

Land Use and Urban Form

STUDY AREA CONDITIONS

Transportation Framework

Interstate 95, the western boundary of the study area, and the Baltimore-Washington Parkway, lying just east of the study area, are high volume highways running parallel to US 1. Both roadways replaced US 1's historical function as the major east coast north-south highway. MD 32, MD 175, MD 100, and I-895 are high-volume east-west highways crossing the study area perpendicular to US 1. This network of limited access roads provides motorists considerable route choice for traveling to and through the study area. The network also makes the area particularly attractive to businesses and residents seeking the area's unique access to Washington and Baltimore as well as Annapolis and Columbia.

These few crossing points and the character of the bisecting highways create land pockets that can often only be reached from US 1. These areas are defined by the major east-west links that divide them and described later in this section. The four areas defined by the Prince George's County line, MD 32, MD 175, MD 100, and the Baltimore/Howard County Line are further bisected by US 1 and are surrounded on three sides by inaccessible highways confining pedestrian- and bicycle-safe travel to a limited area. Additional barriers in the study area such as streams, steep slopes, and large masses of private land represent additional challenges to connectivity.

Connectivity, as the term is being used here, refers to the number of connecting streets, sidewalks, bikeways and trails that exist within a given area. Auto, bicycle, and pedestrian travel is enhanced by offering a greater number of travel options and more direct access to the places people want to go by increasing the number of connections or intersections within communities. This is particularly important for bicycle and pedestrian travel because these modes are more local in nature and usually involve shorter trips.

The feasibility of new links and connections will be determined through more detailed analysis and input from public stakeholders. This will require careful review of alternatives to avoid creating short cuts through neighborhoods or mixing truck and residential traffic. New development and redevelopment often present opportunities to create new connections.

PROPERTY ACCESS

The US 1 frontage is currently characterized in many places by a large number of curb cuts granting access to the relatively narrow, individual parcels that line the edge of the roadway. This results in an auto-oriented, unfriendly pedestrian realm and an incoherent character along the corridor. As new development and redevelopment occur, control and coordination of access into these parcels will be needed to enhance the roadway aesthetics and to improve safety and mobility along the corridor.

Opportunities for combining access between existing uses and adjoining parcels will be sought to enhance the appearance of the frontage, create a better pedestrian environment, and minimize vehicular conflicts.

TRAILS AND PATHWAYS

A network of existing sidewalks and trails serves some of the currently developed areas. These links are most useful where they purposefully connect to desirable destinations in a safe and direct manner. Sidