVER PKWY	21.59	NT	R-A-15	NT regulations only allow change of use via FDP amendment, not rezoning.	NT	NT	4-0 Agree NT regulations do not allow individual property owners to request rezoning from NT.	NT

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43.001	SMITH, JALLER JR 7080 KIT KAT RD	0.71	CE-CU	M-2		CE-CU	M-2	4-0	M-2
43.002	JBI KAT INVESTMENTS, LLC 7066 KIT KAT RD	0.28	CE-CU	M-2		CE-CU	M-2	4-0	M-2
43.003	SCHIEDER SHIRLEY JOHNSON, TRUSTEE 7055 KIT KAT RD	2.29	CE-CU	M-2	CE amendments allow more use and setback flexibility. The CEF option is available for redevelopment.	CE-CU	M-2	4-0	M-2
43.013	AGI PROPERTIES, LLC 7059 KIT KAT RD	2.11	CE-CU	M-2		CE-CU	M-2	4-0	M-2
43.003	SHREE SHRINATHI KUPRA, LLC 7561 WASHINGTON BLVD	1.74	CE-CU	B-1	CE amendments allow more use and setback flexibility. The CEF option is available for redevelopment.	CE-CU	CE-CU	3-1	CE-CU B-2
43.005	GALDINI, DONALD 7045 KIT KAT RD	1.17	CE-CU	M-2		CE-CU	CE-CU	3-1	CE-CU M-2
43.006	MONTEVIDEO ROCK, LLC 7136 MONTEVIDEO RD	4.04	CE-CU	B-1	CE amendments allow more use and setback flexibility. However B-1 and CR option for redevelopment are more supportive of near term reuse.	CE-CU/CR	CE-CU/CR	5-0	B-1/CR
43.007	THMES, LLC 7146 MONTEVIDEO RD	1.75	CE-CU	B-1		CE-CU/CR	CE-CU/CR		B-1/CR
43.007	CALTON, JOHN R JR 7493 WASHINGTON BLVD	3.44	CE-CU	M-2		CE-CU	CE-CU		
43.014	CALTON, JOHN R JR 7499 WASHINGTON BLVD	0.87	CE-CU	M-2		CE-CU	CE-CU	4-0	CE-CU
43.015	CALTON, JOHN R JR 7509 WASHINGTON BLVD	0.91	CE-CU	M-2	CE amendments allow more use and setback flexibility. The CEF option is available for redevelopment.	CE-CU	CE-CU	4-0	CE-CU
43.016	CALTON, JOHN R JR 7503 WASHINGTON BLVD	2.96	CE-CU	M-2		CE-CU	CE-CU	4-0	CE-CU
43.009	TAL DAVOUD 8365 WASHINGTON BLVD	0.76	CE-CU	B-2	CE amendments allow more use and setback flexibility. The CEF option is available for redevelopment.	CE-CU	CE-CU	4-0	CE-CU B-1
43.012	TAL DAVOUD 8391 WASHINGTON BLVD	4.14	CE-CU	B-2		CE-CU	CE-CU	4-0	CE-CU B-1
43.010	HAGDAMBE, LLC 7915 WATERLOO RD	0.58	M-2	B-1	Rebuild NCU business after fire	B-1	B-1	5-0	B-1

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43.018	PORT CAPITAL CENTER OF MARYLAND, LLC 7720 Port Capital Drive	1.79	B-1	N/A	Vacant parcel that adjoins 43.017 and Howard Square	CAC	CAC	5-0	CAC-B-A-15
43.021	6601 LITTLE RIVER TURNPIKE, LLC 7700 Port Capital Drive	6.39	M-1	N/A	Isolated warehouse adjoining Howard Square CAC development	CAC	CAC	5-0	CAC-CE-CLU/CR
43.020	MOBLEY, GILBERT 8291 Washington Boulevard	42.86	CE-CLU/R-MH	N/A	Rezoning impacts a 4 acre portion of Brentwood Mobile Home Park; Split Zoned. Existing residential lots.	R-MH	R-MH	5-0	R-MH
	TITTINUTCHANON, SORAWAT 8285 Washington Boulevard	0.21	CE-CLU	N/A		R-MH	R-MH		R-MH
	YINGLING, JUNE 8281 Washington Boulevard	0.22	CE-CLU	N/A		R-MH	R-MH		R-MH
	WALLACE, KIMBERLEE AND BARBARA 8277 Washington Boulevard	0.20	CE-CLU	N/A		R-MH	R-MH		R-MH
	LARCEDA, VILMAR 8273 Washington Boulevard	0.25	CE-CLU	N/A		R-MH	R-MH		R-MH
44.001	AMERICAN PAVING FABRICS, INC 6910 OConner Drive	3.00	M-2	N/A	Links Dorsey MARC station and Oxford Square TOD	TOD	TOD	5-0	TOD M-2
	BROWNLY, THOMAS 6930 OConner Drive	1.00	M-2	N/A		TOD	TOD		TOD M-2
	OTTER POINT INVESTMENT, LLC 6940 OConner Drive	2.06	M-2	N/A		TOD	TOD		TOD M-2
	BALTIMORE AND OHIO RAILROAD CO No Address (Right-of-ways abutting TM 38 Parcel 1003)	7	M-2	N/A		TOD	TOD		TOD
46.001	BUCH FAMILY LP 10945 JOHNS HOPKINS RD	6.08	B-1/RR-MXD-3	R-A-15 or higher	Adjoins MD29. Sufficient commercial in area; Higher density apartments are an appropriate transitional use. CEF option also available.	R-A-25	R-A-25	5-0 Recommend considering CEF for potentially higher density?	R-A-25

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46.002	MAPLE LAWN FARMS, INC 11595 SCAGGSVILLE RD	91.25	RR-DEO	R-A-15	New to PSA. Across MD216 from HCPSS campus and Maple Lawn, so appropriate for higher density residential.	R-A-15	SPLIT	5-0 The Board recommends a split zoning. Some apartments would be good for the area creating diversity in housing types, but 91 acres of apartments would be too much. The Board would like a split zoning with apartments to the northeast close to the Park and Ride lot, and R-ED or other low density single family zoning to the south and west.	R-A-15/R-ED/B-ED/ MXD-3
47.001	SAVAGE MILL REMAINDER, LLC 8550 FAIR ST	2.41	B-2	R-A-15	Transitional townhouses more appropriate for historic neighborhood than B-2.	R-A-15	R-A-15	5-0 The Board agreed the property is better suited as residential	R-A-15/R-H-ED
47.010	SAVAGE MILL REMAINDER, LLC 8554 FAIR ST	2.52	B-2	R-A-15		R-A-15	R-A-15		R-A-15
47.002	LAW, DIXIE LEE 10210 GUILFORD RD	1.43	R-12	B-1	Adjoins commercial property to north and east, but residential to west and south. CCT allows transitional uses.	CCT	CCT	4-0	CCT
47.003	CROSS ROADS PARK, LP 8832 WASHINGTON BLVD	10.56	CE-CLU	CAC-CLU	Target location for commercial redevelopment	CE-CLU/CR	CE-CLU/CR	4-0 Agreed good area for redevelopment	CAC-CLU/CR
47.004	PLOGGER, LLC 8692 PINE TREE RD	7.09	R-12	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR R-12/CR
47.005	CARRUTHERS, JOHN T JR 8696 PINE TREE RD	1.33	R-12	CAC-CLU		CE-CLU/CR	CE-CLU/CR		CAC-CLU/CR
47.006	CROSSROADS PARK, LP 8334 LINDA CT	7.56	R-SA-8	CAC-CLU		Higher density or mixed-use redevelopment more appropriate than R-SA-8 adjacent to MD32	CAC-CLU/CR		CAC-CLU/CR
47.007	TSC/ROUTE 32, LLC 10390 GUILFORD RD	7.94	CE-CLU	CR	Targeted location for commercial redevelopment.	CE-CLU/CR	CE-CLU/CR	4-0	CE-CLU/CR
47.008	SAVAGE LIMITED LIABILITY CO 9375 WASHINGTON BLVD	3.05	CE-CLU	M-1	CE amendments allow more use and setback flexibility. The CEF option is available for redevelopment.	CE-CLU	CE-CLU	4-0	CE-CLU
47.009	CFM, LLC 9385 WASHINGTON BLVD	2.78	CE-CLU	M-1		CE-CLU	CE-CLU		CE-CLU

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47.011	KIM, DEOCHO AND JUK HUN 8802 Washington Boulevard	1.10	CE-CLU	N/A	Adjoins 47.003-47.006. Target location for commercial redevelopment.	CE-CLU/CR	CE-CLU/CR	4-0	CE-CLU/CR	
	PARTH CORPORATION, INC 8806 Washington Boulevard	0.33	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
	ELYKA ENTERPRISES, LLC 8810 Washington Boulevard	1.24	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
	MILLINIUM MANAGEMENT CO, LLC 8826 Washington Boulevard	2.03	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
	FT MEADE HOSPITALITY, LLC 8828 Washington Boulevard	0.96	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
47.012	FOXBOROUGH ESTATES LP 8562 Foxborough Drive	9.88	B-1/R-A-15/R-12	N/A	Existing Starch Woods Apartments. 1 acre portion of PAR A. Correcting a mistake.	R-A-15/R-12	R-A-15/R-12	4-0	R-A-15/R-12	
48.601	AMERICAN YOUTHSROTS, INC 8801 Washington Boulevard	0.89	CE-CLU	N/A	Targeted location for commercial redevelopment.	CE-CLU/CR	CE-CLU/CR	4-0	CE-CLU/CR	
48.002	SALVATION ARMY C/O MAJOR WILLIAM MADISON 10350 Guilford Road	6.74	CE-CLU	N/A	Adjoins 47.007. Targeted location for commercial redevelopment.	CE-CLU/CR	CE-CLU/CR	4-0	CE-CLU/CR	
50.001	HURST, MARVIN 9790 WASHINGTON BLVD	1.92	CE-CLU	B-2	Targeted location commercial redevelopment	CE-CLU/CR	CE-CLU/CR	3-1 Josh Tzaker dissented in favor of B-2/CR	CE-CLU/CR	
50.002	LAMPARTER, DENIS LEE 9792 WASHINGTON BLVD	2.28	CE-CLU	B-2		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
50.004	TURN MOTEL, INC C/O FREDERICK L NEWBERGER 9822 Washington Boulevard	1.22	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
	STATE HIGHWAY ADMINISTRATION 9826 Washington Boulevard	0.36	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		4-0	CE-CLU/CR
	FREESTATE LODGING, INC 9700 Washington Boulevard	1.21	CE-CLU	N/A		CE-CLU/CR	CE-CLU/CR		CE-CLU/CR	
	HOWARD COUNTY HOUSING COMMISSION 9750 Washington Boulevard	5.57	R-MH/CE-CLU	N/A	R-MH/CR	R-MH/CR	R-MH/CR			
50.003	TRIPLE BELL FARMS, LLC 10113 NORTH SECOND ST	0.19	CAC-CLU	TOD	Part of adjoining TOD development	TOD	TOD	4-0	TOD	

For proposals received from property owners each parcel/lot was assigned a separate Amendment Number. Recommendations made by DPZ were assigned a single Amendment Number for each group of adjacent properties proposed for similar rezoning.

Comprehensive Zoning Plan, Map Amendments

July 23, 2013

Amendment Number	Property Address	Acres	Current Zoning	Requested Zoning	DPZ Notes	DPZ Recommendations	Planning Board Recommendations	Planning Board Notes	CR 32			
50.003	MIDWAY MOBILE VILLAGE 10051 North Second Street	10.83	CAC-CU	N/A	Adjusts 50.003, incorporate into adjoining TOD district.	TOD	TOD	4:0	TOD			
	TYRA ELSBETH 10061 North Second Street	0.74	CAC-CU	N/A		TOD	TOD		TOD			
	PARKWAY PROPERTIES 10069 North Second Street	0.69	CAC-CU	N/A		TOD	TOD		TOD			
	PARKWAY PROPERTIES 10071 & 10073 North Second Street	0.60	CAC-CU	N/A		TOD	TOD		TOD			
	SEHIGAL, RAGHIB AND HARJIT 10081 North Second Street	0.46	CAC-CU	N/A		TOD	TOD		TOD			
	SEHIGAL, RAGHIB 10091 North Second Street	0.36	CAC-CU	N/A		TOD	TOD		TOD			
	FUJANTES, JOSE RICARDO 10095 North Second Street	0.36	CAC-CU	N/A		TOD	TOD		TOD			
	MI DEVELOPMENTS, INC C/O MI DEVELOPMENT 10117 North Second Street	63.11	CAC-CU	N/A		P/O Parcel 384	TOD		TOD	TOD		
	MAHRI AND HOSFATALITY GROUP, INC 10127 North Second Street	1.35	CAC-CU	N/A		TOD	TOD		TOD	TOD		
	MARIANO HOSFATALITY GROUP, INC 10135 North Second Street	0.76	CAC-CU	N/A		TOD	TOD		TOD	TOD		
	50.006	ADSTIN, MICHAEL AND KELLY 9943 Washington Boulevard	2.06	CAC-CU		N/A	Adjusts CE		CE-CU	CE-CU	4:0	CE-CU
		PATCO ENTERPRISES, LLC 9390 Davis Avenue	2.28	CAC-CU		N/A			CE-CU	CE-CU		CE-CU
		YEC PROPERTIES, LLC 9391 Davis Avenue	1.858	CAC-CU		N/A			CE-CU	CE-CU		CE-CU

For a proposal received from property owners such as parcel(s) was assigned a separate Amendment Number. Rezone/adjustment made by DPZ were assigned a Single Amendment Number for each group of adjacent properties proposed for similar rezoning.

Amendment 48 to Council Bill No. 32-2013

BY: Calvin Ball

Legislative Day No: 9

Date: July 1, 2013

Amendment No. 48

(This amendment would change the zoning on maps 37.002, 37.003, 37.005, 37.006, 37.007, 37.014, 37.015, 37.016, 37.027 and 43.017 from CE-CLI/CR to TOD.)

1 Make the following changes to the Comprehensive Zoning Plan attached to the Bill:

2
3 In the section entitled, "Map Amendments", in the tab entitled, "Supported By DPZ", on
4 the following map amendments, in headings entitled "Proposed Zoning", strike "CE-CLI/CR"
5 and substitute "TOD":

- 6 1. "Zoning Map General Plan Amendment: 37.027"; and
- 7 2. "Zoning Map General Plan Amendment: 43.017".

8
9 In the section entitled, "Map Amendments", in the tab entitled, "Supported By DPZ", on the
10 following map amendments, in headings entitled "Proposed Zoning", strike "CE-CLI & CR" and
11 substitute "TOD":

- 12
- 13 1. "Zoning Map General Plan Amendment: 37.002";
- 14 2. "Zoning Map General Plan Amendment: 37.003";
- 15 3. "Zoning Map General Plan Amendment: 37.005";
- 16 4. "Zoning Map General Plan Amendment: 37.006";
- 17 5. "Zoning Map General Plan Amendment: 37.007";
- 18 6. "Zoning Map General Plan Amendment: 37.014";
- 19 7. "Zoning Map General Plan Amendment: 37.015"; and
- 20 8. "Zoning Map General Plan Amendment: 37.016".

21
22 Make the corresponding change on the accompanying chart.

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**HOWARD COUNTY COUNCIL
WORK SESSION**

July 22, 2013

Christine R. Leary
crleary1@comcast.net

1 [ON RECORD]

2 MS. TERRASA: July 22nd, for a, we're going to start
3 with the comprehensive zoning work session. And we will switch
4 over at some point to our legislative work session and then we
5 will return to our comprehensive zoning session. I believe Dr.
6 Toliver (phonetic) sent out something about starting with the
7 MIHU.

8 F-VOICE: Yes.

9 MS. TERRASA: So, we have the MIHU on there. And
10 that was the discussion we had, was to start with that. Are
11 you prepared to start with that or --

12 MR. BALL: Yeah, I can start.

13 MS. TERRASA: Okay.

14 MR. BALL: I'm passing out a packet o' amendments.
15 They're all of the amendments that I'm, think I'm close with.
16 There's some comp zoning amendments, there's some MIHU
17 amendments. So, if each council member could take a packet.
18 And I have a couple more coming, so DPZ and Administration and
19 Staff can kind of just look.

20 So, I'm sorry, I have not organized those amendments,
21 so we'll have to kind of. The first one in that packet that
22 relates directly to MIHU it is entitled amendment that sets the
23 fee in lieu collected by the Department and provides for an
24 annual increase. And basically, what this does is a, a few
25 things. One, --

1 agenda? Let's see.

2 F-VOICE: (inaudible).

3 MS. TERRASA: (inaudible) watershed protection and
4 restoration.

5 F-VOICE: (inaudible).

6 MS. TERRASA: Okay.

7 MR. BALL: Do we have, what else do we have in our
8 legislative --

9 MS. TERRASA: We're not on, we're not on our
10 legislative yet.

11 MR. BALL: Oh, okay. Yeah, we can go over the
12 amendments. You all have the rest of them?

13 F-VOICE: Um hm.

14 F-VOICE: Yep.

15 MR. BALL: Okay. One of them is, is motor field,
16 motor vehicle fueling, is that where you all start off? I'm
17 sorry. I got a --

18 F-VOICE: I have TOD on the top.

19 MR. BALL: Okay. So, TOD, we kind of talked about
20 that at the last two work sessions.

21 F-VOICE: Um hm.

22 MR. BALL: Any other final questions on that one?

23 F-VOICE: This is all that assemblage, the Tretel and
24 the other owners.

25 MR. BALL: Correct, correct. And again, because

1 we're --

2 F-VOICE: My question, my question for you would be,
3 we originally had thought that perhaps some of it might, or all
4 of it might be able to utilize the CR district.

5 MR. BALL: Yes.

6 F-VOICE: Might you want to TOD/CR?

7 MR. BALL: What would be the imp, the effect of that
8 (inaudible)?

9 F-VOICE: I think the CR, at least as it's currently
10 crafted, is intended to be quite flexible. The TOD is back to
11 you're supposed to have no more than fifty percent residential
12 and there's a little bit of a formula.

13 MR. BALL: I, I'm unsure whether or not the CR that
14 is currently crafted will actually get passed.

15 F-VOICE: I understand.

16 F-VOICE: Well, but what I was going to say is that
17 if it does, would you want to have the flexibility on those
18 properties?

19 MR. BALL: And that's why I was asking you --

20 F-VOICE: And it wouldn't hurt, okay?

21 F-VOICE: (inaudible) like a backup?

22 MR. BALL: Right, so, what would be the effect if I
23 had TOD/CR? Could they do either/or?

24 F-VOICE: Yes, or a combination. You know it sounds
25 silly, right? Can I just say this? I know it sounds silly,

1 but this is something that's possible. You could have two --

2 F-VOICE: But that, that property up there, because
3 it has, it's one side of it, the east side of it is close to
4 the trans, is close to transit and the, and the west side of it
5 --

6 MR. BALL: Agreed.

7 F-VOICE: -- is on Route 1, a CR right on Route 1
8 might be perfect.

9 MR. BALL: Yeah.

10 F-VOICE: And then the rest of it might as a TOD.
11 That was why I as asking.

12 MR. BALL: Dr. Toliver, could you make sure that the
13 amendment will read TOD/CR? It should be pretty easy to
14 (inaudible). All right. What's the next one you all have in
15 your packet?

16 MS. TERRASA: Well, --

17 VOICE: (inaudible).

18 MS. TERRASA: -- okay, let's, --

19 F-VOICE: The next one we have in our packet, if
20 they're all the same, is the 3711, 37.011 from RCR20 to a
21 possible C (inaudible).

22 MR. BALL: Yes, so, this is the Shipley's Grant issue
23 that we discussed.

24 MS. TERRASA: Oh, okay.

25 F-VOICE: Um hm.

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CERTIFICATE OF TRANSCRIBER

I hereby certify that the work session of the Howard County Council, held on July 22, 2013, was recorded digitally.

I further certify that, to the best of my knowledge and belief, page numbers 1 through 82 constitute a complete and accurate transcript of the proceedings as transcribed by me.

I further certify that I am neither a relative to nor an employee of any attorney or party herein, and that I have no interest in the outcome of this case.

In witness thereof, I have affixed my signature this 13th day of February 2026.

Christine R. Leary

Christine R. Leary
Transcriber

Introduced 6/3/2013
Public Hearing 6/10, 6/12, 6/17,
Council Action 7/25/2013 6/24
Executive Action 8/16/2013 7/15
Effective Date 10/16/2013 7/14

County Council Of Howard County, Maryland

2013 Legislative Session

Legislative Day No. 8

Bill No. 32 -2013

Introduced by: The Chairperson at the request of the County Executive

AN ACT adopting the 2013 Comprehensive Zoning Plan of Howard County in order to adopt the Howard County Zoning Maps and amend the Howard County Zoning Regulations, which include requirements related to zoning districts, permitted uses, accessory uses, temporary uses, nonconforming uses, conditional uses, design standards, density, lot size, building height limits, setbacks, parking, and supplementary regulations; and generally relating to zoning and land use in Howard County.

Introduced and read first time June 3, 2013. Ordered posted and hearing scheduled.

By order Sheila M. Tolliver
Sheila M. Tolliver, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on June 6, 12, 17, 24, 2013.
and July 15, 16

By order Sheila M. Tolliver
Sheila M. Tolliver, Administrator

Added 7/1/2013
This Bill was read the third time on 7/26/2013 2013 and Passed ✓, Passed with amendments ✓, Failed _____.

Read on 7/25/2013; passed at 12:30 am 7/24/13

By order Sheila M. Tolliver
Sheila M. Tolliver, Administrator

Sealed with the County Seal and presented to the County Executive for approval this 8 day of August, 2013 at 2:00 pm a.m./p.m.

By order Sheila M. Tolliver
Sheila M. Tolliver, Administrator

Approved Vetoed by the County Executive August 6, 2013

Ken Duman
Ken Duman, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment.

1 **WHEREAS**, Section 16.203 of the Howard County Code authorizes the County to
2 exercise zoning authority of the County on a comprehensive basis through the enactment of a
3 comprehensive zoning plan, including both zoning district boundaries and zoning regulations,
4 which include requirements related to zoning districts, permitted uses, accessory uses, temporary
5 uses, nonconforming uses, conditional uses, design standards, density, lot size, building height
6 limits, setbacks, parking, and supplementary regulations, as well as other requirements regarding
7 land use in the County as provided in the zoning regulations; and

8
9 **WHEREAS**, in the Spring 2012, the Department of Planning and Zoning began the
10 process of preparing a comprehensive zoning plan and, as part of that process, conducted
11 numerous public meetings and worked with landowners, citizens, county and state agencies, the
12 Planning Board, the County Executive, and the County Council to prepare proposed zoning
13 maps and zoning regulations; and

14
15 **WHEREAS**, prior to preparing its proposed 2013 Comprehensive Zoning Plan, the
16 Department of Planning and Zoning gave the public 60 days notice as required by law of its
17 intent to compile a comprehensive zoning plan, and that requests for zoning map and zoning
18 regulations amendments would be considered for inclusion in the Comprehensive Zoning Plan
19 until December 14, 2012; and

20
21 **WHEREAS**, the Department of Planning and Zoning submitted its Comprehensive
22 Zoning Plan petition and made initial recommendations concerning it to the Planning Board; and

23
24 **WHEREAS**, the Planning Board held public hearings on the proposed 2013
25 Comprehensive Zoning Plan and made recommendations to the County Council on the Plan; and

26
27 **WHEREAS**, the County Executive has transmitted to the County Council the final
28 recommendations of the Department of Planning and Zoning and the Planning Board and
29 requests that the Council approve the proposed Zoning Maps and Zoning Regulations attached
30 to this Act as the 2013 Comprehensive Zoning Plan; and

1 WHEREAS, the County Council held several public hearings on the proposed 2013
2 Comprehensive Zoning Plan, and considered various amendments to both the proposed Zoning
3 Map and Zoning Regulations.

4
5 NOW, THEREFORE,

6
7 Section 1. Be It Enacted by the County Council of Howard County, Maryland, that in order to
8 promote the health, safety, and general welfare of Howard County in accordance with its
9 authority under Title 16 of the Howard County Code, the zoning maps prepared by the
10 Department of Planning and Zoning, as amended, and attached to this Act are:

- 11 1. Incorporated into and made a part of this Act; and
12 2. Approved and adopted as the Comprehensive Zoning Maps for Howard County.

13
14 ~~Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland, that
15 the comprehensive zoning of all properties which are not changed on the zoning maps attached
16 to this Act shall continue to be the same zoning as existed for those properties on the day this Act
17 was enacted.~~

18 ~~Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland,
19 that if the Comprehensive Zoning Maps attached to this Act do not change the zoning
20 classification for a property, the property shall continue to have the same zoning classification
21 as existed for that property on July 24, 2013.~~

22
23 Section 3. And Be It Further Enacted by the County Council of Howard County, Maryland,
24 that, upon passage of this Act, the Director of the Department of Planning and Zoning shall
25 prepare the Official Zoning Maps for the County on a scale of 1 inch equals 600 feet.

26
27 Section 4. And Be It Further Enacted by the County Council of Howard County, Maryland, that
28 the Zoning Regulations of Howard County prepared by the Department of Planning and Zoning,
29 as amended and attached to this Act are:
30 1. Incorporated into and made a part of this Act; and

Amendment 65 to Council Bill No. 32 -2013

BY: Chairperson at the request
of the County Executive

Legislative Day No. 10

Date: July 25, 2013

Amendment No. 65

(This amendment revises the language providing that a property retains its existing zoning if the zoning is not changed by the Zoning Maps attached to the bill, and provides that if there is an inconsistency between any summary chart and a map, that the map shall control. This amendment also clarifies DPZ's authority to make nonsubstantive amendments to outlining and cross references.)

1 On page 2, strike in their entirety lines 14 through 17, inclusive, and substitute:

2 "Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland,
3 that if the Comprehensive Zoning Maps attached to this Act do not change the zoning
4 classification for a property, the property shall continue to have the same zoning classification
5 as existed for that property on July 24, 2013."

6
7 On page 3, in line 4, insert:

8 "Section 6. And Be it Further Enacted by the County Council of Howard County, Maryland,
9 that in the event of any conflict between the Comprehensive Zoning Maps and the Map
10 Amendments summary chart approved by this Act, the Zoning Maps shall control."

11
12 On page 3, in line 1, after "grammar," insert "outlining, cross references."

13
14 On page 3, in line 5, strike "6" and substitute "7".

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Amendment⁶⁶ to Council Bill No. 32-2013

BY: The Chair

Legislative Day No: 10
Date: July 25, 2013

Amendment No. 66

(This amendment would permit the Department of Planning and Zoning to make necessary adjustments to the Conditional Use chart).

On page 3, immediately following line 4, insert the following:

"Section 6. And Be It Further Enacted by the County Council of Howard County, Maryland, that the County Council Conform the conditional use chart and the summary of map amendments adopted as part of this legislation to the changes adopted by amendment to CB 32-2013."

"Section 7. And Be It Further Enacted by the County Council of Howard County, Maryland, that the Department of Planning and Zoning is hereby authorized to make necessary adjustments to the Conditional Use charts to reflect changes to the Zoning Regulations, as amended by this Act."

Renumber the remainder of the section accordingly.

ADOPTED 7/25/2013
FAILED _____
SIGNATURE Shadi Jallum

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(

Introduced _____
Public Hearing _____
Council Action _____
Executive Action _____
Effective Date _____

County Council Of Howard County, Maryland

2013 Legislative Session

Legislative Day No.

Bill No. 32 -2013

Introduced by: The Chairperson at the request of the County Executive

AN ACT adopting the 2013 Comprehensive Zoning Plan of Howard County in order to adopt the Howard County Zoning Maps and amend the Howard County Zoning Regulations, which include requirements related to zoning districts, permitted uses, accessory uses, temporary uses, nonconforming uses, conditional uses, design standards, density, lot size, building height limits, setbacks, parking, and supplementary regulations; and generally relating to zoning and land use in Howard County.

Introduced and read first time _____, 2013. Ordered posted and hearing scheduled.

By order _____
Sheila M. Tolliver, Administrator

Having been posted and notice of time and place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on _____, 2013.

By order _____
Sheila M. Tolliver, Administrator

This Bill was read the third time on _____, 2013 and Passed _____, Passed with amendments _____, Failed _____.

By order _____
Sheila M. Tolliver, Administrator

Sealed with the County Seal and presented to the County Executive for approval this _____ day of _____, 2013 at _____ a.m./p.m.

By order _____
Sheila M. Tolliver, Administrator

Approved/Vetoed by the County Executive _____, 2013

Ken Ulman, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment.

1 **WHEREAS**, Section 16.203 of the Howard County Code authorizes the County to
2 exercise zoning authority of the County on a comprehensive basis through the enactment of a
3 comprehensive zoning plan, including both zoning district boundaries and zoning regulations,
4 which include requirements related to zoning districts, permitted uses, accessory uses, temporary
5 uses, nonconforming uses, conditional uses, design standards, density, lot size, building height
6 limits, setbacks, parking, and supplementary regulations, as well as other requirements regarding
7 land use in the County as provided in the zoning regulations; and
8

9 **WHEREAS**, in the Spring 2012, the Department of Planning and Zoning began the
10 process of preparing a comprehensive zoning plan and, as part of that process, conducted
11 numerous public meetings and worked with landowners, citizens, county and state agencies, the
12 Planning Board, the County Executive, and the County Council to prepare proposed zoning
13 maps and zoning regulations; and
14

15 **WHEREAS**, prior to preparing its proposed 2013 Comprehensive Zoning Plan, the
16 Department of Planning and Zoning gave the public 60 days notice as required by law of its
17 intent to compile a comprehensive zoning plan, and that requests for zoning map and zoning
18 regulations amendments would be considered for inclusion in the Comprehensive Zoning Plan
19 until December 14, 2012; and
20

21 **WHEREAS**, the Department of Planning and Zoning submitted its Comprehensive
22 Zoning Plan petition and made initial recommendations concerning it to the Planning Board; and
23

24 **WHEREAS**, the Planning Board held public hearings on the proposed 2013
25 Comprehensive Zoning Plan and made recommendations to the County Council on the Plan; and
26

27 **WHEREAS**, the County Executive has transmitted to the County Council the final
28 recommendations of the Department of Planning and Zoning and the Planning Board and
29 requests that the Council approve the proposed Zoning Maps and Zoning Regulations attached
30 to this Act as the 2013 Comprehensive Zoning Plan; and

1 **WHEREAS**, the County Council held several public hearings on the proposed 2013
2 Comprehensive Zoning Plan, and considered various amendments to both the proposed Zoning
3 Map and Zoning Regulations.

4
5 **NOW, THEREFORE,**

6
7 *Section 1. Be It Enacted by the County Council of Howard County, Maryland, that in order to*
8 *promote the health, safety, and general welfare of Howard County in accordance with its*
9 *authority under Title 16 of the Howard County Code, the zoning maps prepared by the*
10 *Department of Planning and Zoning, as amended, and attached to this Act are:*

- 11 1. *Incorporated into and made a part of this Act; and*
12 2. *Approved and adopted as the Comprehensive Zoning Maps for Howard County.*

13
14 *Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland, that*
15 *the comprehensive zoning of all properties which are not changed on the zoning maps attached*
16 *to this Act shall continue to be the same zoning as existed for those properties on the day this Act*
17 *was enacted.*

18
19 *Section 3. And Be It Further Enacted by the County Council of Howard County, Maryland,*
20 *that, upon passage of this Act, the Director of the Department of Planning and Zoning shall*
21 *prepare the Official Zoning Maps for the County on a scale of 1 inch equals 600 feet.*

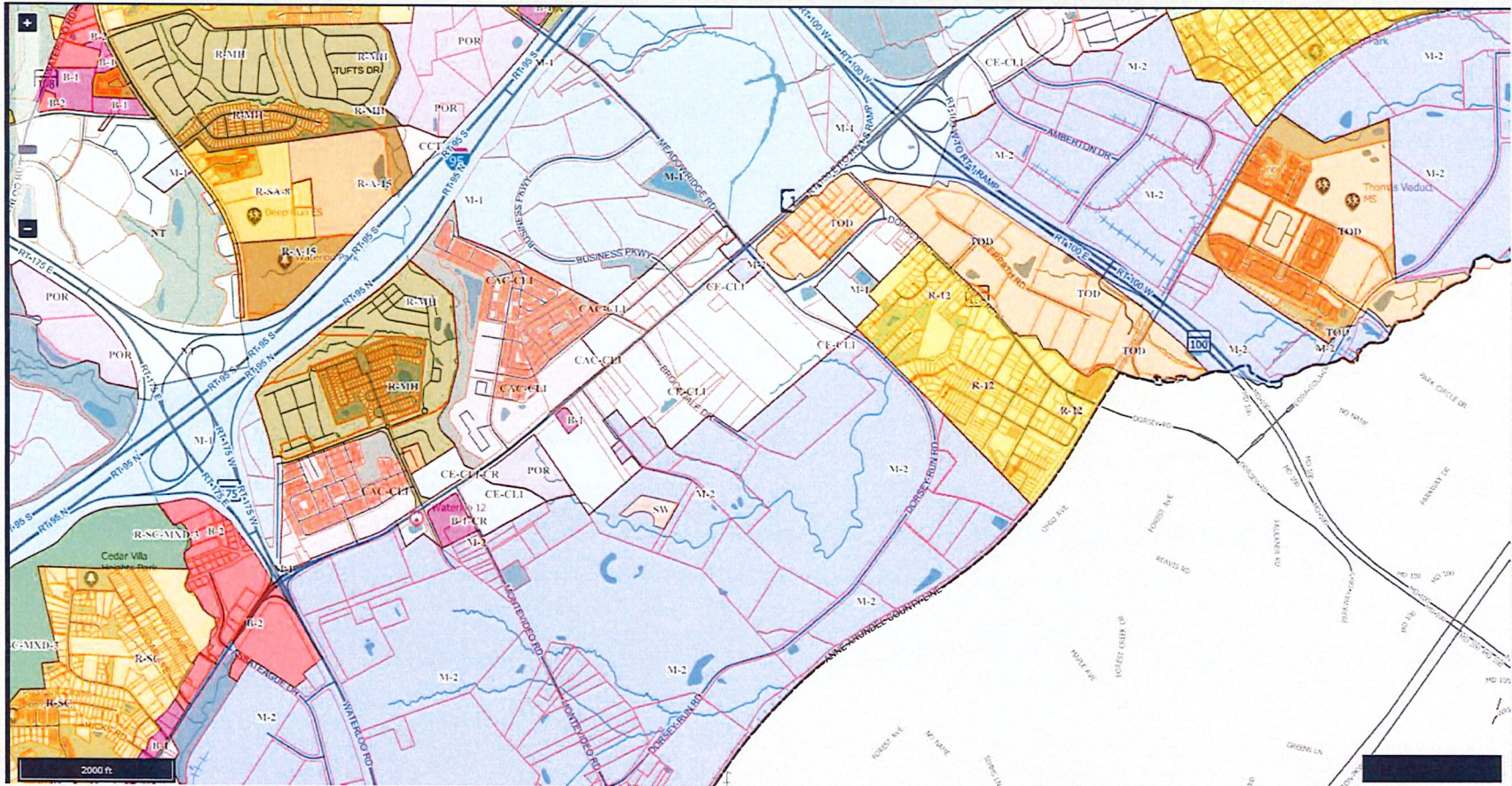
22
23 *Section 4. And Be It Further Enacted by the County Council of Howard County, Maryland, that*
24 *the Zoning Regulations of Howard County prepared by the Department of Planning and Zoning,*
25 *as amended and attached to this Act are:*

- 26 1. *Incorporated into and made a part of this Act; and*
27 2. *Approved and adopted as the Comprehensive Zoning Regulations of Howard*
28 *County.*

29
30 *Section 5. And Be It Further Enacted by the County Council of Howard County, Maryland, that*
31 *the Department of Planning and Zoning is hereby authorized to make nonsubstantive corrections*

1 to codification, style, capitalization, punctuation, grammar, and spelling of any part of the
2 Zoning Regulations of Howard County, as amended by this Act and may publish this Act by
3 adding or amending covers, title pages and a table of contents to improve readability.
4
5 Section 6. And Be It Further Enacted by the County Council of Howard County, Maryland,
6 that this Act shall become effective 61 days after its enactment.

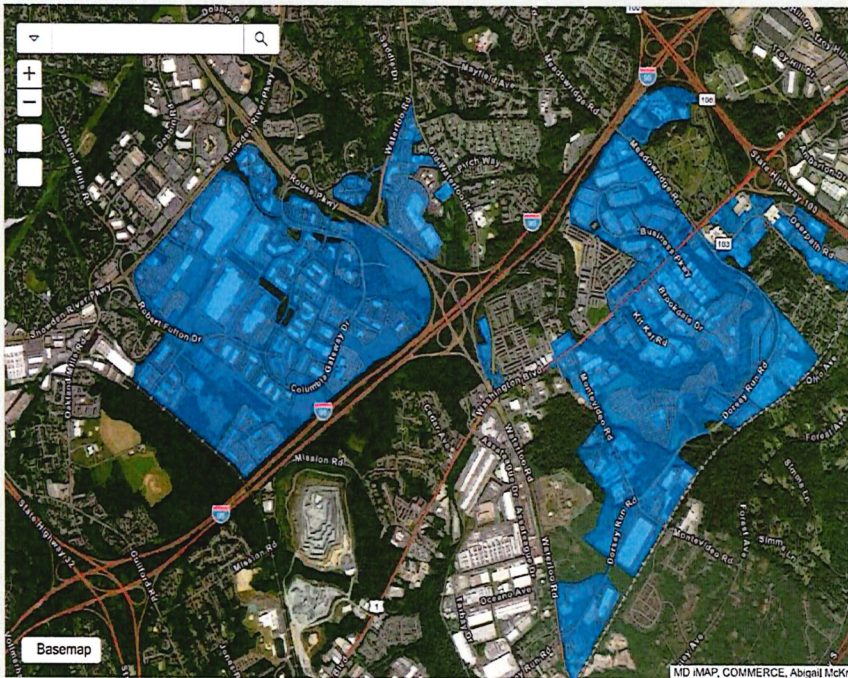
GIS Zoning Map

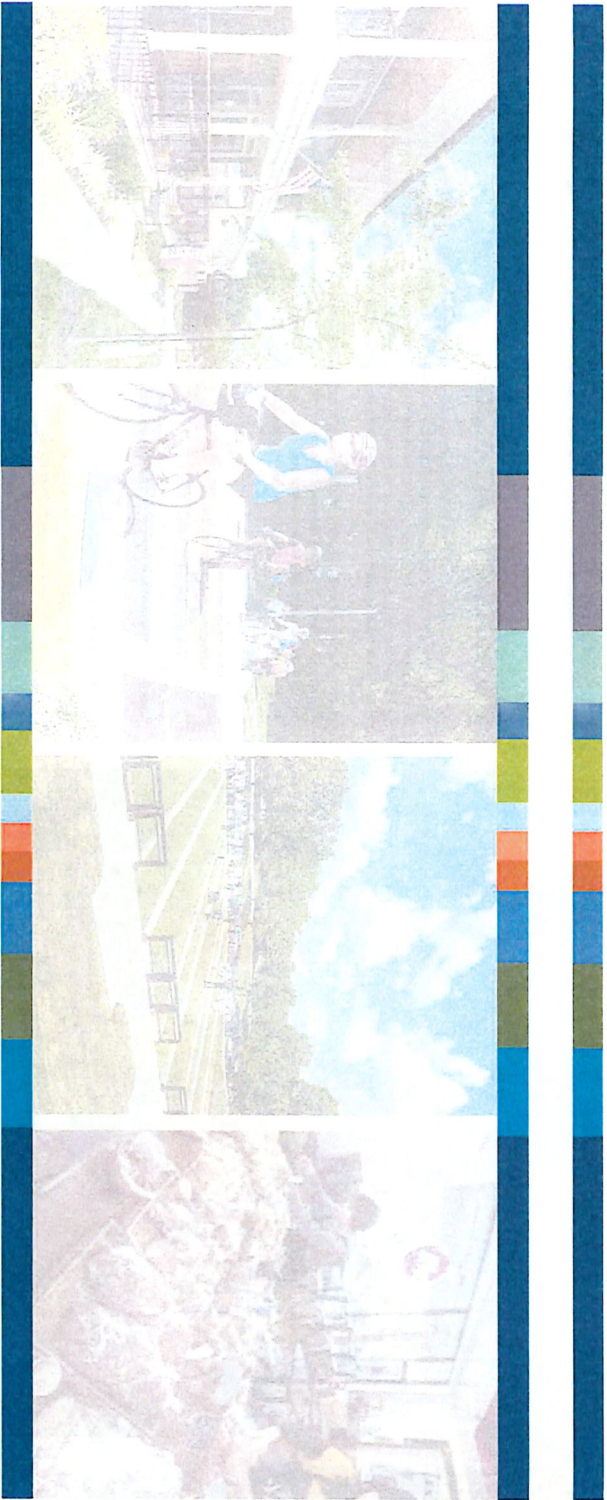


Ex. 12

17

Eastern Howard County Enterprise Zone





HOCCO BY DESIGN

Every Voice, One Vision

Howard County's General Plan

Ex. 14



PROMOTING HEALTHY JOBS

To remain an attractive community for today's businesses and their employees, Howard County will need to support new and emerging industries and promote a healthy mix of employment and housing opportunities. Such opportunities include replacing the traditional single-use office park of the 1980s and 1990s with offices integrated into mixed-use settings, as many new businesses desire to locate in walkable activity centers that offer diverse housing options and an amenity rich environment for their employees.

HoCo By Design proposes a variety of activity center character areas at different scales. Activity centers allow for infill opportunities to co-locate diverse housing options and jobs in compact, walkable, mixed-use environments. Furthermore, through deliberate placemaking, these centers can become destinations that incorporate useable and inviting open space, transportation connections, pedestrian and bike facilities, and other amenities to attract employers.

EP-3 Policy Statement

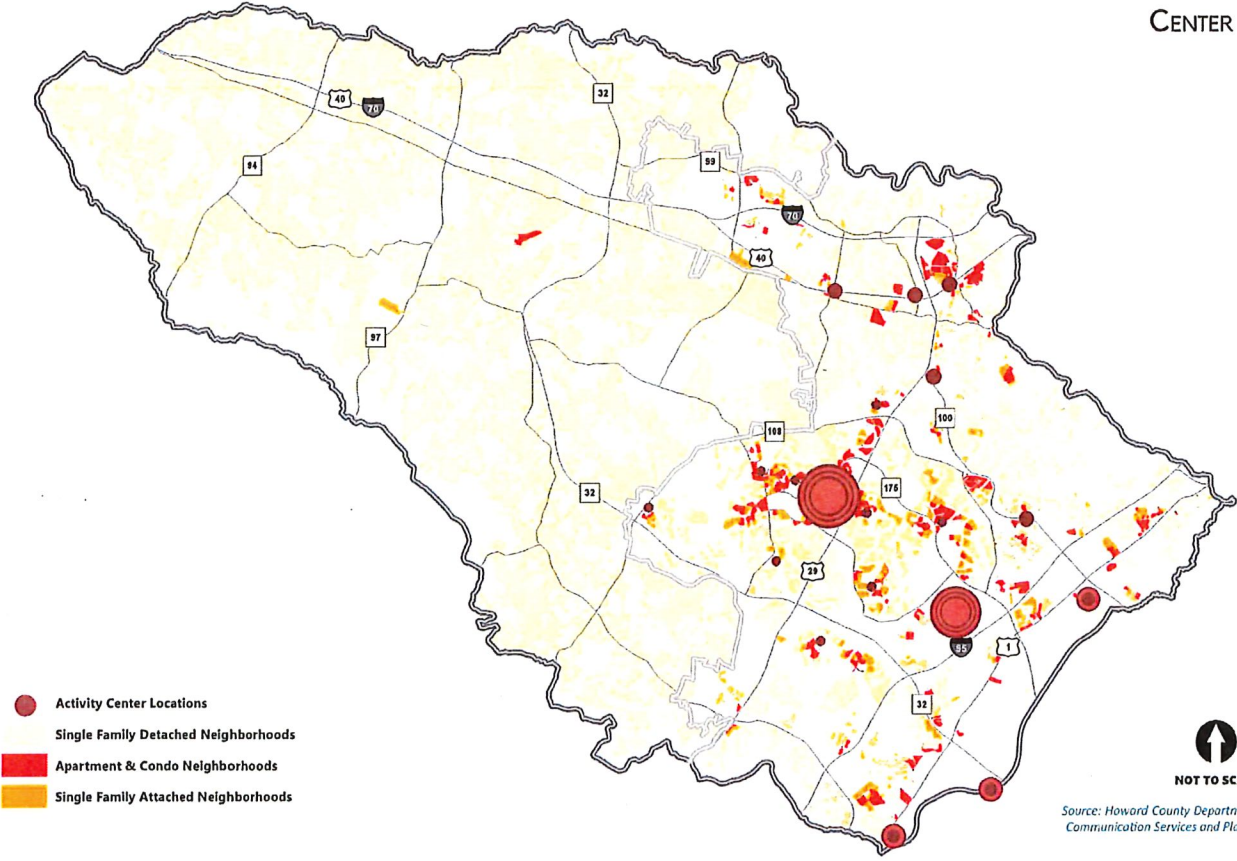
Create job opportunities through new mixed-use activity centers that serve as destinations and include a mix of uses that compliment and support one another and improve the jobs-housing balance.

Implementing Actions

1. Allow redevelopment in activity centers through the Zoning Regulations to make a wide range of uses economically viable. Require activity center redevelopment to provide convenience retail and other local-serving amenities at the neighborhood level.
2. Plan for future transportation connections, including bicycle, pedestrian, and transit, among and between activity centers and other commercial centers.
3. Ensure that growth management tools consider the need for housing growth that keeps pace with employment growth in addition to infrastructure demands.
4. Develop a master plan for Gateway that describes the area's desired future mix of uses, open space network, development phasing and intensity, building height range, and infrastructure approach. Build upon the general considerations included in the HoCo By Design Focus Areas technical appendix.

7.1.23

MAP 5-5: HOUSING TYPES NEAR ACTIVITY CENTER LOCATIONS



An aerial photograph of Washington, D.C., showing the city's layout and surrounding areas. A dark grey rectangular box is overlaid on the map, containing white text. The text is centered and reads: "ROUTE 1 CORRIDOR:" followed by "A PLAN FOR WASHINGTON BOULEVARD" on the next line.

ROUTE 1 CORRIDOR:
A PLAN FOR WASHINGTON BOULEVARD

COVID-19 AND THE OFFICE MARKET

According to the Washington Metropolitan Council of Governments, office space per worker (by square footage) will continue to decline due to hybrid/remote work policies that will decrease the demand, need, and space requirements for offices. Physical and programmatic office needs will vary by user, as some office sectors are more suitable to accommodate work at home while others require an office environment. Office users who require innovation, collaboration, and in-person knowledge sharing will continue to need space to facilitate that collaboration. Therefore, a healthy mix of office buildings distributed throughout the County is necessary for a strong economy. It will be necessary for Howard County to prioritize office development in the Route 1 Corridor post-Covid and to foster the types of amenity-rich activity centers that employees and companies demand.

Office brokerage firms like Cushman and Wakefield are forecasting that office vacancy globally will return to 2019 levels by 2025. Traditional office development should be targeted in the right locations, where placemaking and other amenities are present and adjacent land use impacts would not deter its development. Since the Route 1 Corridor is an important area that supports surrounding businesses and major employers, the County should ensure sufficient zoning for office and flex space is available to accommodate the growing cybersecurity industry throughout the Corridor in traditional office developments and mixed-use activity centers.



Commercial: Retail

Route 1 has not yet been able to attract significant private investment beyond industrial, warehouse, and multi-family development. Despite population gains over the past several decades, the Route 1 area lacks the full variety of retail and service options that other parts of Howard and surrounding Counties enjoy.

While the Corridor's retail inventory has grown to over 1.6 million square feet over the last 10 years, it has not kept pace with residential growth. The future of retail along the Corridor is uncertain and will largely be driven by new household demand and availability of land for larger retail developments. New housing units projected through 2040 will generate increased demand for retail goods and services, along with the respective space to support these businesses. Based on the current project pipeline and available zoning, the County expects 5,721 new housing units could be constructed and occupied within the Route 1 Corridor over the next 10 years. These households are projected to support over 440,000 square feet of new retail space through 2040.

RTE 1-1 Policy Statement

Support, retain, and grow the Route 1 Corridor's employment base.

Implementing Actions

1. Focus development and redevelopment incentives for industrial and manufacturing uses within the Corridor.
2. Integrate the goals of protecting, promoting, and expanding existing industrial uses outside targeted activity centers when updating Corridor programs and policies, to the maximum extent possible.
3. Promote development of new light industrial and flex spaces along Route 1 through guidelines, zoning updates, and county incentives. Establish a clear definition of flex spaces in the updated Zoning Regulations and identify optimal locations for them in the Corridor.
4. Ensure zoning updates rely on the Future Land Use Map to determine the appropriate zoning district.
5. Evaluate opportunities to repurpose underutilized land outside activity centers for large industrial users.
6. Ensure programs and measures to support and retain industrial and manufacturing uses in the Corridor are adequately funded in county operating and capital budgets.
7. Support innovative workforce training, certification programs, and apprenticeship opportunities for in-demand jobs in the Corridor (manufacturing, warehousing, transportation and logistics, and data center operations).
8. Target new retail development in the mixed-use activity centers to support the needs of new and existing residents in the Corridor.
9. Continue to accommodate a variety of office types for a variety of users throughout the Corridor.
10. Target new residential development in the mixed-use activity centers to support opportunities for traditional office development and balance residential and nonresidential growth.
11. Locate traditional office development in and adjacent to amenity-rich activity centers.
12. Evaluate multi-story facilities to expand capacity and employment growth.

21x8

Establishing Activity Centers to Foster Revitalization

The activity centers envisioned for Washington Boulevard in HoCo By Design are logical locations to concentrate new retail, service, and light industrial uses in the Corridor. These focal points for the community can foster the necessary conditions needed for retail success along Route 1 by providing high visibility from the road, strong vehicular traffic, and ease of access for target customers in the form of both walkability and parking. The Route 1 Corridor has younger population cohorts compared to Howard County as a whole—especially individuals 25 to 44 years old—and may provide different opportunities to create and capture new retail or service uses that support the needs of this demographic (which includes young professionals, recent graduates, and mid-level to management-level employees).

RTE 1-2 Policy Statement

Attract public investment in the Route 1 Corridor.

Implementing Actions

1. Evaluate establishing a redevelopment authority that can acquire, hold, and assemble land to kick-start reinvestment, including in proposed activity centers. The redevelopment authority should facilitate the orderly development of the Corridor and consider the following strategies:
 - a. Provide financial and technical assistance and resources to the Corridor's employment sectors to promote economic development and redevelopment.
 - b. Market the Corridor and focus on attracting growing business segments.
 - c. Serve as lead agency to eliminate blight in the corridor.
 - d. Facilitate revitalization in the Corridor, including accessing funding via state grants and other available tools.
 - e. Provide relocation assistance to heavy industrial businesses located in activity centers to be relocated to M-1 or M-2 Zoning Districts.
2. Evaluate property tax adjustments to attract private investment to the Corridor.
3. Consider tax reductions based on the added value resulting from a renovation.
4. Focus on providing tax benefit based on brownfield cleanup, a mix of uses, green building design, return on investment, location of investment, and the business segment of the tenant or project.
5. Pursue state grants to continue to fund investment opportunities in the North Laurel-Savage Sustainable Community.
6. Support new county and state designations for the Historic Communities in the Corridor for public investments, including a new Sustainable Communities designation for Elkridge.
7. Provide incentives for development that generates economic activity in locations that offer amenities and public transportation access.

RTE 1-3 Policy Statement

Foster revitalization in the Route 1 Corridor.

Implementing Actions

1. Establish activity centers as identified on the Future Land Use Map that will concentrate future residential, commercial retail, light industrial, and traditional office development.
2. Implement zoning changes to achieve the vision of the Corridor:
 - a. Evaluate the efficacy of existing industrial zoning districts.
 - b. Consider more flexibility.
3. Improve access to neighborhood services by connecting neighborhoods to retail in the Corridor.
4. Encourage land assembly to prevent piecemeal redevelopment and facilitate projects that are integral to the County's long-term development strategy.
5. Encourage property maintenance and the reduction of blight and consider the following:
 - a. Evaluate effective buffers between new and existing industrial/manufacturing sites and residential developments.
 - b. Evaluate nonconforming use processes and consider if a hearing is necessary to determine whether to grandfather a continuing pre-existing use.
 - c. Address nonconforming uses with relocation assistance or other types of assistance programs.

RTE 1-4 Policy Statement

Increase opportunities for reinvestment of commercial and industrial properties in the Route 1 Corridor to address blight through new and existing zoning tools and tax credits.

Implementing Actions

1. Consider modifications to the existing Route 1 tax credit program such as eliminating the prohibition on properties with residential units, increasing the credit, and focusing on targeted areas and transformative projects along Route 1.
2. Evaluate a façade improvement grant program for Elkridge and Savage.
3. Evaluate the implementation of a rehabilitation tax credit for the Route 1 Corridor for projects over \$100,000 in scale.

RTE 1-5 Policy Statement

Adopt new tools to enhance the Route 1 Corridor's competitiveness and attract new industries while working to retain existing businesses.

Implementing Actions

1. Work with the Howard County Economic Development Authority to evaluate small business grants and technical assistance options for the Corridor and tailor programs (such as business training programs, financing resources, and redevelopment incentives) to businesses and industries along the Corridor.
2. Provide educational resources to advise and guide local Howard County based businesses and minority, women-owned and disabled-owned business enterprises through the procurement process, vendor registration, and certification in the Howard County Local Business Initiative and Equal Business Opportunity Programs.
3. Partner with the Maryland Economic Development Corporation to bring new and innovative financing tools to the Route 1 Corridor.
4. Prioritize investment in non-auto-related land uses that front Washington Boulevard to maintain the roadway's attractiveness.
5. Coordinate support and retention programs with the Howard County Economic Development Authority and Office of Workforce Development.

Enhancing Placemaking and Design Standards in the Corridor

Though its definition varies, placemaking generally refers to community design that prioritizes the human experience as a pedestrian at street-level, with an emphasis on public spaces, building placement, and aesthetic that combine to impart a unique, inviting, and memorable feel. Great placemaking can be used to strategically shape the physical and social character of a place to spur economic development, promote social change, and improve the physical environment.

Historic resources are important contributors to the character of the Route 1 Corridor. In Elkridge, there is a juxtaposition of different transportation corridors representing evolving technology over time, including rail, secondary roads, and interstates. Historic landmarks and buildings in Savage, Elkridge, and Lawyers Hill help define a sense of place and special character (or brand) for parts of the Corridor. Historic Savage Mill and the employee housing immediately north of the complex are also a National Register Historic District (1975). The Lawyers Hill neighborhood is a designated National Register Historic District (1993) and Howard County Local Historic District (1994). The Elkridge Furnace Inn and the Thomas Viaduct are also listed on the National Register of Historic Places.

In addition to the gateway communities of Elkridge and North Laurel-Savage discussed earlier, there are several landmarks and destinations along the Route 1 Corridor that help create a sense of place and provide lasting memories that bring residents and visitors back to these destinations. Again, the Quality by Design chapter provides guidance on preservation recommendations for these communities and historic landmarks.

The County should leverage these historic assets within the broad vision for the Route 1 Corridor and build upon historic promotion and preservation efforts. Specific recommendations for Savage and Elkridge are outlined in the "Encouraging & Strengthening Historic Preservation" section of the Quality by Design chapter.

Recognizable Gateways along the Corridor

The Route 1 Corridor is home to important cultural and historical resources. Preserving the gateway communities of Elkridge and North Laurel-Savage is important. Their historic characters differentiate these communities from the rest of the land use patterns along Washington Boulevard.

One of the first ways to establish a defined character for the Route 1 Corridor is to distinguish it from neighboring areas with visual cues that indicate a new and different area. Gateway treatments should reinforce the brand identified in the Route 1 Corridor and stimulate private investment. Elements of a gateway treatment may include signage, landscaping, public art, streetscape improvements, or distinct building architecture.

To implement an effective gateway treatment strategy, the County and stakeholders should identify appropriate locations for improvements, prepare design concepts, reach out to local property owners, and identify available funding sources. Gateway treatments at bridge crossings for the Patuxent River and Patapsco River on Washington Boulevard should be a high priority for implementation.

Transportation Safety in the Corridor

Enhanced safety and connectivity are long-standing goals in the Route 1 Corridor. In 2009, Howard County updated the Route 1 Manual to include specific recommendations to increase safety for pedestrians and bicyclists, and to enhance accessibility and connectivity in the Corridor.

In 2018, in response to increases in pedestrian-related crashes and fatalities along Route 1, the Howard County Office of Transportation initiated a study of bicyclist and pedestrian safety, focusing on traffic hazard conflicts for pedestrians and bicyclists. The US 1 Safety Evaluation on Bicycle and Pedestrian Safety identified four focus areas based on historical crash trends and needs for improvement: the Laurel area (south of Whiskey Bottom Road), the Jessup area (around Guilford Road), the Elkridge area (north of Route 175), and the northern Elkridge area (around Montgomery Road).

The study found that 54 crashes along Route 1 involved a bicycle or pedestrian and that road and intersection designs contribute to unsafe conditions for pedestrians and bicyclists. The study found that excessively wide travel lanes, large turning radii, long pedestrian crossing distances, inadequate pedestrian refuge in some intersections, and poor signal timing for pedestrian crossings are some of the primary factors that lead to unsafe conditions. The US 1 Safety Evaluation recommended five immediate mitigation measures for intersection improvements at four locations (which were completed in the summer of 2022), in addition to new bike lanes in North Laurel and reducing the speed limit along Route 1 in Elkridge and Laurel from 50 mph to 45 mph. In response to the study's recommendations, the Office of Transportation and the Department of Public Works shifted the County's approach to bicycle facilities, as articulated in the Route 1 Manual. The shift in approach to a shared-use path from an on-road bike lane allows the delivery of a safer facility with less cost.

A safe system approach is recommended along the entire Route 1 Corridor. This approach identifies the link between priority crash types and the roadway contexts in which they most frequently occur. The system then prioritizes countermeasures that provide a solution to those crash types at the identified location types. This approach is innovative because it can prioritize locations that have a high propensity for crashes to occur even if crashes have not occurred there in recent years. Overall, the system proactively targets road safety improvements in high-risk locations where the most frequent and severe crashes could occur.

RTE 1-10 Policy Statement

Implement a safe system approach to transportation safety in the Route 1 Corridor.

Implementing Actions

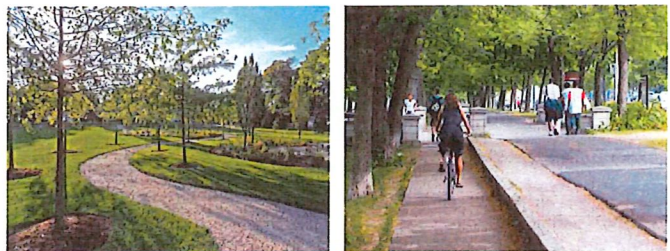
1. Implement a safe system approach along the entire Route 1 Corridor.
2. Provide a separated all-ages-and-abilities pedestrian and bicycle network in all new development and on Washington Boulevard. This network should include a system of separated bike lanes, shared-use paths, neighborhood routes, and safe intersections that allow everyone to feel comfortable and safe traveling in activity areas.
3. Conduct speed studies and evaluate opportunities to reduce posted and operating speeds.

Walking and Cycling in the Corridor

Since the adoption of PlanHoward 2030 in 2012, Howard County has committed to enhancing pedestrian and bicycle accessibility and connectivity. In 2019, Howard County adopted a Complete Streets Policy that aims to accommodate multiple travel modes in single transportation corridors, including Route 1. Goals for the policy include improved safety, more travel options, reduced transportation costs, improved access to goods and services, enhanced equity and access to transportation, and healthier communities. Following adoption of the policy, updates to the County's Design Manual were approved on February 7, 2020, to reflect and meet the policy's goals. The Complete Streets Design Manual guides the development and design of streets to improve safety and accessibility for all users, including bicyclists, pedestrians, and transit riders. To support the Design Manual, the County's Subdivision and Land Development Regulations will need to be updated so new development better supports the multi-modal transportation network.

Plans for targeted improvements to the Corridor's transportation system should consider the needs of walking and cycling for recreation and transportation in the Corridor. BikeHoward and WalkHoward recommend several Corridor improvements—such as separated bike lanes for the entire Corridor and multiple long-term crossing improvements—that can be accomplished as either capital projects completed by the public sector or capital projects completed by developers as a condition of zoning or site plan approval. Early focus should be placed on closing gaps in existing sidewalk or bicycle facilities that could easily expand the walkshed for important destinations in the Corridor. Improvements and expansions to the pathway and trail system in the Corridor, such as the Savage Mill Trail, Wincopin Trail, Patuxent Branch Trail, and Patapsco Regional Greenway, should be supported.

While BikeHoward and WalkHoward provide a path forward to advance new and upgraded infrastructure, a corridor-wide strategy and approach to accessibility that ensures safe access for everyone under the Americans with Disabilities Act (ADA) may also be helpful. The Maryland State Highway Administration's ADA Transition Plan provides a strategy for ensuring accessibility over time on state roads. Accessibility issues are found along the Corridor, such as noncompliant curb ramps and sidewalk gaps. Every project along the Corridor should be treated as an opportunity to improve accessibility.







MICKEY A. CORNELIUS
P.E., PTOE, RSP
Senior Vice President



Merging Innovation and Excellence®

“A Leader in Sustainable Transportation Solutions”

Mickey Cornelius, proudly one of the first certified Professional Traffic Operations Engineers (PTOE) in the nation, is a Senior Vice President of the firm, responsible for managing traffic engineering, transportation planning studies, and data collection activities. Mr. Cornelius was among the first professionals nationwide to receive the prestigious Road Safety Professional (RSP) Level One Certification, demonstrating proficiency in the foundations of road safety principles. He is experienced in many aspects of traffic engineering and transportation planning, including traffic analysis, traffic forecasting and associated modeling, geometric design, traffic signals and signal systems evaluation/design, parking and circulation, traffic calming, transportation systems management, and traffic data collection.

As a registered Professional Engineer, Mr. Cornelius has over 40 years of experience in the highway transportation and traffic engineering profession. His experience in both the public and private sectors has provided him with a broad range of expertise in his field. Mr. Cornelius has conducted over 2,000 traffic engineering studies and has served as a transportation planner for the development of Master Plans for both private firms and public agencies. His educational and professional background has qualified him as an expert in the field of traffic engineering and transportation planning before numerous State, County, and Municipal Courts, Planning and Zoning Boards, and Hearing Officers in multiple states.

Job History

2002 – Present *Senior Vice President*

1996 - 2002 *Vice President*

1987 – 1996 *Traffic Engineer*

The Traffic Group, Inc.

1984 - 1987

Traffic Engineering Consultant

Street Traffic Studies, Ltd.

1982 – 1984

Civil Engineer, Highway Construction

S.J. Groves and Sons

Educational Background

- **B.S. in Civil Engineering with emphasis in Transportation**
Pennsylvania State University
- **Traffic Engineering Courses**
 - Northwestern University Traffic Institute
 - Polytechnic Institute of New York

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE, PA, VA, NC, SC, UT
- Certified Professional Traffic Operations Engineer (PTOE)
- Certified Road Safety Professional (RSP)
- Institute of Transportation Engineers (I.T.E.)
- National Society of Professional Engineers (N.S.P.E.)

- County Engineers Association of Maryland (CEAM)
- American Society of Civil Engineers (ASCE)

Examples of places where Mr. Cornelius has testified as an expert witness

MARYLAND

- City of Annapolis - City Council
- Anne Arundel County - Board of Appeals; Zoning Hearing Examiner
- City of Baltimore - City Council; Planning Commission
- Baltimore County - County Review Group, Zoning Commissioner, Board of Appeals; Circuit Court; District Court; Administrative Law Judge
- Town of Bel Air - Planning Board; Town Commissioners; Zoning Hearing Examiner
- Carroll County – Board of Appeals; County Commissioners; Planning Board
- City of Bowie - Planning Advisory Board; Mayor and City Council
- Cecil County - Technical Advisory Committee
- Charles County - Board of Appeals
- Dorchester County - Board of Appeals
- Frederick County - Planning Board; County Commissioners; Board of Appeals
- Harford County – Zoning Hearing Examiner
- Howard County - Planning Board; Zoning Board; Board of Appeals; Hearing Examiner
- Town of Indian Head - Planning Commission

MICKEY A. CORNELIUS, P.E., PTOE, RSP
Senior Vice President

- Montgomery County - Planning Board; Zoning Hearing Examiner; Board of Appeals
- Town of North East - Planning Commission
- Prince George's County - Planning Board; County Council; Hearing Examiner
- Washington County - Board of Appeals
- City of Westminster - Mayor and Common Council
- Wicomico County - Board of Zoning Appeals

NEW JERSEY

- State Court of Administrative Law
- Cumberland County - Manchester Township Zoning Hearing Board
- City of Millville - Planning Commission

PENNSYLVANIA

- York County - Manchester Township Zoning Hearing Board
- Shrewsbury Borough - Planning Commission

NEW YORK

- Town of East Hampton - Planning Commission

VIRGINIA

- Town of Warrenton - Planning Commission; Town Council
- Town of Herndon - Planning Commission; Town Council

Mr. Cornelius' Representative List of Projects

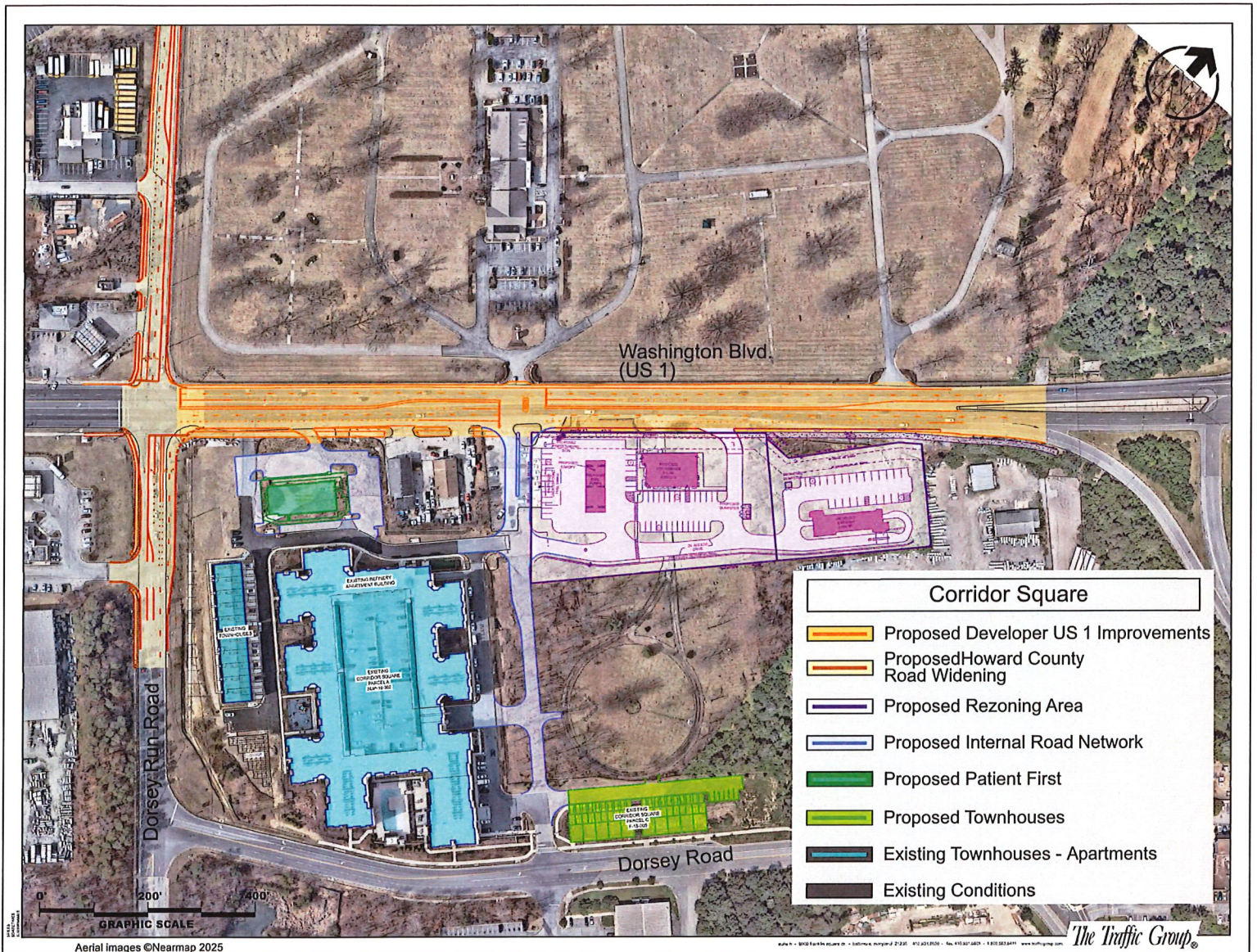
Bowie Town Center - Prince George's County, Maryland
Canton Crossing - Baltimore City, Maryland
Columbia Downtown Cordon and Travel Survey - Howard County, Maryland
Coppin State University - Baltimore City, Maryland
Festival at Bel Air - Harford County, Maryland
Festival at Waldorf - Charles County, Maryland
Fort Detrick - Frederick, Maryland
Fort Ritchie Master Plan - Washington County, Maryland
Foundry Row - Baltimore County, Maryland
Frederick County Corridor Studies - Frederick County, Maryland
Howard County Red Light Running Study - Howard County, Maryland
Johns Hopkins Medical Campus - Baltimore County, Maryland
Konterra - Prince George's County, Maryland
Maple Lawn Farms - Howard County, Maryland
MD 228 Corridor Study - Charles County, Maryland
Northrop Grumman - Anne Arundel County, Maryland

Owings Mills Boulevard Master Plan - Baltimore County, Maryland
Oxford Square TOD - Howard County, Maryland
Piney Orchard - Anne Arundel County, Maryland
Sheppard Pratt Hospital - Baltimore County, Maryland
Sinai Hospital - Baltimore City, Maryland
Towson University Master Plan - Baltimore County, Maryland
Turf Valley - Howard County, Maryland
Upper Chesapeake Hospital - Bel Air, Maryland
VCU Master Plan - Richmond, Virginia
Washington County Hospital - Washington County, Maryland
Waverly Woods - Howard County, Maryland
West Ocean City Transportation Study - Worcester County, Maryland

21.x3

Current Traffic Conditions





51.12.1



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Samantha J. Biddle
Acting Secretary
William Pines, P.E.
Administrator

October 3, 2025

Mickey A. Cornelius, P.E., PTOE, RSP
The Traffic Group
9900 Franklin Square Drive, Suite H
Baltimore MD 21236

RE: Howard County
US 1 (Washington Boulevard)
Corridor Square - Parcel B
MDOT SHA Tracking No: 19APHO009XX
Mile Post: 7.18

Dear Mr. Cornelius:

Thank you for the opportunity to review the Traffic Impact Study received on August 21, 2025, for the proposed Corridor Square - Parcel B development in Howard County. The State Highway Administration (SHA) review is complete and we are pleased to respond. SHA concurs with the report findings and will not require the submission of any additional traffic analyses.

Should you have any questions or require additional information, please contact Mr. Abdulwali Sherzai at 301-624-8153 or via email at ASherzai.consultant@mdot.maryland.gov.

Sincerely,

tonderayi allan kujenga
for
Andrew Radcliffe Jr., P.E.
District Engineer.

cc: Mr. Chad Edmondson, Deputy Director, Howard County Department of Planning and Zoning
Mr. Mark Levy, Owner/Developer, H&H Rock Companies, ElkrIDGE MD
Mr. James Witmer, Howard County Division of Engineering
Mr. Adham Abouassali, Traffic Engineer, SHA
Mr. Evan Hershman, Travel Forecasting and Analysis Division, SHA
Mr. T. Allan Kujenga, Assistant District Engineer-Traffic, SHA
Mr. Akim Mahadiow, Office of Traffic and Safety, SHA
Mr. Abdulwali Sherzai, Access Management, SHA
Mr. Anish Thomas, Regional Engineer, Access Management, SHA

EX.19

100

Brian Reetz, PLA, ASLA



Education

University of Wisconsin-Madison

00 Bachelor of Science in Landscape Architecture

Brian attributes much of his career success to his formative education at the **University of Wisconsin–Madison**, where he was immersed in a community of exceptionally talented thinkers and designers. This environment nurtured his curiosity, sharpened his design sensibilities, and positioned him to thrive in the professional world. His deep understanding of construction was further honed under the guidance of Shawn Kelly, whose mentorship equipped Brian with the technical confidence and real-world problem-solving skills needed to execute complex projects with precision. This foundation has become central to Brian’s approach — pairing bold ideas with the constructability and rigor required to deliver meaningful places.

Professional Registration

- 24 Washington DC - LAR40000020
- 04 Maryland 3179

Work Experience

Design Collective (Baltimore, MD)

- 19 Principal/Director of Landscape Architecture (12/2017 to present)
- 11 Senior Associate/Director of Landscape Architecture (11/2011 – 12/2017)
- 08 Associate/Director of Landscape Architecture (2/2008 – 11/2011)

Brian is a Principal and Studio Director of Design Collective's Landscape Architecture department, shaping public parks, urban plazas, streetscapes, and neighborhood open spaces that transform underutilized sites into vibrant community destinations. With just eight years of experience, Brian was hired to define and grow the firm's landscape architecture practice, and over the past seventeen years, he has built a studio fully integrated into the firm's DNA. His influence is evident throughout Design Collective's brand and Strategic Plan, reflecting a commitment to **design excellence, collaboration, and mentorship**.

Brian's work has earned **many prestigious awards**, including the **National ASLA 2025 Award of Excellence in Analysis & Planning** for his work on the Crownsville Memorial Park Master Plan and the **MD ASLA 2025 Honor Award & Traveling Award of Innovative Excellence** for City Hall Plaza. His projects blend **creative design with thoughtful programming**. Landmark projects such as **The Park at Rosemont (Chicago)**, **Rotunda Plaza (Baltimore)**, and **Unity Square (Salisbury)** showcase his ability to bring energy, activation, and community engagement to downtowns and neighborhoods.

Collaboration is central to Brian's approach. He works closely with local artists, placemaking specialists, lighting designers, museum historians, and event planners leading the team to ensure each project reflects its site's history, identity, and culture. From interactive water features and kinetic sculptures to nature play spaces and event pavilions, Brian's designs invite people to connect with both the space and each other.

Brian's leadership extends beyond design. He has helped **shape the interdisciplinary practice of Design Collective**, ensuring that landscape architecture is a driving force in the firm's approach to civic, cultural, and public space projects. His work consistently demonstrates that thoughtful, people-centered design can **revitalize communities, celebrate local heritage, and create spaces that are loved and used every day**.

Mahan Rykiel Associates (Baltimore, MD)

- 08 Associate Principal
- 04 Associate
- 00 Entry Level Landscape Architect

Brian's first eight years in practice allowed his strong technical background and deep interest in design and construction to make him a valuable and productive member of the Mahan Rykiel team. He quickly built trust through his technical expertise and collaborative approach, which led to his elevation into a design leadership role on large-scale international projects. This work took him across the globe—to China, Portugal, South Korea, Dubai, and Qatar—working on projects where he further developed his design skills, broadened his perspective on urban landscapes.

Teaching Assistant

- 97-99 Studio 160 Mechanical Engineering and Drafting Teaching Assistant

Brian's expertise in drafting became evident during his completion of **Mechanical Engineering 160**, a beginner engineering course at the University of Wisconsin–Madison. Having received rigorous training from his high school mentor and teacher, **Fred Reesburg**, Brian's skills quickly stood out. The following semester, he was invited to **teach the course to his peers**, guiding both aspiring engineers and landscape architects. Over the course of six semesters, Brian served as the lead instructor, sharing his knowledge and fostering technical excellence among students including UW Basketball great Kirk Penny. Topics such as drawings, design and 3D visualization, prior to the computer, were the main course topics.

Internships

- 99 **Internship: Mesa Design Group (Dallas, TX)**
Design Intern with a professional design + planning office
- 97-98 **Internship: Vandewalle Associates (Madison, WI)**
Design Intern with a professional planning office
- 96 **Internship: James O'Brien & Co (Chicago, IL)**
Design Intern with a landscape design build company
- 1994 **Summer Work: Kevin Young Builders**

Brian's internships and summer work laid the groundwork for his future success in landscape architecture, giving him a strong foundation in construction that he would later apply to his design practice.

Quote [Scott Rykiel, FASLA, Vice President Mahan Rykiel](#)

["Here's a guy that moved halfway across the country fresh out of the University of Wisconsin and immediately made his mark on the profession. He's the living definition of the midwestern work ethic.....He's a passionate, talented designer who is dedicated to the profession. He's a leader, family man, and a good friend."](#)

Professional Affiliations – ASLA National, WIASLA, MDASLA

Brian has been an active member of ASLA since his time as a student at the University of Wisconsin–Madison, where he first developed his leadership skills and was the student chapter president when the LABASH conference was held on campus in 1999. After moving to Maryland, he immediately engaged with the local chapter and went on to become the youngest chapter president in its history. Brian has remained active throughout his career, serving on design juries and mentoring board members. His eight-member team at Design Collective includes six former student chapter presidents—underscoring his commitment to cultivating leadership and advancing the next generation of landscape architects. Over the course of his career Brian has held the following positions and served on the following committees:

- 25 **Maryland ASLA Trustee (Current)**
- 23 Design Award Juror (Georgia Chapter)
- 18 Design Award Juror (North Carolina Chapter)
- 17 Design Award Juror (Texas Chapter)
- 06 Maryland ASLA Chapter Past-President
- 05 Maryland ASLA Chapter President
- 04 Maryland ASLA Chapter President-Elect
- 99 UW Madison Student Chapter President

During Brian's tenure as **MDASLA President**, he spearheaded a **youth movement** within the chapter and helped reinvigorate its operations—efforts that continue to make it one of the most active chapters in the United States, even **20 years later**. His initiatives included the creation of new board positions, such as **Public Sector Representative** and **Junior Professional Representative**, ensuring that previously underrepresented demographic groups had a voice in chapter leadership. In addition, Brian, along with his colleague **Om Khurjekar**, is responsible for the creation of MDASLA's first digital magazine, the **Embark Annual Awards Publication**, which celebrates and highlights local landscape architecture in the region.

UW Madison Landscape Architecture Alumni Board

Brian is an active member of the UW Madison Landscape Architecture Alumni Board serving as a professional representative during accreditation review.

Mentorship

25 University of Wisconsin Madison - Caleb Joshua Alles (Virtual)

Quote Luis Bernardo, FAIA

“Brian has been a treasured colleague for over 15 years. I can say without hesitation that he is a natural leader, an extraordinarily talented designer, and a generous, gracious collaborator. His high standards for everything he touches, combined with an open-minded approach, consistently result in elegant solutions in our built environments.”

Publications

25 /26 Landscape Architecture Magazine (**Coming Soon**)

Crownsville Memorial Hospital Master Plan

2025 Building Congress & Exchange Newsletter (August 22, 2025)

Museum projects merge history, technology and unique design

<https://www.bcebaltimore.org/?s=railroad>

2025 Building Congress & Exchange Newsletter (June 23, 2025)

Making a Splash

<https://www.bcebaltimore.org/?s=making+a+splash>

2024 Building Congress & Exchange Newsletter (August 9, 2024)

Project Profile: Unity Square

<https://www.bcebaltimore.org/news/latest-news/project-profile-unity-square/>

2022 Urban Land Magazine

Solution File: Courtyard Commons creates Community

<https://urbanland.uli.org/development-business/courtyard-commons-creates-community>

2019 Landscape Architecture Magazine

Playing In the Rain

https://landscapearchitecturemagazine.org/2019/07/25/playing-in-the-rain-garden/?mc_cid=daf3240100&mc_eid=391bdf2f6f

2019 NAIOP

One Merriweather: Under the Boardwalk Deck: A stormwater-management project shows how practical solutions to the problem of runoff can be aesthetically pleasing and useful, too.

<https://www.naiop.org/research-and-publications/magazine/2019/fall-2019/business-trends/one-merriweather-under-the-boardwalk/>

2015 Talking Stick

Adding Value Through Landscape: Landscape architecture works together with building architecture to give a university campus a sense of place.

Quote Vernon Hustead, ASLA, Past President MDASLA

“Brian was a natural leader for our chapter and one of the youngest to take on the role of Presidency. Brian had vision, the passion and tenacity to lead the chapter to reach new heights.”

Speaking

2026 NRPA National Rec and Park Association Conference, Philadelphia

From Plan to Paint: Building an Equitable, Art Forward Vision for the BLC Civic Plaza

2026 NDC The Vision is Yours Conference

Crownsville Hospital Memorial Park: Reconnecting History and Community Through Design

2026 Mid-Atlantic Association of Museums, Baltimore

B&O Railroad Museum: Reducing barriers and reconencting with the community

2025 ASLA National Conference, New Orleans

Crownsville Hospital Memorial Park: Reconnecting History and Community Through Design

2025 Doors Open Baltimore

Rotunda History and Site Tour

2024 4th International Placemaking Week, Baltimore, MD

Crafting Contextually Appropriate Open Spaces: Embracing Community Identity through Placemaking (Rotunda, B&O Railroad Museum, College Park City Hall Plaza)

2022 MDASLA Awards Banquet Panelist

The Future of Landscape Architecture

Significant Works

The following works are not exhaustive but provide a synopsis of the most influential projects to which Brian has contributed throughout his career. Each reflects his **design leadership, project management expertise, and commitment to creating meaningful, enduring public spaces** that enrich their communities.

Quote 2025 ASLA National Awards Jury – Crownsville Hospital Memorial Park

“A national model for how we can redevelop sites with deep and difficult histories that is respectful of how to carry those histories into the future with great care and dignity across both landscape and building program.”

Crownsville Memorial Hospital – Crownsville, Maryland

- National ASLA, Award of Excellence in Analysis and Planning
- ASLA Potomac, Presidents Award of Excellence for Social Impact
- ASLA Maryland, Honor Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design and master planning for the Crownsville Memorial Hospital grounds, transforming a historically sensitive site into a contemplative, educational, and community-focused campus. The project honors the site’s complex history while introducing accessible, safe, and flexible spaces for reflection, wellness, and public programming.

Central to the plan is the Path of Reverence, a thoughtfully designed circulation network that connects key memorial elements, interpretive spaces, and green areas. Brian guided the integration of educational gardens, walking trails, and healing landscapes, balancing historical preservation with opportunities for active engagement, interpretation, and outdoor learning. The plan also incorporates sustainable stormwater management, native plantings, and resilient site design, ensuring long-term ecological stewardship.

Through Brian’s leadership, the project creates a lasting civic and cultural legacy, addressing mental health awareness, community education, and historical storytelling. The Crownsville Memorial Hospital Master Plan has been recognized with the ASLA National Award of Excellence, affirming its design excellence, sensitivity, and transformative impact.



Blue Line Civic Plaza – Largo, Maryland (To be completed Dec 1 2025)

Design Leader / Landscape Architecture Lead

Brian led the design of a \$7 million public open space at the W.K. Curry Administration Building parking lot, transforming a 1.2-acre site into a premier civic plaza anchoring the Blue Line Metro Corridor at Largo. Working with Design Collective, J. Vinton Schafer (D-B contractor), and the Maryland Stadium Authority, Brian guided all aspects of the project from concept to construction.

A three-step community engagement process informed the design, combining input sessions, alternative concept presentations, and refinement into a preferred plan. The resulting design reflects the community's desire for a flexible, dynamic gathering place that accommodates large events such as farmers markets and art fairs, while supporting small, spontaneous gatherings and play.

The plaza is fully ADA accessible and inclusive, with amenities for all ages: a playground, dog park, adult swings, covered pavilions, an event lawn and stage, outdoor seating, and the Free Speech Frame for public interaction. Sinuous pathways and a bold painted ground mural celebrate the community's cultural identity, complemented by "Perennials Prince George's", a site-specific art installation in collaboration with the Prince George's Arts and Humanities Council and local artist Anaitte Vaccaro.

Under Brian's leadership, the plaza establishes a vibrant cultural and civic hub, fostering social interaction, artistic expression, and community pride, creating a lasting legacy for Prince George's County.

B&O Railroad Museum – Campus Master Plan & Phase I/II Improvements (To be completed Fall 2026)

Design Leader

As Design Lead, Brian guided the B&O Railroad Museum through a transformative campus master plan and the implementation of Phase I and II improvements—repositioning the museum as a major cultural anchor for the Pigtown neighborhood.

A central component of the plan is the 50,000 SF renovation of the South Car Works Building, reimagined from a maintenance facility into a new visitor gateway with food services, a gift shop, classrooms, archives, rental spaces, and a next-generation exhibit hall. This \$30M effort reframes the campus narrative while strengthening its connection to the story of American railroading.

Brian also led the design of the CSX Bicentennial Plaza, funded through a \$5M gift from CSX. The plaza and amphitheater convert a former maintenance yard into an inviting civic space that reorients the museum entrance and welcomes both visitors and the surrounding community. Rail-inspired paving patterns, terraced stone seating, and integrated green infrastructure connect the site's history with its contemporary identity.

Phase II creates the museum's new "Backyard," transforming an asphalt-and-gravel area into a flexible lawn, curated plantings, a custom train-themed playground, a consolidated model train garden, and shaded seating under a bosque of trees and festoon lighting.

Unity Square – Salisbury, Maryland (Completed May 2024)

Design Leader / Prime Consultant

As Design Leader and Prime Consultant, Brian directed the transformation of a ½-acre city-owned parking lot into *Unity Square*—Salisbury's first true downtown gathering space for cultural, spontaneous, and seasonal events. He led a multidisciplinary team including fountain, lighting, civil, structural, MEP, and cost consultants to bring this long-envisioned public space to life.

Informed by extensive collaboration with city stakeholders, Brian's design created a 100% ADA-accessible, flexible-use square that supports concerts, markets, festivals, food trucks, and everyday community use. Features include an interactive pop-jet fountain, a children's nature play area, a shared street connection with flush curbs and decorative paving, and "All Together," a community-inspired sculpture by local artist Bill Wolff.

Opened in May 2024, Unity Square has quickly become a downtown focal point—revitalizing adjacent businesses, strengthening community identity, and providing Salisbury with a vibrant, inclusive public heart.

College Park City Hall & Civic Plaza – College Park, Maryland

- ASLA Maryland, Traveling Award for Innovation Excellence (The Flamingo)
- Iconic Building Award, USGBC's US Local Market Leadership Awards – DC, MD, VA

- Excellence in Design: Public Building of the Year Award (Institutional Architecture), AIA Maryland Chapter

Design Leader / Landscape Architecture Lead

As Design Leader, Brian guided the transformation of a 1.2-acre, city-owned block along Baltimore Avenue into the new College Park City Hall and Civic Plaza—a vibrant public space that redefines the city’s urban core. Former one-story retail buildings were replaced with a civic hub that integrates architecture, landscape, and public life.

Under Brian’s leadership, the plaza was designed to foster social interaction, enhance walkability, and strengthen civic identity. The flexible space accommodates concerts, markets, outdoor dining, and community events like Friday Night LIVE! and the Holiday Tree Lighting, bringing daily energy and vitality to downtown.

The design incorporates visible green infrastructure, including native planting bioretention areas, pervious paving, and rainwater planters that showcase sustainable urban design. Together, these systems improve stormwater management and serve as educational tools that reinforce the city’s environmental commitment.

Through Brian’s direction, the project transformed an underutilized property into a welcoming, inclusive civic destination—a lasting model of how thoughtful urban design can strengthen community identity and downtown vitality.

Arrowwood – North Bethesda, Maryland

- ASLA Maryland, Merit Award
- AIA Maryland Honor Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design for Arrowwood, a 294-unit multifamily residential building developed by LCOR near the White Flint Metro station. His team integrated architecture and landscape to create a welcoming public green, a private residential courtyard, and outdoor amenity spaces including fireplaces, fountains, grilling areas, and seating to support social engagement.

The project demonstrates thoughtful site design within a larger mixed-use development, fostering connectivity, placemaking, and high-quality urban living. **Arrowwood was featured in *Urban Land*** for its innovative approach to integrating public and private spaces. Under Brian’s leadership, the project also received an **ASLA Maryland Merit Award (2021)** and **AIA Maryland Honor Award (2022)** for design excellence.

City County Building Plaza – Indianapolis, Indiana-County Building Plaza – Indianapolis, Indiana

- ASLA Maryland, Honor Award

Design Leader / Landscape Architecture Lead

Brian, as design lead, guided the winning entry by Design Collective in the national design competition for the 1.94-acre plaza at the south side of the City-County Building in downtown Indianapolis. The competition drew 23 design teams and culminated in the selection of the firm's proposal for its innovative mix of civic, active, and garden zones.

The concept reimaged the space as downtown's "new backyard," featuring amenities such as a splash park/ice rink, café and outdoor seating, flexible lawn areas, game zones, and an outlined footprint of the former Marion County Courthouse embedded in the ground plane.

Under Brian's direction, the design sets a benchmark for inclusive urban public space: flexible for large events and everyday use, visually legible, and rooted in the site's history while encouraging year-round activation.

The Park at Rosemont – Rosemont, Illinois

- ASLA Maryland, Merit Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design for The Park at Rosemont, transforming a prominent site in the Chicago suburbs into a vibrant, year-round public space and entertainment hub. Anchored by a 200,000 sq ft mixed-use complex with dining, live music, and entertainment venues, the project introduced a signature great lawn and event plaza that hosts festivals, concerts, ice skating in winter, and seasonal activations.

Under Brian's leadership, the design includes a flexible open field, integrated lighting and seating, and adaptive event infrastructure—creating a welcoming "town green" atmosphere within an entertainment district. The Park at Rosemont has become a destination that supports both everyday community use and large-scale public gatherings, reinforcing the village's identity and enhancing regional connectivity.

The Plaza at Livingston Campus – Piscataway, New Jersey

- ASLA Maryland, Merit Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture vision for The Plaza at Livingston Campus, creating a central open-space hub that anchors the campus social, dining and retail experience. Situated at the heart of Rutgers' Livingston Campus, the Plaza brings together student life, commerce and public gathering into a unified outdoor space.

Under his leadership, the design emphasizes accessibility, flexibility and vibrancy—supporting week-long, semester-long and seasonal programming including retail activation, outdoor dining, and student

social events. The transformation has helped the campus cultivate a strong sense of place and connectivity among students, faculty and visitors alike.

100 Light Street – Baltimore, Maryland

- ASLA Maryland, Honor Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture redesign of the “Lumen Plaza” at 100 Light Street—transforming a formerly uninviting rooftop-plaza above a parking garage into a lush, elevated urban garden and outdoor destination. His team repurposed architectural elements, including oversized granite railings and glass fins, to craft raised planters, seating walls, and illuminated pylons that anchor the site to Baltimore’s Inner Harbor. The project integrated specimen trees, a pristine lawn panel, and a trellis to humanize scale and invite pedestrian activity, culminating in recognition by the Maryland Chapter of the ASLA with an Honor Award.

The Rotunda – Baltimore, Maryland

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design for the urban, mixed-use redevelopment of The Rotunda, a historic 1920s building and vibrant center for Baltimore’s Roland Park neighborhood. The project expanded retail from 100,000 SF to over 200,000 SF, renovated 150,000 SF of office space, added 379 market-rate residential units, and included 997 structured parking spaces.

At the heart of the redevelopment is a one-acre central plaza designed to foster social interaction, family activity, and community events. Brian guided the design of a flexible turf panel, interactive children’s fountain, pop-up retail kiosks, and diverse seating arrangements, complemented by ambient string lighting and programmable event infrastructure. The plaza supports farmers markets, concerts, jazz brunches, family movie nights, and other civic gatherings, providing an inclusive, vibrant urban public space that activates the surrounding development.

Pope John Paul II Prayer Garden – Baltimore, Maryland

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design for the Pope John Paul II Prayer Garden, creating a serene and contemplative space that fosters reflection, community gathering, and spiritual connection. The design transforms a previously underutilized site into a meditative garden experience, carefully integrating pathways, seating, and plantings that guide visitors through moments of prayer and contemplation.

Key features include intimate gathering areas, shaded walkways, sculptural elements, and symbolic plantings that honor the legacy of Pope John Paul II while creating a welcoming environment for all ages

and abilities. Brian directed the integration of accessible circulation, durable materials, and sustainable planting strategies, ensuring the garden is both functional and enduring.

Through Brian's leadership, the Prayer Garden has become a spiritual and civic landmark, providing a meaningful outdoor space for reflection, ceremony, and community engagement within Baltimore's urban fabric.

Charles Center Plaza – Baltimore, Maryland

- ASLA Maryland, Merit Award

Design Leader / Landscape Architecture Lead

Brian led the landscape architecture design for Charles Center Plaza, an on-structure plaza that revitalized a prominent downtown Baltimore site into a dynamic public gathering space balancing historic context with contemporary urban life. His design was selected through an open design competition, highlighting its innovation and excellence.

The project transformed underutilized hardscape areas into a flexible civic space suitable for everyday use, special events, and cultural programming. Key features include open lawn areas, movable seating, integrated lighting, and water features, fostering social interaction, casual recreation, and community events.

Through Brian's leadership, Charles Center Plaza has become a vibrant downtown destination, supporting public life, events, and cultural activation while enhancing Baltimore's urban identity.

Awards

2025

College Park City Hall

- **ASLA Maryland, Traveling Award for Innovation Excellence (The Flamingo)**
- ASLA Maryland, Honor Award

Crownsville Hospital Memorial Park Master Plan

- **National ASLA, Award of Excellence in Analysis and Planning**
- ASLA Potomac, Presidents Award of Excellence for Social Impact
- ASLA Maryland, Honor Award

Damascus Placemaking Plan

- ASLA Maryland, Merit Award

2024

College Park City Hall:

- **Iconic Building Award, USGBC's US Local Market Leadership Awards – DC, MD, VA**

2023

Bailey Park

- Merit Award, ASLA Maryland Chapter Awards

Blue Line Corridor

- Merit Award, ASLA Maryland Chapter Awards

Brian Reetz

- **Mid-Career Award, ASLA Maryland Chapter Awards**

2022

College Park City Hall

- **Excellence in Design: Public Building of the Year Award (Institutional Architecture), AIA Maryland Chapter**

Arrowwood

- Excellence in Design: Honor Award (Mixed-Use Development), AIA Maryland Chapter

2021

Arrowwood

- Arrowwood, MD ASLA Merit Award in Residential Design (Multifamily)

2019

University of the Sciences

- GBAC Best Green Space

2016

Rotunda

- Best Adaptive Use, Baltimore Market, Delta Associates 20th Annual Multifamily Awards

The Park at Rosemont

- ASLA, Maryland Chapter, Merit Award

University Livingston Campus

- ASLA, Maryland Chapter, Merit Award

2013

100 Light Street

- Virginia Society AIA, Inform Award for Landscape Architecture

2012

100 Light Street

- ASLA, Maryland and Potomac Chapters, Honor Award

Existing Conditions

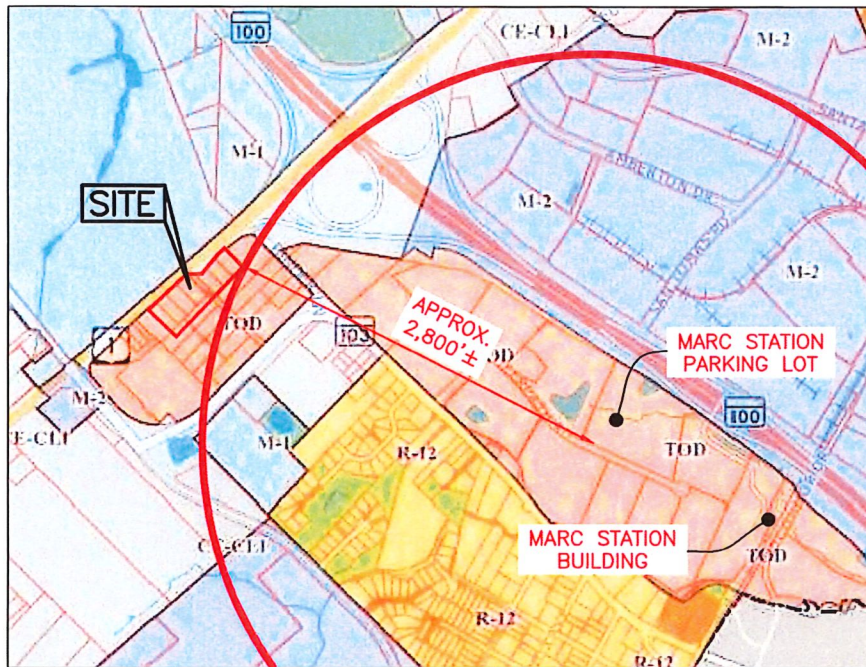


Ex. 21

15.28

Proposed Conditions





CORRIDOR REZONING
DISTANCE EXHIBIT

(ZONING SITE TO NEAREST MARC STATION PARKING LOT)

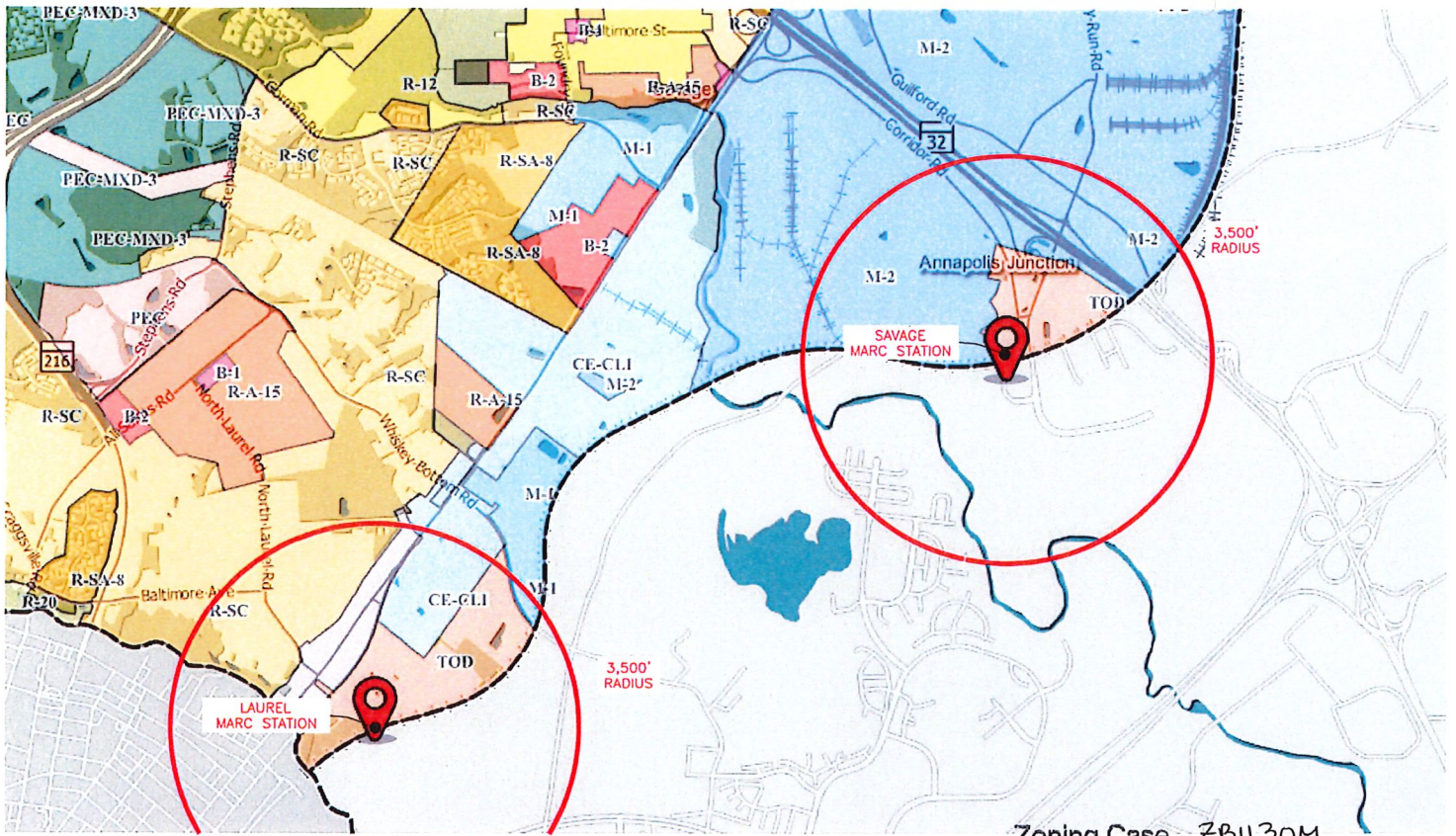
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Zoning Case ZB1130 M

Applicant/Protestant

Exhibit # 22 Date 2/26/2026



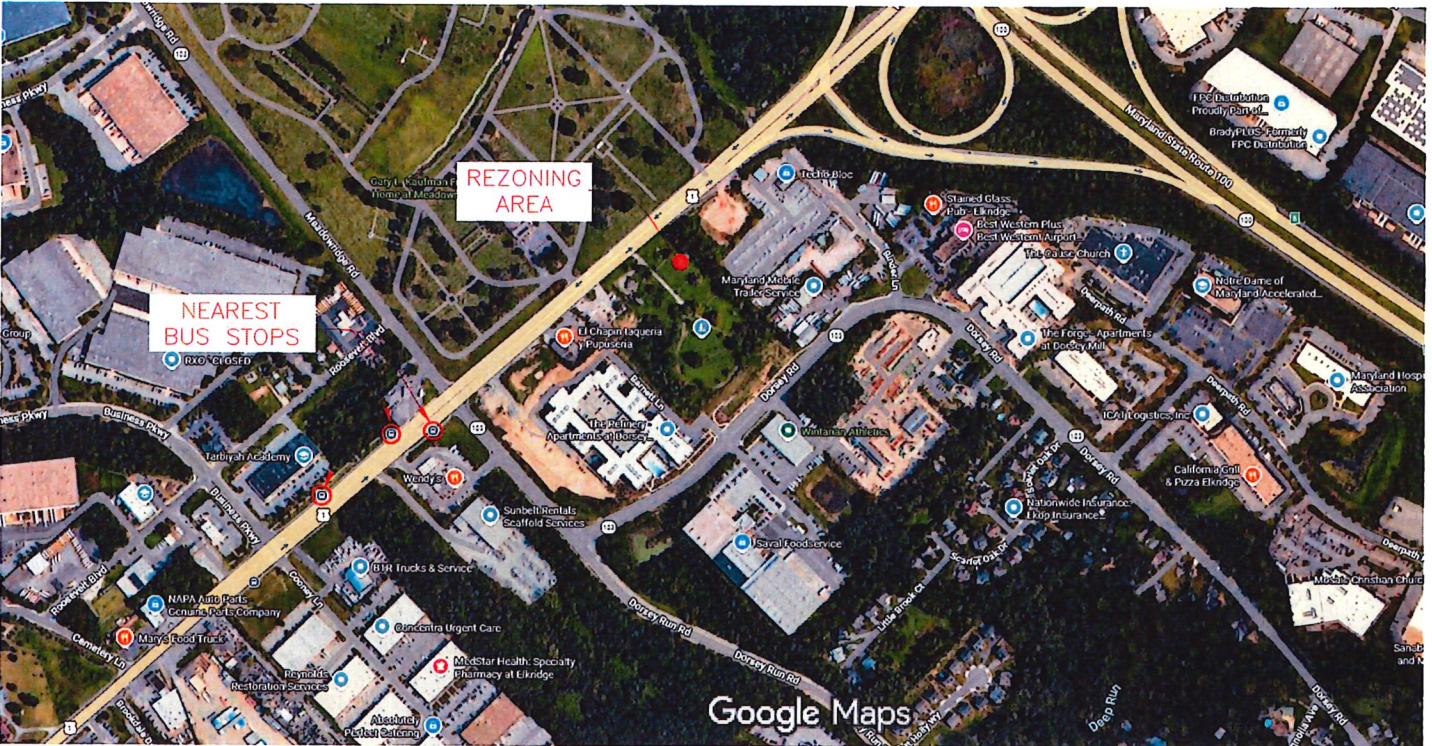


Zoning Case ZB1130M

CORRIDOR REZONING
MARC STATION TOD EXHIBIT
NTS

Applicant/Protestant

Exhibit # 23 Date 2/26/2026



Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026 Google 200 ft

CORRIDOR REZONING
 DISTANCE EXHIBIT
 (NEAREST BUS STOP LOCATIONS, 1,000'±)

NTS

Zoning Case 2B1130M

Applicant/Protestant

Exhibit # 24 Date 2/26/2026

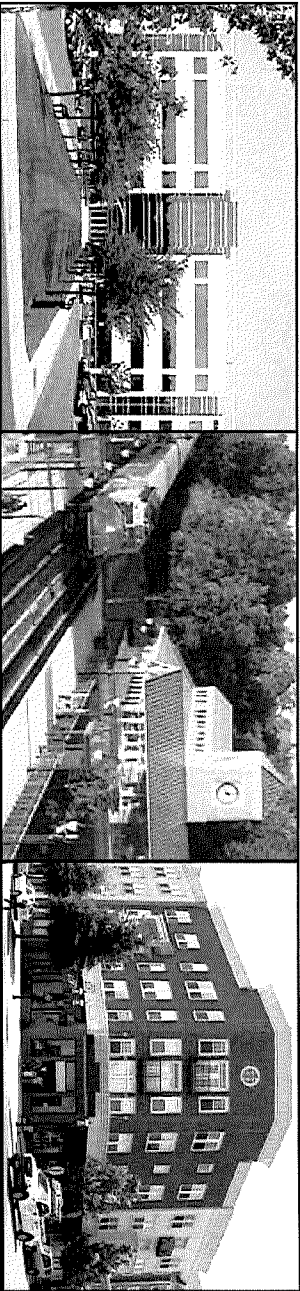


CORRIDOR REZONING
 WALKING EXHIBIT
 (ZONING SITE TO NEAREST MARC STATION PARKING LOT, 6,860'±)
 NTS

Zoning Case ZB1130M

Applicant/Protestant

Exhibit # 25 Date 2/26/2026



Corridor Employment

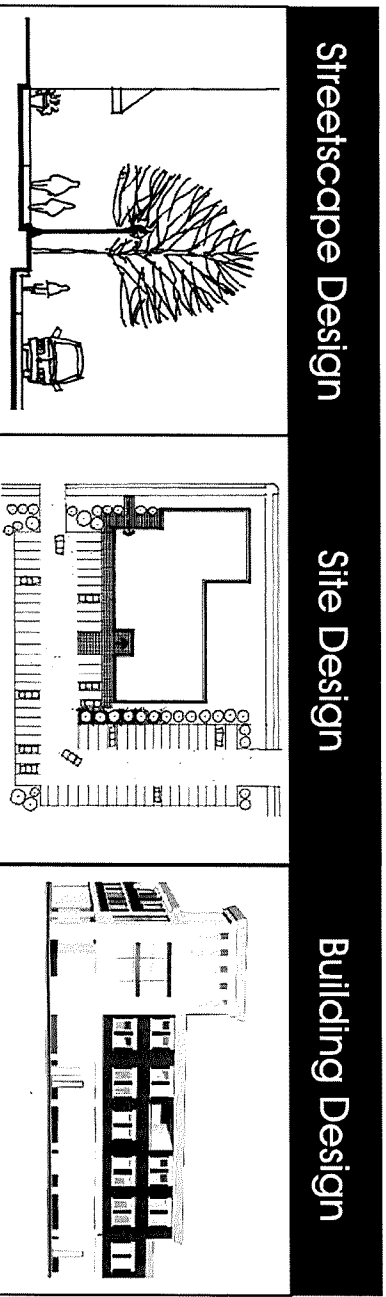
Transit Oriented
Development

Corridor Activity Center

ROUTE 1 MANUAL

Howard County, Maryland

July 2009



Streetscape Design

Site Design

Building Design



County Executive

Ken Ulman

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1

INTRODUCTION

Purpose: This chapter provides an overview of the Manual and its purpose. The Introduction also describes the context for creating three new zoning districts. The new districts set out land use patterns that have a more urban character than currently exists in the corridor. This new character should provide a more efficient use of land and, in specific portions of the corridor, create a concentration of mixed uses that promote economic development and are pedestrian-oriented. Because the intent is to establish a more urban character in the corridor, the Manual augments the Zoning Regulations by more fully describing the desired characteristics of the new districts. This chapter also includes a summary of the key land use objectives and design concepts that are the basis of the requirements and recommendations in this Manual.



Figure 1.1. Before: Current land use patterns in many corridor locations exhibit a hodgepodge of uses, underutilized properties and inconsistent streetscape design.

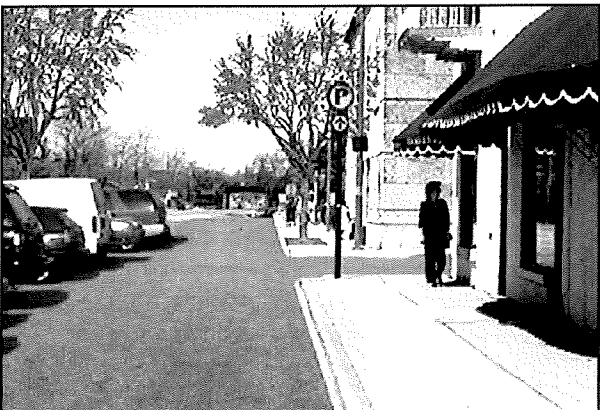


Figure 1.2. After: This Manual provides guidance for achieving the land use visions of the Route 1 Corridor Revitalization Study.

Foreward

The revisions to the Manual add clarification to certain requirements and recommendations listed in the Manual. The practical application of these requirements and recommendations and also the completion of Maryland State Highway Administration's US 1 Corridor Improvement Strategy with its recommendations spurred the update of the Manual.

Background

Howard County's Route 1 corridor has been aging and showing signs of neglect (Figure 1.1). Revitalizing this significant commercial, industrial and residential corridor, which is defined as all property in the County located east of Interstate 95, is important not only to the corridor's residents and businesses, but also to the future growth of the entire County. Revitalization means improving opportunities for new and expanding corridor businesses and promoting redevelopment of older businesses seeking to renovate and adapt for the current market. The need to enhance and expand housing opportunities in the corridor is acknowledged by providing opportunities for added housing in specific locations in the corridor and allowing housing in mixed-use districts.

General Plan 2000 established the need for the revitalization of the County's older communities. The Plan established policies and actions for community conservation and enhancement, and for balanced and phased growth that affect the corridor. Just as

the Plan has a 20-year horizon, redevelopment of the corridor, using the requirements and recommendations in this Manual, will also need a 20-year or longer time period.

The revitalization process began with a two-part study conducted by the Department of Planning and Zoning and a citizen's advisory task force appointed by the County Executive. Two Route 1 corridor workshops, open to all interested citizens, solicited the participants' visual preferences for the physical development of the corridor and expectations on likely changes in the corridor. Using their firsthand knowledge of the corridor and the results from the workshops, the

Task Force made recommendations for the corridor (Figure 1.2). These recommendations are listed in the Phase 1 and Phase 2 Reports of the Route 1 Corridor Revitalization Study. These Reports are available on the County's Web site at www.howardcountymd.gov by selecting Departments > Planning and Zoning > Community Planning > Route 1 Corridor Revitalization, and from the Department of Planning and Zoning's public service counter.

One of the significant recommendations of the Phase 2 Report seeks to change land use patterns in portions of the corridor. To implement this recommendation, in 2004 the County's Comprehensive Zoning estab-

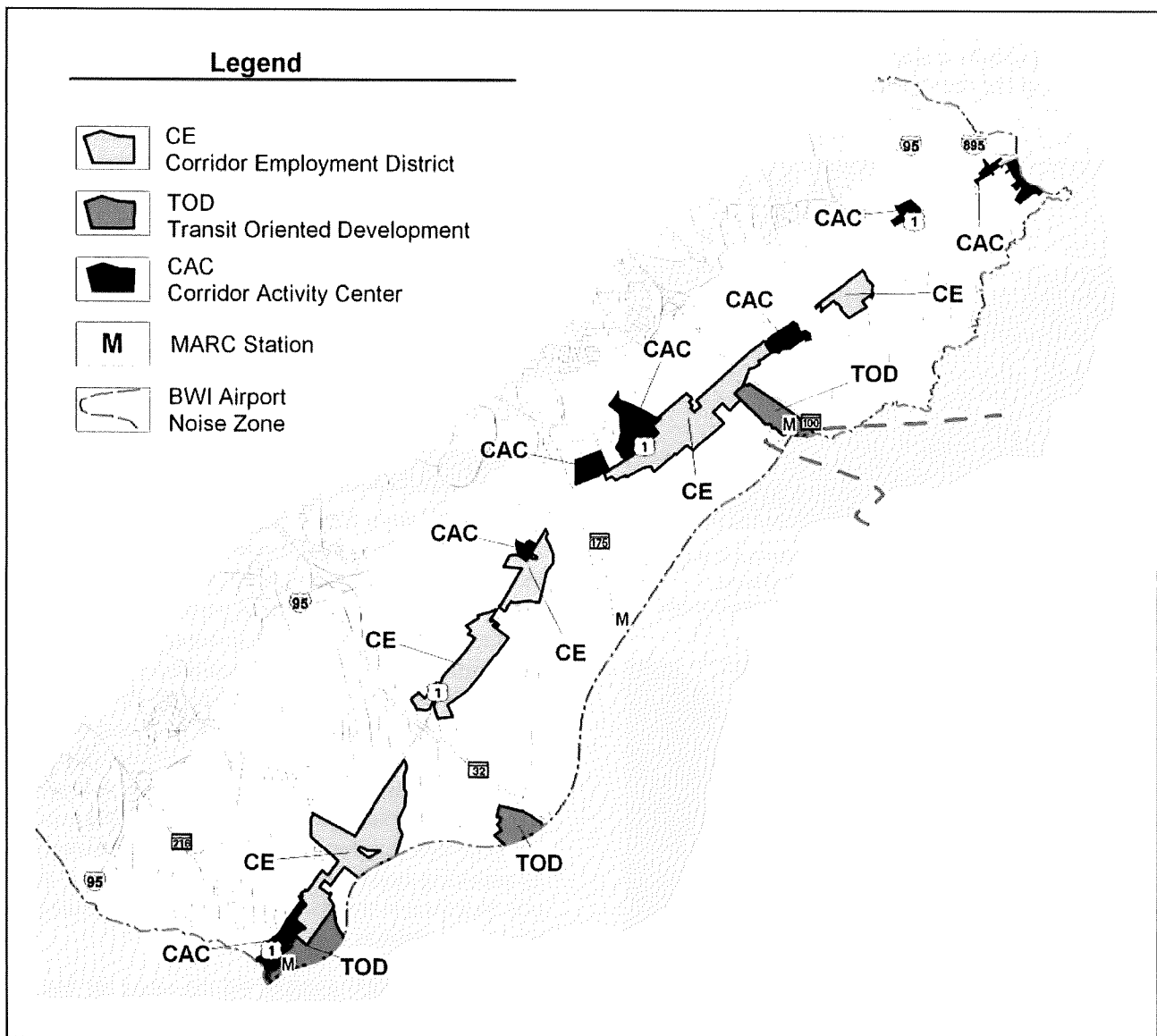


Figure 1.3. The corridor zoning districts: the CE Districts line much of the corridor; the TOD Districts are focused around three key MARC stations and the CAC Districts are located in the northern, central and southern portions of the corridor, at Elkridge, Jessup and North Laurel.

lished three corridor-specific zoning districts: the Corridor Employment (CE) District, the Transit Oriented Development (TOD) District and the Corridor Activity Center (CAC) District. These districts promote new land use patterns to better utilize the land and concentrate various uses (Figure 1.3). In addition, the Continuing Light Industrial (CLI) Overlay District was created as a companion to the CE and CAC Districts. The intent of this overlay district is to encourage new land use patterns while still accommodating the existing industrial developments on properties in the CE and CAC Districts.

Only a portion of the corridor has been rezoned using the corridor districts. Substantial areas of M-1 (Light Manufacturing) and M-2 (Heavy Manufacturing) zoning remain. Commercial retail uses (B-1 and B-2) are still provided in a few places in the corridor. Thus, the corridor will remain the location for a wide range of land uses. Although portions of the Route 1 corridor will be transformed using these corridor districts, many of the existing industrial and retail land uses will continue.

Purpose

The Route 1 Manual implements the Zoning Regulations. The Manual provides direction for preparing subdivision and site development plans for properties in the CE, TOD and CAC Districts. The Manual's intent is to enhance the image and functioning of the Route 1 corridor through clearly articulated site design and building design requirements and recommendations that apply to these three corridor districts. Beyond site design and building design, the Manual also has streetscape requirements and recommendations that apply not only to the three corridor districts, but also to properties in other zoning districts, such as B-1, B-2, M-1 and M-2, that are located adjacent to Route 1.

The purpose of this Manual is to present requirements and recommendations to:

1. Improve the visual appearance of the corridor's streetscape.
2. Enhance the appearance and value of developments in the Route 1 corridor.
3. Establish the desired design character for new developments in the CE, TOD and CAC Districts.

4. Clarify how the Route 1 design requirements and recommendations affect the renovation and expansion of existing uses.
5. Achieve better land use and function by using land more intensively and efficiently.
6. Increase the safety of pedestrians and vehicular traffic, enhance pedestrian accommodations and connectivity, and improve pedestrian and vehicular access to shopping, services, housing and employment.
7. Promote the use of transit and alternative modes of transportation, such as bicycles.

This Manual provides illustrations of the design requirements and recommendations for mixed land uses that are envisioned in the three corridor zoning districts. These graphics and illustrations are intended to help property owners, developers and residents better understand how the proposed changes differ from the existing development patterns. At the same time, they will help guide County reviewers in analyzing development proposals.

Authority

The Howard County Zoning Regulations and Zoning Map establish the authority and basis for this Route 1 Manual. The Howard County Zoning Regulations, Subdivision and Land Development Regulations, Landscape Manual, Forest Conservation Manual and Design Manual establish site development requirements within the County. The Howard County Sign Code establishes the requirements for installing signs. These documents establish minimum requirements. This Manual establishes additional requirements and recommendations to achieve the design standards for the corridor zoning districts. Where the requirements of the Route 1 Manual exceed or are more restrictive than those of other documents, the requirements of this Manual shall apply.

State agencies also have jurisdiction and authority over development within the corridor. The State Highway Administration establishes requirements for right-of-way design and site access on State highways. The Maryland Aviation Administration establishes requirements for development within the BWI Airport height and noise zones.

In June 2008 the County Council approved the establishment of a Design Advisory Panel (DAP). The Panel's purpose is intended to encourage excellence in

architecture and site design, to improve design compatibility with surrounding development, to promote revitalization and to enhance property values. Comprised of design professionals, the Panel reviews and makes recommendations for development projects in the Route 1 Corridor.

DAP review is mandatory for all projects in areas where there is a design manual, such as the Route 1 Manual, that is adopted by the County Council. DAP review precedes the normal plan review process to allow the Panel's recommendation to influence the design of the development project at the earliest opportunity. Only a pre-submission community meeting, if required, comes before the DAP review. Subtitle 15 of the Subdivision and Land Development Regulations describes the Design Advisory Panel's functions and procedures.

Required Submission Materials

All plan submissions, beginning with the initial subdivision or site development plan, shall show all applicable streetscape, site and building designs responding to this Manual's requirements and recommendations. To show building design, schematic architectural elevations must be included on subdivision or site development plans, as applicable.

To provide context, the initial plan submissions shall include a vicinity analysis of the area within at least one-half mile radius of the development project. This analysis should include a map showing the locations of significant activity generators (such as employment, civic and retail centers and residential neighborhoods) and transit stops. Pedestrian, bicyclist and vehicular circulation should be shown on the map to identify links between the proposed development and the activity generators.

Corridor-Wide Objectives and Concepts

The character of the corridor is diverse and includes a rich mix of uses that have evolved over time. Although diversity is to be encouraged and celebrated, this Manual identifies land use objectives and design concepts that can establish a cohesive new vision and encourage better use of the land. Because the corridor has been showing signs of aging and neglect, many of the objectives are focused on transforming the negative characteristics. At the same time, the objectives and concepts also outline a strategy that



Figure 1.4. Expansion of employment uses will contribute to the economic health of the corridor and the County.

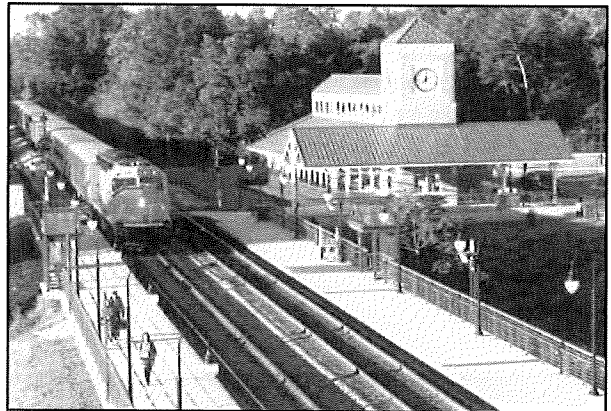


Figure 1.5. Transit oriented development means convenient access to train and bus routes with attractive train stations and bus shelters.

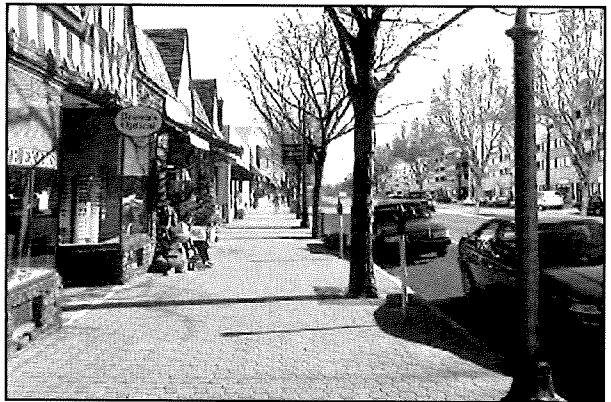


Figure 1.6. Successful pedestrian-oriented mixed-use development needs an attractive streetscape with wide sidewalks, street trees and street furniture.



Figure 1.7. Multistory buildings make more efficient use of scarce land. When buildings are located close to the street, with on-street parking and with parking lots to the rear or side, pedestrian access is more convenient.



Figure 1.8. Pedestrian connections among buildings and outdoor amenity spaces help make new residential and commercial developments vibrant, active places.

is intended to make the corridor a thriving and attractive place to live, work, shop and spend leisure time. Figures 1.4 through 1.8 depict many of the objectives and concepts described below.

Primary Land Use Objectives

1. Create opportunities for new economic development and for more concentrated multi-use development (Figure 1.4).
2. Recognize the need for renovation and expansion of existing businesses.
3. Institute County capital projects and economic development programs that support redevelopment and renovation.
4. Encourage land assembly by allowing more commercial uses if parcels are consolidated.
5. Through the Corridor Employment District, encourage redevelopment for areas along the Route 1 roadway that will use land more efficiently and attractively for office, flex space, technology-oriented and light industrial uses. De-emphasize truck-oriented and strip commercial uses.
6. Through the Transit Oriented Development District, offer opportunities in areas next to the MARC stations for denser, more concentrated office, residential and related commercial development to capitalize on transit access (Figure 1.5).
7. Through the Corridor Activity Center District, concentrate areas of pedestrian-oriented commercial, office and residential development in certain locations that complement nearby residential communities (Figure 1.6).

Key Design Concepts

1. Improve the Route 1 right-of-way by the addition of landscaped medians, bike lanes and streetscape elements such as sidewalks, crosswalks, street trees, street furniture and lighting.
2. Delineate specific areas, primarily in the TOD and CAC Districts, for pedestrian-oriented mixed-use developments (Figure 1.7).
3. Provide convenient vehicular and pedestrian access to transit, both MARC train and bus.
4. Orient buildings to the street, especially along Route 1. Locate parking to the side and rear of

buildings with loading and outdoor storage to the rear, out of view of Route 1.

5. Reduce setbacks and promote multistory buildings to make more efficient use of scarce land.
6. In the TOD and CAC Districts, institute on-street parking in appropriate areas. On State roads, such as Route 1, on-street parking may be permitted only with the approval of the State Highway Administration District 7 Office and only for off-peak hours. If permitted, SHA allows only parallel parking, not angle parking.
7. Create attractive and vibrant public places. Integrate amenity spaces, which are open to the public, into developments with new buildings (Figure 1.8).
8. Provide pedestrian and vehicular connections between adjacent commercial uses and to parking lots.
9. Design buildings, site features and streetscapes that will promote safety for residents, workers and visitors in the corridor.
10. Reduce direct, private vehicular access to Route 1 and instead encourage access from local streets, thereby improving access management and promoting use of the local road network for access to Route 1 land uses.

Manual Organization

As described above, this Manual establishes the general objectives for the three corridor zoning districts and then proceeds to more specific aspects of the corridor, setting forth requirements and recommendations for new development and redevelopment. The requirements for the streetscape, site and building design elements generally correspond to requirements of the Zoning Regulations. They represent the most important aspects of the new land use patterns. The recommendations for the design elements represent desired elements that should be provided wherever possible. Developers must address the requirements

and are strongly encouraged to address the recommendations.

This Manual is organized by each topic in the following chapters:

Chapter 1, Introduction. The Manual begins by presenting the context for the corridor's revitalization. This chapter introduces the overall objectives and concepts for the revitalization of the corridor and the three zoning districts.

Chapter 2, Corridor Zoning Districts. This chapter describes each district's land use goals and design concepts, and offers illustrations of recommended building types and conceptual site plans that could transform properties to the new patterns.

Chapter 3, Streetscape Design. For each element of the streetscape design, a list of requirements and recommendations is included to help public and private sector developers, designers and engineers understand and achieve the desired character for rights-of-way in the corridor. Streetscape design addresses the road right-of-way, but pays primary attention to safety and amenity improvements that affect pedestrians.

Chapter 4, Site Design. This chapter presents requirements and recommendations that give the desired characteristics for site design, such as building location, parking, loading, landscaping and pedestrian amenities.

Chapter 5, Building Design. Establishing requirements and recommendations for building design is a response to citizens' great concerns about improving the appearance of the corridor. Special emphasis is placed on buildings that front on the Route 1 right-of-way.

Chapter 6, Application of these Standards. Because the corridor is substantially built, many properties will not be able to fully comply with these new requirements. Therefore, this chapter sets priorities for compliance with the requirements in this Manual.

CORRIDOR ZONING DISTRICTS

Purpose: This chapter describes the purpose, land use goals and design concepts for each of the three corridor zoning districts. Because these three districts intend to change the existing land use patterns, the text and illustrations in this chapter are meant to help developers and citizens envision the desired development that could occur in these districts.

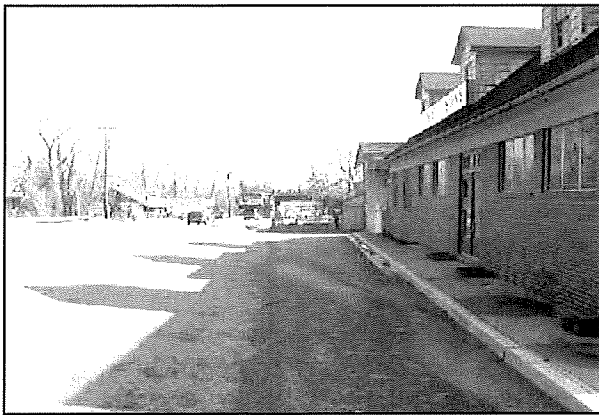


Figure 2.1. Before: Existing business, manufacturing and industrial uses in the corridor will continue.

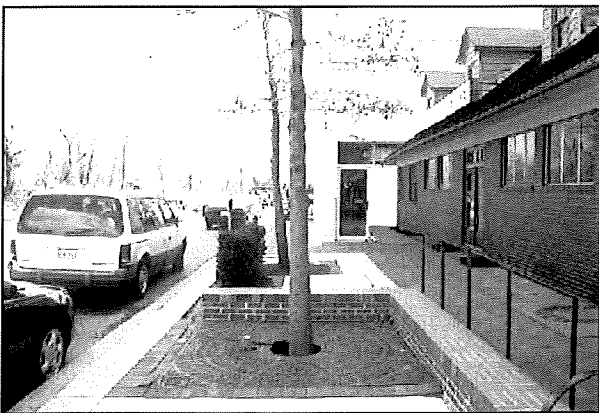


Figure 2.2. After: Over time, however, some of these uses may be expanded or redeveloped in ways that bring them into compliance with the requirements and recommendations of this Manual.

Nonconforming Uses and Noncomplying Design

Many parcels in the corridor were developed before the Corridor Employment (CE), Transit Oriented Development (TOD) and Corridor Activity Center (CAC) Districts were created (Figure 2.1). For the CE and CAC Districts, the Continuing Light Industrial (CLI) Overlay District was created to accommodate existing warehouse and industrial buildings. Because most properties in the CE and CAC Districts are already developed, many with industrial buildings that represent substantial investments, an accommodation needed to be made so that these uses and buildings do not all become nonconforming and noncomplying with the corridor zoning districts. The CLI Overlay District is this accommodation.

Neither the Howard County Zoning Regulations nor this Manual disallow the continued use of sites developed prior to the adoption of the corridor districts. Compliance with the requirements and recommendations for these districts will be achieved over time as existing uses are expanded or redeveloped (Figure 2.2). Refer to Chapter 6, Application of These Standards, for more discussion on nonconforming uses.

Corridor Employment District

Purpose

The Corridor Employment (CE) District intends to encourage more efficient use of vacant or underutilized land adjacent to Route 1. Development in the CE District should provide for new office, flex space, technology-oriented and light industrial uses that advance the County's economic development goals, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels. The CE District requirements should improve the appearance of the Route 1 streetscape, enhance traffic safety and better accommodate public transit and pedestrian travel.

Land Use Goals

1. Encourage redevelopment on sites adjacent to Route 1 for new office, flex space and technology oriented, light industrial employment growth.
2. Encourage renovation of older, obsolete facilities and redevelopment of underutilized land.
3. Promote multistory buildings by allowing certain retail and service commercial uses in multistory buildings.
4. Encourage land assembly by allowing some freestanding commercial uses for redevelopment projects that exceed 20 acres.
5. Reduce the spread of strip commercial development by not allowing most highway-oriented retail uses. Limit truck-oriented uses and uses that require outdoor storage.
6. Allow continuing and nonconforming uses, but define limits to the expansion of buildings and sites. Help bring existing properties into compliance with the Route 1 Manual over time.

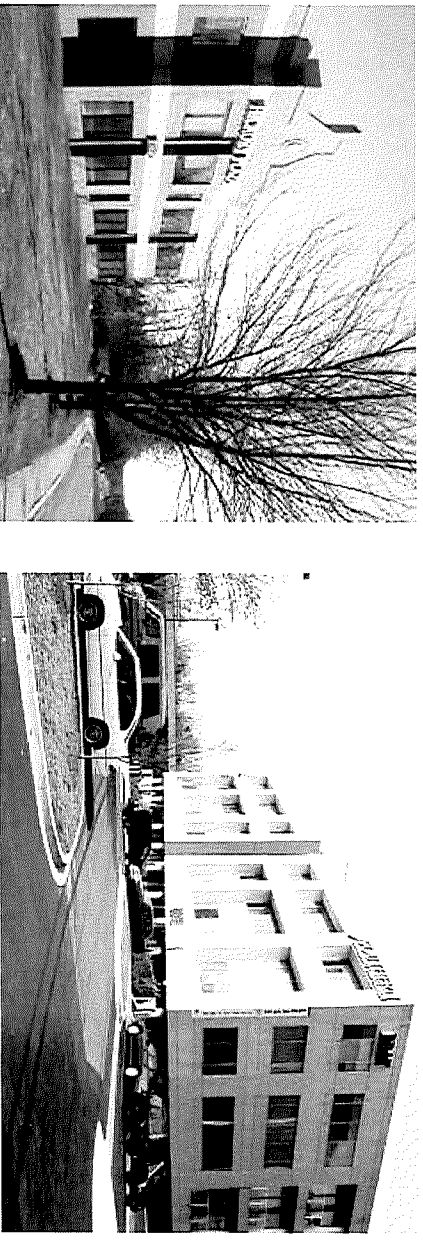
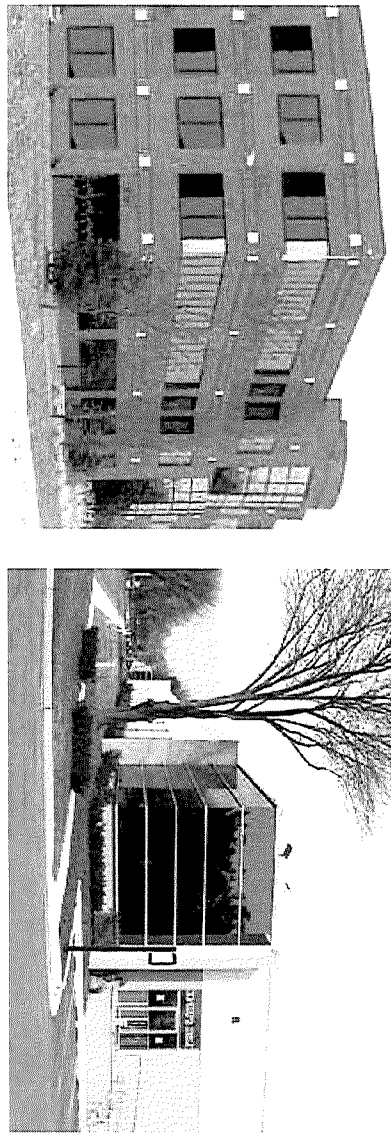
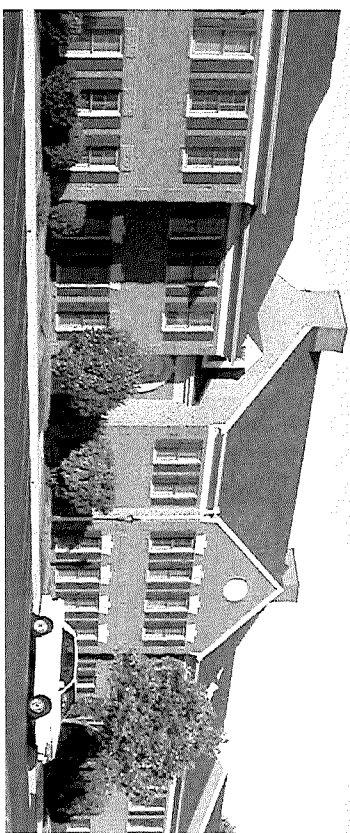
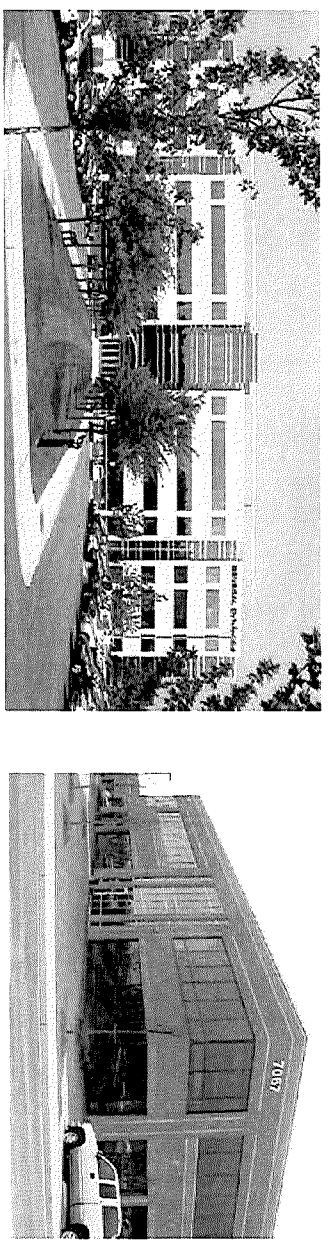
7. Provide amenity areas for outdoor use by workers and visitors to the sites.

Design Concepts

1. Place buildings close to the street. Allow greater development intensity by establishing building setbacks of 20 feet from the street right-of-way.
2. Construct buildings with multiple stories. Allow heights up to 60 feet with the 20-foot setback from the street. Allow taller buildings with a greater setback from the street or by recessing upper stories.
3. Promote parking to the side or rear of buildings and limit the amount of frontage on Route 1 that can be devoted to parking lots. Establish a maximum building setback line to further limit the potential for parking between the building and the right-of-way.
4. Emphasize streetscape improvements with required sidewalks and street trees.
5. Encourage building facades that orient to Route 1 and have well-defined entrances along Route 1.
6. Require access improvements and circulation designs that enhance traffic safety and accommodate transit and pedestrian travel.

The photographs in Figure 2.3 show several examples of desirable building types for the CE District. Variety in architecture and the presence of multistory buildings, where possible, add visual interest. Figures 2.4 and 2.5 show before and after illustrations, and give an example of how a property could be transformed to a CE District pattern. The conceptual site plan, Figure 2.6, illustrates elements of this pattern such as reducing the building's setback from the street and placing parking to the side or rear of the building. The CE building types, before and after images, and site plan were developed with consultant ERM, Inc.

Figure 2.3 Preferred Building Types for the CE District



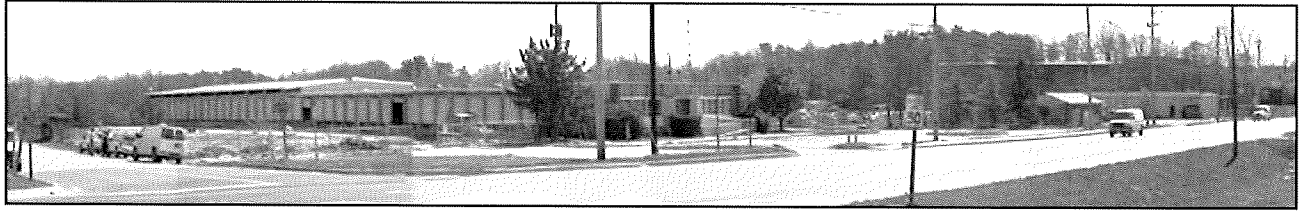


Figure 2.4. Before: Existing patterns in the CE District are often typified by one-story buildings with deep setbacks from the road. Streetscape improvements and pedestrian access are often limited.

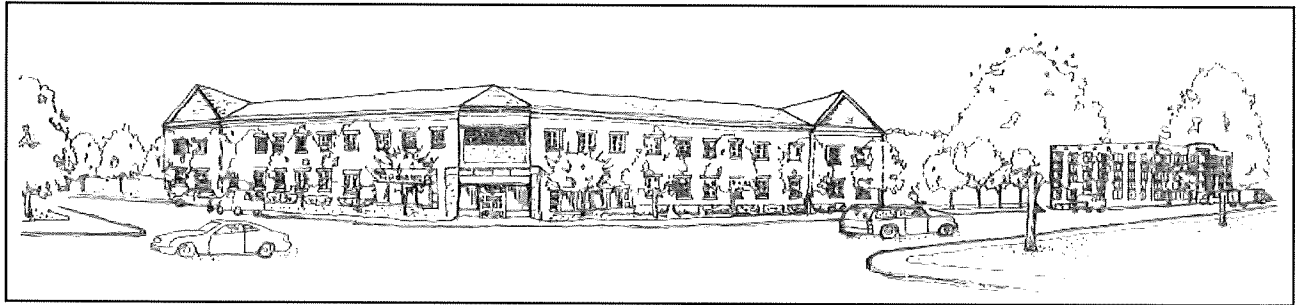
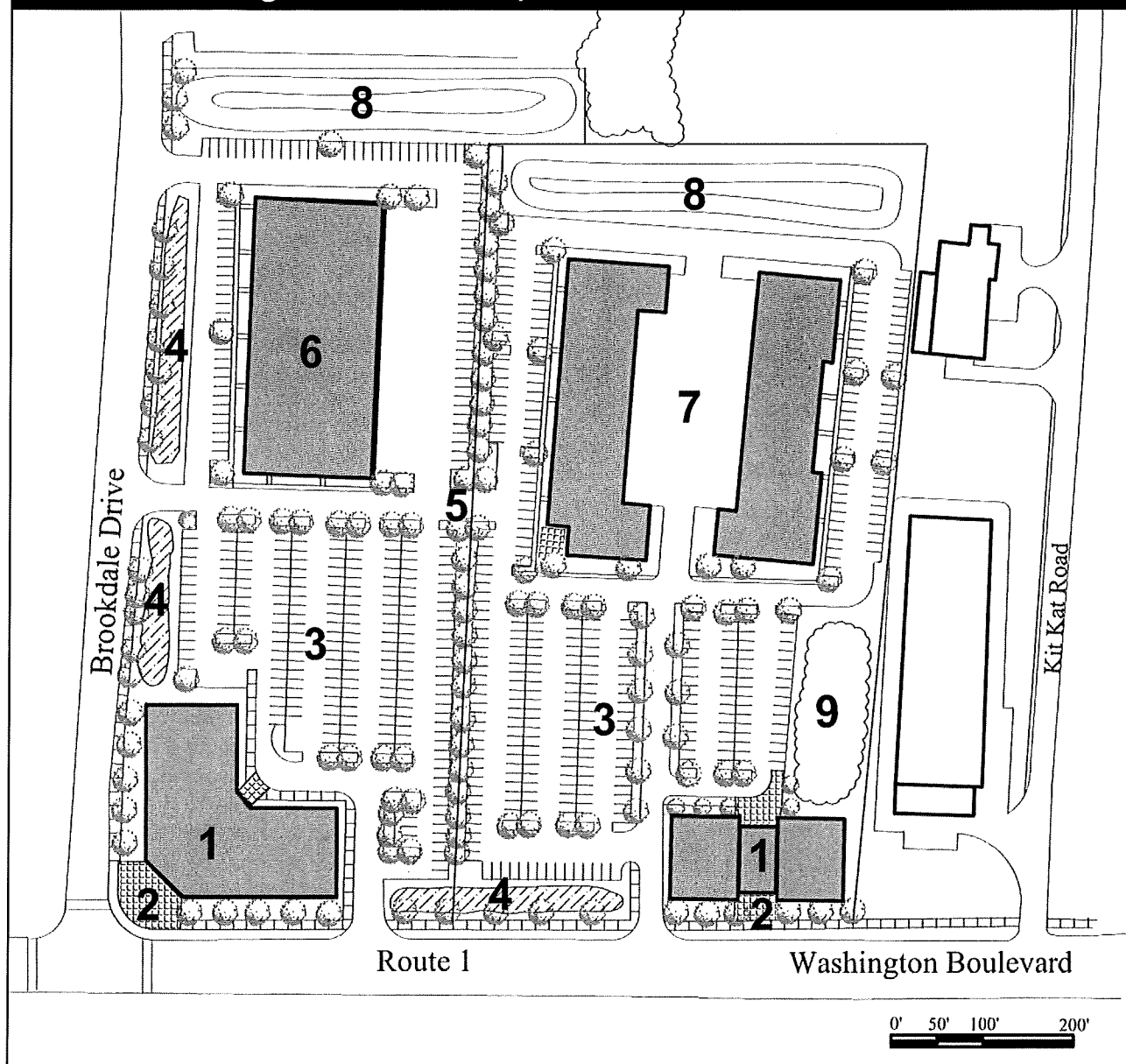


Figure 2.5. After: The CE regulations are intended to foster new patterns that result in multistory buildings close to the right-of-way with parking to the side and rear. Sidewalks and street trees will contribute to an enhanced pedestrian environment.

Figure 2.6 Concept Plan for the CE District



Legend

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. Multistory office building with ground floor retail 2. Pedestrian amenity area 3. Parking to the side and rear of building 4. Infiltration or bioretention area in parking setback to street 5. Interconnected parking lots for access between development sites | <ul style="list-style-type: none"> 6. Flex space building with single bay of parking in front and loading in back 7. Flex space buildings with shared rear loading areas 8. Stormwater management area 9. Existing forest retained in partial fulfillment of forest conservation requirements |
|---|---|

Transit Oriented Development District

Purpose

The Transit Oriented Development (TOD) District intends to encourage the development and redevelopment of key parcels of land within 3,500 feet of a MARC station. Development in the TOD District should provide for multistory office centers that are located and designed for safe and convenient pedestrian access by commuters using the MARC trains and other public transit links. For larger sites of at least three acres, well-designed multi-use centers combining office and high density residential development with ground floor retail are encouraged.

Land Use Goals

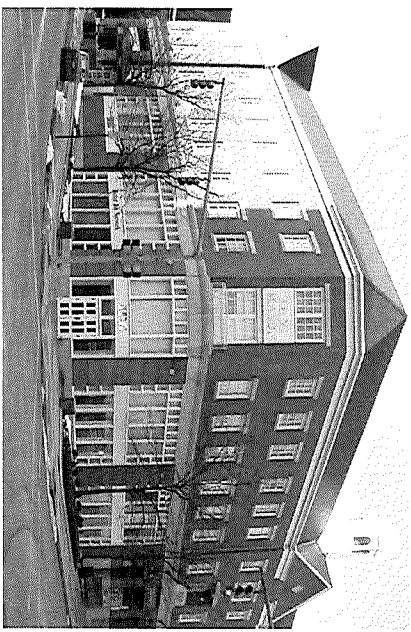
1. Encourage redevelopment on select sites that are near MARC stations so that workers and residents will use the commuting potential of the MARC line. Create attractive multi-use centers combining multistory office and residential uses.
2. Promote multistory buildings by allowing certain retail and service commercial uses in multistory buildings.
3. Preclude intensive truck-oriented uses and highway-oriented commercial uses.
4. Encourage land assembly by allowing more commercial uses for redevelopment projects that exceed 15 acres.
5. Allow residential development on up to 50% of the TOD land with a 15% moderate income housing unit requirement.

Design Concepts

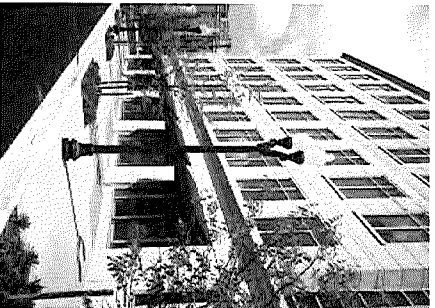
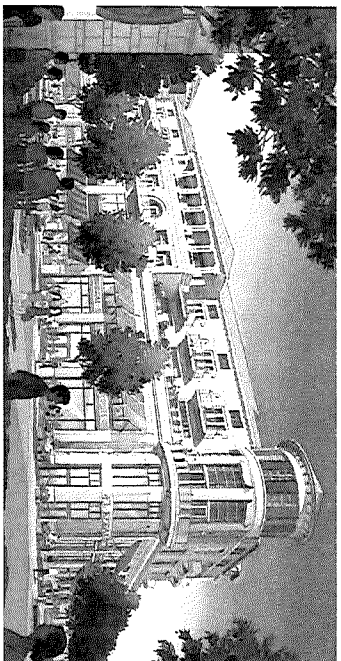
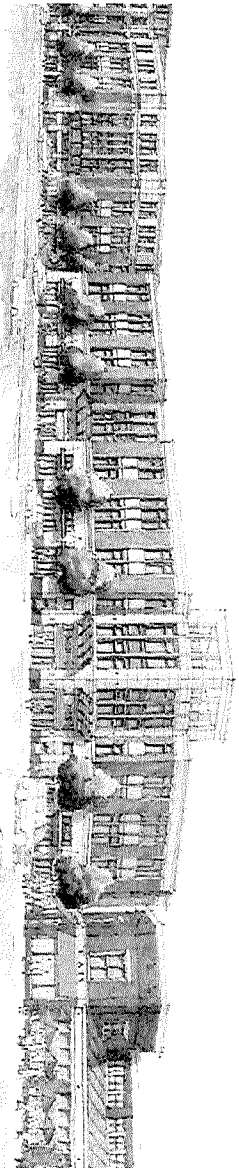
1. Orient buildings and sites to the major pedestrian-oriented streets, especially those that give access to the MARC station.
2. Bring buildings close to the street through 10-foot building setbacks along public and private primary circulation routes and along public and private roads that serve as major pedestrian access routes to MARC stations. Elsewhere, including along secondary circulation routes, the setback may be zero feet.
3. Require wide sidewalks on main routes. Encourage pedestrian-oriented first floor retail uses.
4. Encourage the development of attractive and comfortable public amenity areas for workers, residents and visitors.
5. Use height, setback and parking regulations to limit density rather than establishing a maximum density.
6. Encourage safe and convenient pedestrian travel between the TOD uses and the MARC station.

The photographs in Figure 2.7 show several examples of desirable building types for the TOD District. To take advantage of the location next to MARC stations, the buildings are multistory, thus allowing denser development. The buildings have articulated facades that increase their visual interest to passers-by. Figures 2.8 and 2.9 show before and after illustrations, and give an example of how a property could be transformed to a TOD District pattern. The conceptual site plan, Figure 2.10, illustrates elements of this pattern such as reducing the building's setback from the street and placing the parking in structures or away from the street. The TOD building types, before and after images, and site plan were developed with consultant ERM, Inc.

Figure 2.7 Preferred Building Types for the TOD District



Design Collective, Inc.



d w taylor associates inc



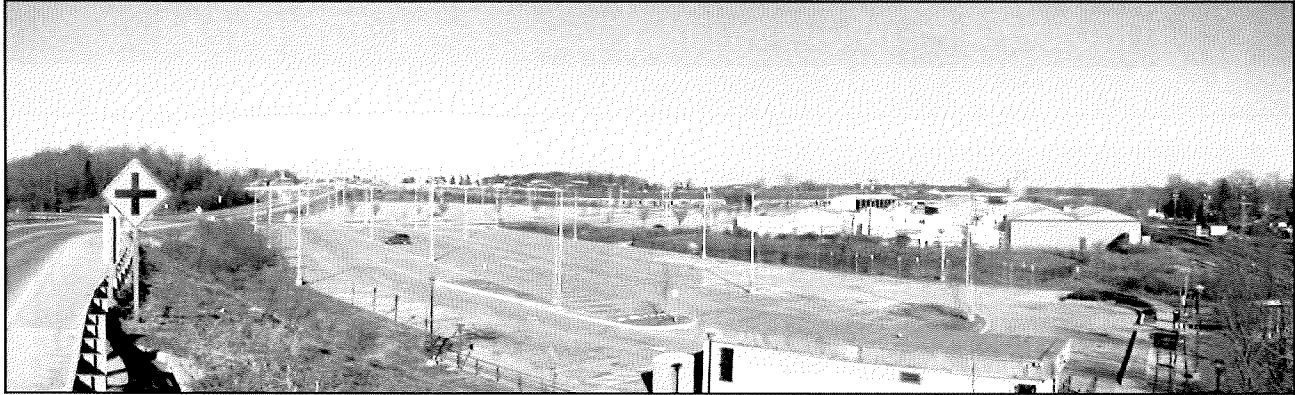


Figure 2.8. Before: Existing patterns in the TOD District are often typified by large surface parking lots and an assortment of auto-oriented uses and storage yards.

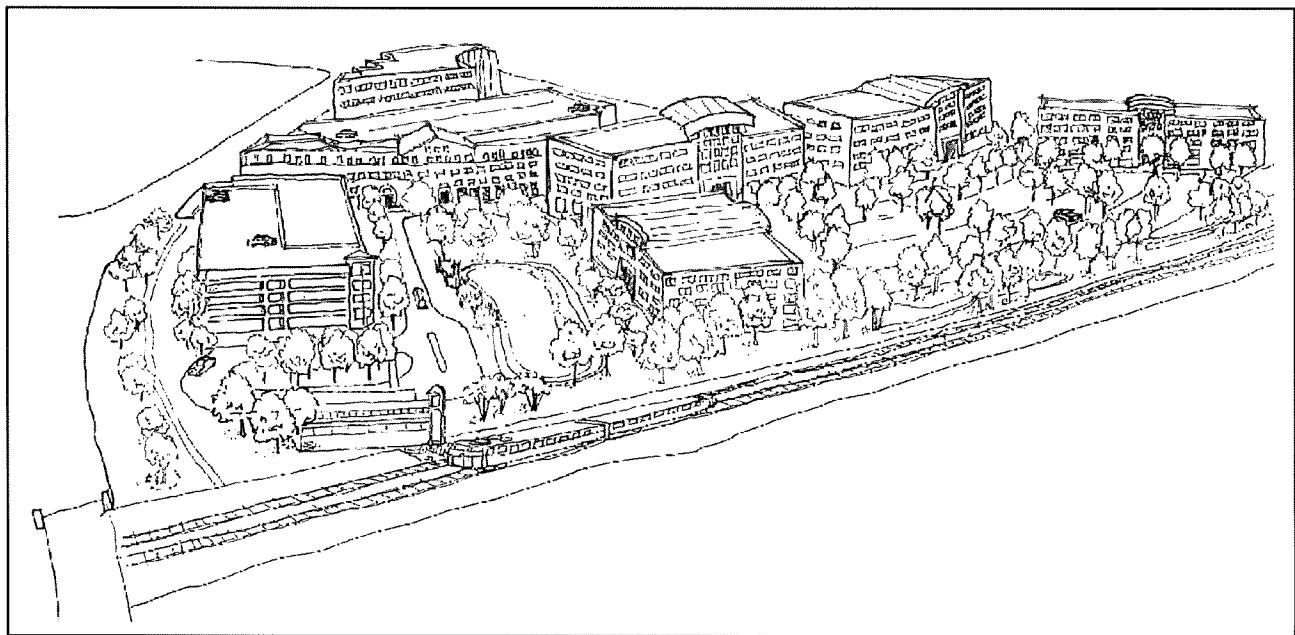
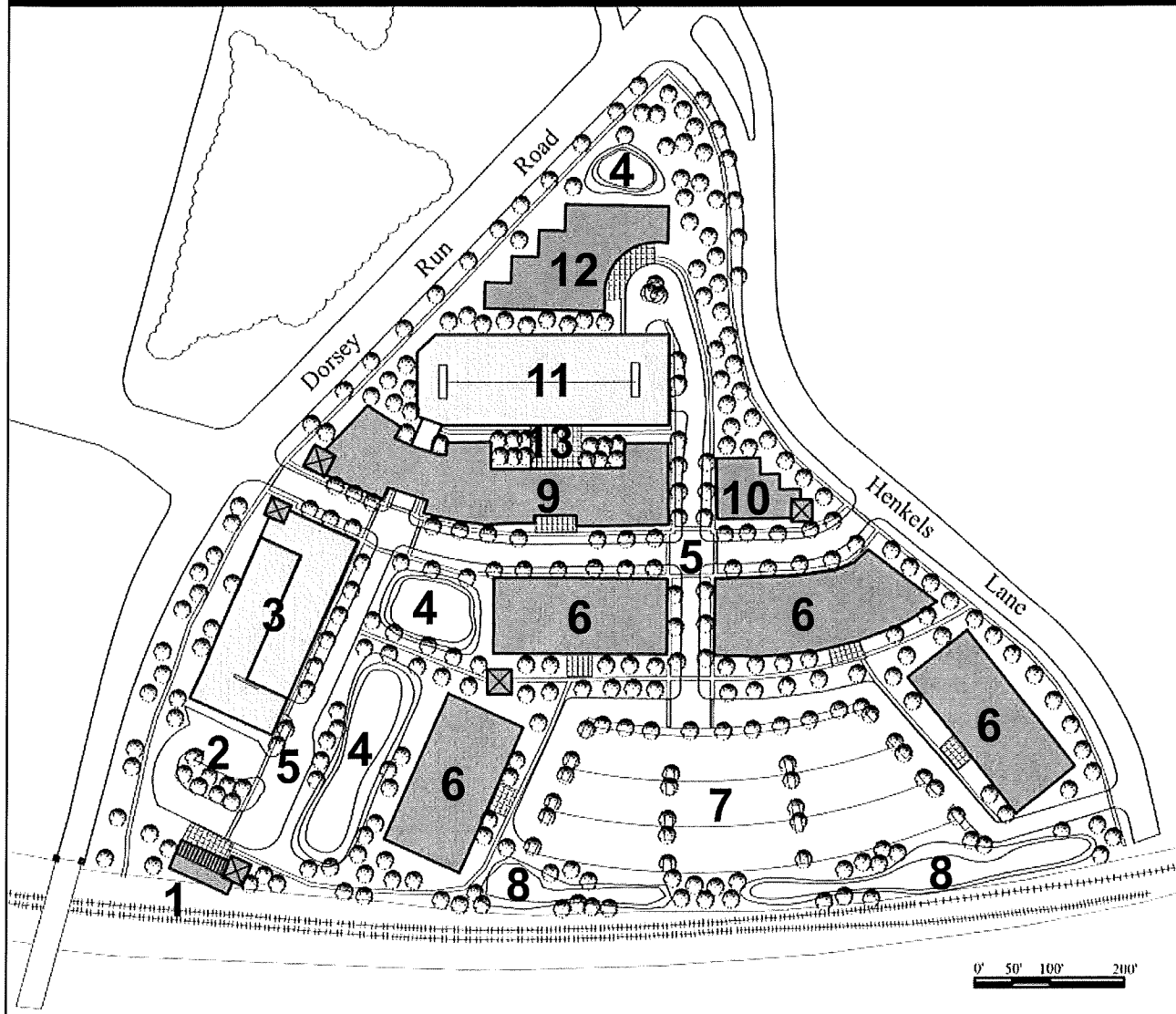


Figure 2.9. After: The TOD regulations are intended to foster high density office and residential development. Structured parking and accessory retail uses, streetscape improvements and amenity outdoor areas will create attractive working and living environments.

Figure 2.10 Concept Plan for the TOD District



Legend

- | | |
|--|--|
| 1. Train station | 7. Surface parking or potential future garage parking |
| 2. Bus drop-off and “kiss and ride” parking area | 8. Stormwater infiltration area |
| 3. Parking garage with ground floor retail and office use | 9. Residential multistory apartment building with ground floor retail and service uses |
| 4. Stormwater management area/amenity area | 10. Restaurant with offices above |
| 5. Pedestrian-oriented main streets with wide sidewalks and 10-foot setbacks | 11. Parking garage |
| 6. Office building with ground floor retail | 12. Office building |
| | 13. Pedestrian amenity area |



HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350
Voice/Relay

Amy Gowan, Director

Zoning Case 210310147

September 17, 2020

Applicant/Protestant

TECHNICAL STAFF REPORT

Planning Board Meeting of October 1, 2020 Exhibit # 27 Date 2/26/2026

Case No./Petitioner: **ZRA-192 – Annapolis Junction Town Center, LLC**

Request: Amend Section 127.4.E.2. to increase the maximum allowable height in the Transit Oriented Development (TOD) Zoning District from 100 feet to 200 feet provided the structure has an additional 1-foot setback for the portion of the structure over 60 feet for every 2 feet of height.

I. BACKGROUND AND HISTORY OF EXISTING ZONING REGULATIONS

The TOD Zoning District was created during the 2004 Comprehensive Zoning Plan (CZP) to encourage the development of multi-story office centers located near MARC stations and mixed-use developments on larger sites, with apartments as the only allowable residential type. Through the Comprehensive Zoning process, minimum land areas between five and fifteen acres were discussed. However, the TOD District regulations were ultimately adopted allowing apartments "only within development encompassing at least 3 gross acres of TOD zoned land within a Route 1 Corridor development project."

Zoning Regulation Amendment ZRA-140 (ZRA-140) was submitted in 2012 and proposed a number of revisions. One revision allowed single family attached (SFA) dwelling units in larger TODs provided that:

- They were within a Route 1 Corridor transit-oriented development project that encompassed at least 50 acres;
- The SFA units did not exceed 30% of all dwellings; and
- The SFA units did not consume more than 40% of the land area in the development.

ZRA-140 was approved December 3, 2012 with the County Council adding an amendment limiting one-story commercial uses to a maximum of 20,000 square feet.

During the 2013 CZP process, the TOD District was amended to require a minimum density of 20 dwelling units per net acre to encourage higher density developments. Also, to provide more specificity regarding amenity areas, requirements were added related to minimum size, design, pedestrian and bicycle connections. The 2013 CZP Regulations became effective October 6, 2013.

In November of 2013, DPZ proposed a Zoning Regulation Amendment (ZRA-147) to modify the Purpose Statement to clarify that, while the purpose of the TOD district is to encourage large comprehensively planned developments, it does not prohibit small undeveloped parcels from being developed. Also, "Industrial Uses, Light" was added as a permitted use, subject to criteria listed in Section 127.4.B.14. A second permitted-use category for single-family attached dwellings was added and applied to TODs greater than 3 acres, but less than 50 acres provided they are located more than 2,500 feet from a MARC station.

In 2016 CB 34-2016 (ZRA 163 & ZRA-166) was adopted that made Dwellings, Single Family Attached, a use that is permitted as a matter of right with no restrictions. This was accomplished by removing the percentage limitations on Single-Family Attached Dwelling units in a development and by removing requirements related to minimum and maximum acreage and proximity to MARC stations.

CB 34-2016 also reduced the maximum area that may be devoted to residential buildings and parking, from 75% to 50% for parcels that are less than five acres. This council bill also amended that section to base the percentage on "developable acreage rather than net acreage and to include residential buildings (prior to adoption of this bill, the maximum percentage only applied to parking rather than residential buildings and parking).

II. DESCRIPTION AND EVALUATION OF PROPOSAL

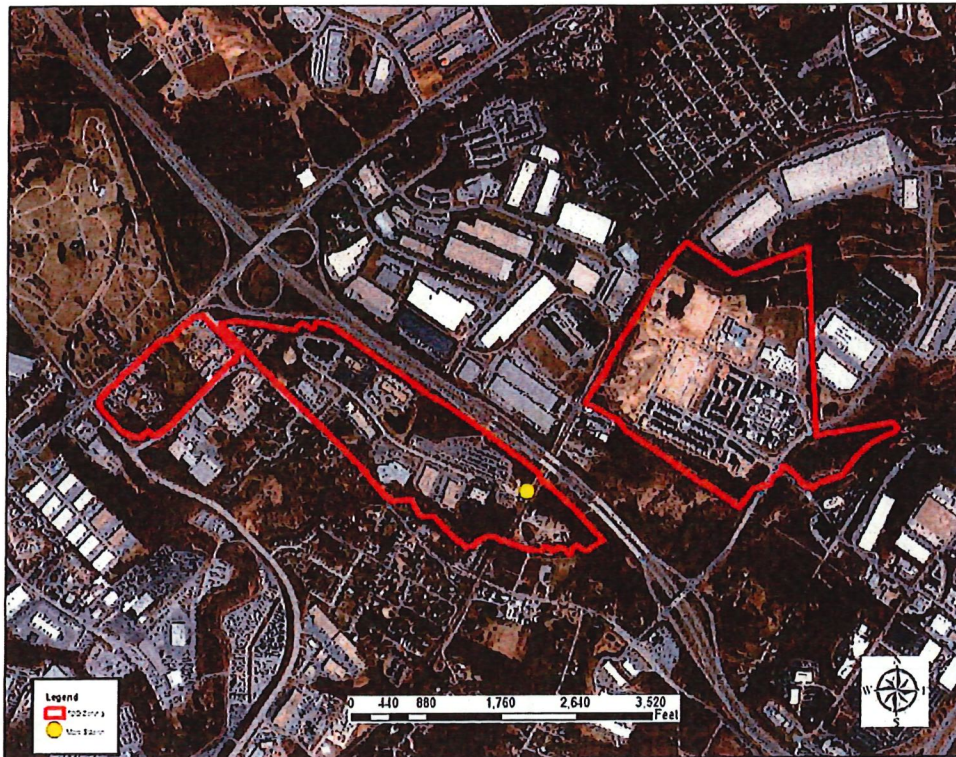
This section contains the Department of Planning and Zoning (DPZ) technical evaluation of ZRA-192. The Petitioner's proposed amendment text is attached as Exhibit A. DPZ's recommended text is contained in Exhibit B.

The Petitioner contends that the current 100-foot height limitation restricts the efficient use of land in the TOD districts and is inconsistent with the purpose of the TOD "to encourage the development of multi-use centers combining office and high-density residential development that are located and designed for safe and convenient pedestrian access by commuters using the MARC Trains and other public transit links." Therefore, raising the height limitation in the TOD district will provide greater flexibility and improve options for efficient mixed-use development along the Route 1 Corridor.

Section 127.4.E.2.

This section imposes a 60-foot height limit on structures that meet the minimum setback from a public street right-of-way and allows an increase in height of 2 feet for every 1 foot of additional setback, up to a maximum of 100 feet. The Petitioner proposes to increase the 100-foot maximum to 200 feet.

DPZ concurs that current approach to building height in the TOD zoning district should be modified to align better with the purpose of the district. A uniform height limit throughout the TOD zoning district is atypical of traditional TOD development patterns, where taller/denser buildings are allowed near transit locations to encourage use of mass transit. The TOD zoning districts cover large areas and some properties are not within reasonable walking distance from MARC stations nor are there sidewalks to accommodate pedestrians. An example is shown in the following map of the Dorsey Station TOD District.



The Maryland Department of Transportation Transit-Oriented Development design guidelines (see Attachment A) recommend “to locate the tallest and highest density uses near the station and transition by “stepping down” building heights and intensity towards established residential neighborhoods. Based on DPZ’s research, building heights up to 180 feet are found in suburban jurisdictions including Downtown Columbia, Anne Arundel County (the Palisades), and College Park (see Attachment B). DPZ recommends a maximum building height of 180 feet if it is located within reasonable walking distance from a MARC station.

According to a 2011 study on walking speed¹, humans walk between 2.1 and 3.04 miles per hour depending on age. Therefore, to ensure that all users will be within a 5-minute walk from the MARC station, DPZ recommends allowing a height up to 180 feet if within 750 feet of the MARC platform.

Student Yields

DPZ also analyzed student yields per unit and compared three projects along Route 1 (Annapolis Junction, zoned TOD; Howard Square, zoned CAC; and Blue Stream, zoned CAC) and three projects in Downtown Columbia. As shown in the charts below, student yields are relatively low across all developments, with only .02 students per unit generated from the TOD development. This indicates that higher density developments in the TOD districts may have a minimal impact on schools as they are likely to generate a greater number of studio and one-bedroom apartments.

¹ <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0023299>

Student Yields for Select Multifamily Housing Developments on Route 1

	Annapolis Junction	Howard Square	Blue-stream
Condo Apt Units	0	0	53
Rental Apt Units	416	643	394
Total Units	416	643	447
Elementary Students	7	24	43
Middle Students	1	19	24
High Students	1	16	15
Total Students	9	59	82
Elementary Yield	0.02	0.04	0.10
Middle Yield	0.00	0.03	0.05
High Yield	0.00	0.02	0.03
Total Yield	0.02	0.09	0.18

Student Yields for Select Multifamily Housing Developments in Downtown Columbia

	The Metropolitan	TEN.m Flats	M.Flats
Condo Apt Units	0	0	0
Rental Apt Units	380	170	267
Total Units	380	170	550
Elementary Students	11	8	10
Middle Students	0	2	1
High Students	13	2	4
Total Students	24	12	36
Elementary Yield	0.03	0.05	0.02
Middle Yield	0.00	0.01	0.00
High Yield	0.03	0.01	0.01
Total Yield	0.06	0.07	0.03

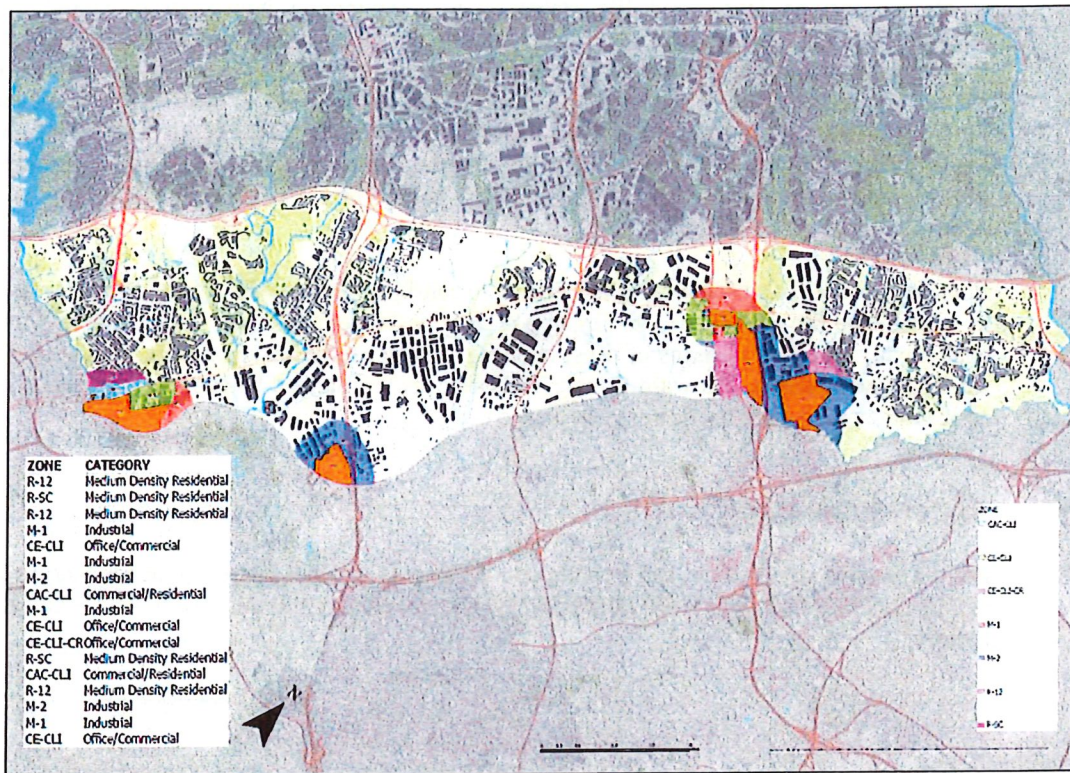
Source: Dwelling Units from Howard County DPZ Land Use Database
 Students from HCPSS Planning Office, September 30, 2019 Official; Enrollment, grades K-12

III. GENERAL PLAN

ZRA-192 is generally in harmony with *PlanHoward 2030* goals and policies. *PlanHoward 2030* contains a number of policy goals and implementing actions that generally support the proposed zoning regulation amendment (ZRA) to increase the maximum allowable height in the Transit Oriented Development (TOD) Zoning Districts. The intent of the TOD Zoning District is outlined in Section 127.4.A. of the *Howard County Zoning Regulations* and it states: “to encourage the development of multi-use centers that combine office and high-density residential development that are located and designed for safe and convenient pedestrian access by commuters using the

MARC Trains and other public transit links." All TOD zoning sites in the County are located in the Route 1 Corridor (see orange sites in the map below).

TOD Zoning Analysis



Route 1 Corridor

Policy 5.4 on page 58 in *PlanHoward 2030* seeks to enhance "the Route 1 Corridor revitalization strategy to recognize the distinct character and market potential of diverse corridor segments...". Implementing Action 5.4 a. calls for planning efforts to focus on maximizing "development potential in ... mixed-use opportunity sites."

On page 59 of *PlanHoward 2030*, Policy 5.5 seeks to proactively "consider innovative tools to enhance the Route 1 Corridor's competitiveness, attract and retain businesses, and maximize redevelopment opportunities." Implementing Action c. to Policy 5.5 envisions the future intensification that would be allowed by this amendment and states to develop plans for "key opportunity areas that allow for significant future intensification, while maximizing current and intermediate development potential and protecting industrially zoned land".

Compact Growth and Housing

Policy 6.1, identified in *PlanHoward 2030* on page 75, seeks to maintain "adequate facilities and services to accommodate growth." Implementing action e. to Policy 6.1 addresses zoning and envisions the compact development that would be permitted by the proposed amendment by

reducing "competition for land resources by promoting more compact development in appropriate targeted growth and revitalization areas."

On page 129 in *PlanHoward 2030*, Policy 9.2 seeks to expand "full spectrum housing for residents at diverse income levels and life stages ... by encouraging high quality, mixed income, multigenerational, well designed, and sustainable communities." This amendment is supported by implementing action b. to Policy 9.2 as it envisions the increased rental housing options by working with developers to "provide increased full spectrum rental choice for all incomes, ages and abilities throughout Howard County, especially in areas designated for increased density and revitalization." Since this height increase is proposed for TOD zoning districts, all residential developments will be required to comply with the County's MIHU policy, thus furthering this *PlanHoward 2030* policy.

PlanHoward 2030 also encourages the County to consider "Context Sensitive Zoning" (page. 142) as "a one-size fits all standard zoning approach is no longer desirable. Redevelopment must be contextually sensitive in terms of uses, intensity, heights, setbacks and design with surrounding, existing developments." Howard County TOD sites are surrounded by commercial, industrial and residential zoning districts (see map on page 5).

IV. RECOMMENDATION

For the reasons noted above, the Department of Planning and Zoning recommends that the ZRA-192 be **APPROVED WITH MODIFICATIONS**, as outlined in Exhibit B of the Technical Staff Report.

Approved by:

DocuSigned by:
Amy Gowan
5B4D5DD9470C4D4...

9/17/2020

Amy Gowan, Director

Date

Exhibit A

Petitioner's Proposed Text

Section 127.4.E.2:

E. Bulk Regulations

2. Maximum building height

- a. Structure with minimum setback from a public street right-of-way 60 feet
- b. Structure with an additional 1 foot of setback from a public street right-of-way for the portion of the structure over 60 feet for every 2 feet of additional height [[100]] 200 feet

How The Text Would Appear If Adopted As Proposed

E. Bulk Regulations

2. Maximum building height

- A. Structure with minimum setback from a public street right-of-way60 feet
- B. Structure with an additional 1 foot of setback from a public street right-of- way for the portion of the structure over 60 feet for every 2 feet of additional height 200 feet

Exhibit B

DPZ's Proposed Text

Section 127.4.E.2:

E. Bulk Regulations

3. Maximum building height

- a. Structure with minimum setback from a public street right-of-way.... 60 feet
- b. Structure with an additional 1 foot of setback from a public street right-of-way for the portion of the structure over 60 feet for every 2 feet of additional height 100

HOWEVER, STRUCTURES WITHIN 750 FEET OF A MARC STATION PLATFORM MAY EXCEED 100 FEET IN HEIGHT IF THE PORTION OF THE STRUCTURE OVER 60 FEET IS SETBACK 1 ADDITIONAL FOOT FROM:

- (1) A PUBLIC STREET RIGHT-OF-WAY; AND
- (2) A TOD ZONING DISTRICT BOUNDARY

FOR EVERY 2 FEET OF ADDITIONAL HEIGHT UP TO A MAXIMUM OF 180 FEET IN HEIGHT.

How The Text Would Appear If Adopted As Proposed

E. Bulk Regulations

4. Maximum building height

- a. Structure with minimum setback from a public street right-of-way60 feet
- b. Structure with an additional 1 foot of setback from a public street right-of- way for the portion of the structure over 60 feet for every 2 feet of additional height...100 feet

However, structures within 750 feet of a MARC station platform may exceed 100 feet in height if the portion of the structure over 60 feet is setback 1 additional foot from:

- (1) A public street right-of-way; and
- (2) A TOD district boundary

for every 2 feet of additional height up to a maximum of 180 feet in height.

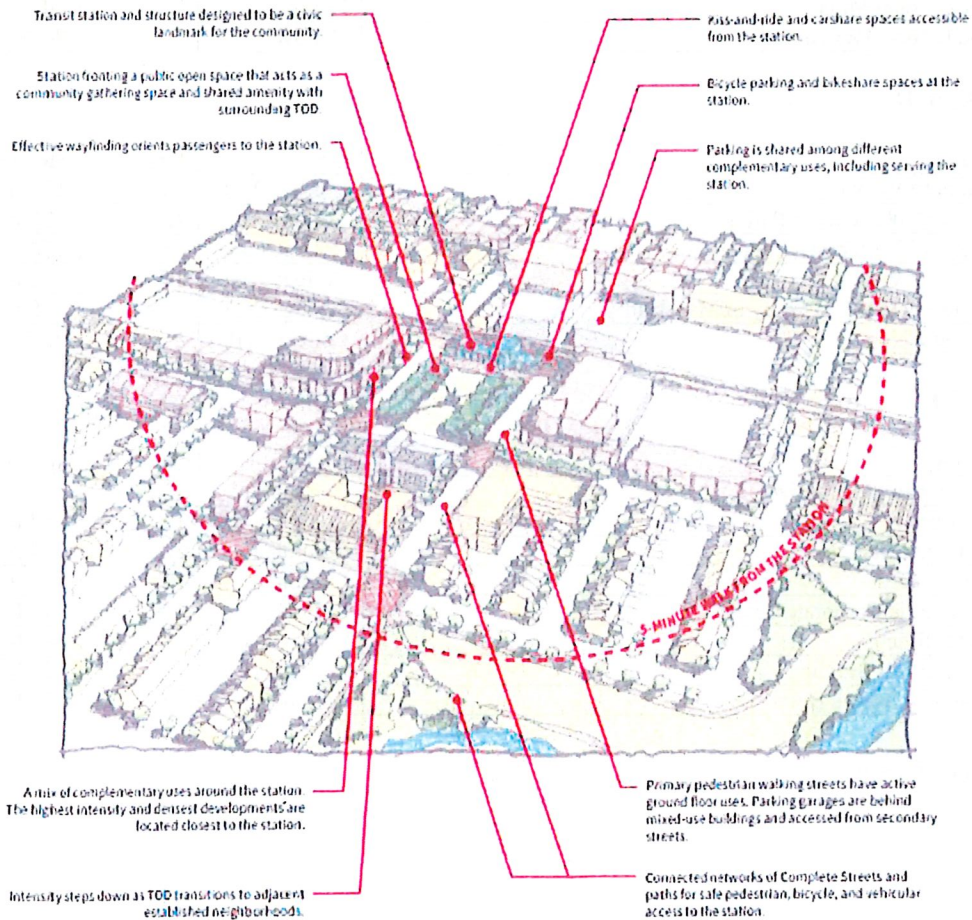
Attachment A

FEATURES OF A SUCCESSFUL TOD PROJECT

A TOD project at its best creates a place that fully leverages the presence of transit to become a vibrant community node.

As illustrated in the image below, a true TOD project:

- Capitalizes on the synergy that occurs by locating the highest intensity of development in close proximity to transit.
- Utilizes street, site, and building design that prioritizes pedestrians.
- Introduces a diversity of land uses and elements that contributes to a vibrant place.



Case No. ZRA-192

Petitioner: Annapolis Junction Town Center, LLC

Page | 10

Attachment B**Building Heights in Suburban Jurisdictions within Maryland****Anne Arundel County**

Rank	Building	City	Floors	Height
1	Hilton Garden Inn/Homewood Suites Baltimore/Arundel Mills	Hanover	11	114 ft
2	Maryland Live! Hotel	Hanover	17	204 ft
3	The Palisades at Arundel Preserve	Hanover	15	180 ft
4	Aloft & Element Hotels Arundel Mills	Hanover	7	84 ft
5	Aloft Arundel Mills	Hanover	7	84 ft
6	Ramada Inn- BWI Airport	Hanover	7	84 ft

College Park, MD

Rank	Building	City	Floors	Height
1	University View I	College Park	16	170 ft
2	Towers of Westchester Park I	College Park	15	178 ft
3	Towers of Westchester Park II	College Park	15	178 ft
4	University View II	College Park	12	142 ft
5	The Hotel at the University of Maryland	College Park	10	118 ft
6	Oakland Hall	College Park	8	95 ft

Columbia, MD

Rank	Building	City	Floors	Height
1	6100 Merriweather Drive	Columbia	12	147 ft
2	Lakehouse LPS	Columbia	12	147 ft
3	Watermark Place	Columbia	12	147 ft
4	Vantage House	Columbia	12	147 ft
5	30 Columbia Corporate Center	Columbia	12	147 ft
6	RWD Building	Columbia	12	147 ft
7	Merrill Lynch Building	Columbia	12	147 ft
8	Sheriton Columbia Hotel	Columbia	10	122 ft

Source: Emporis.com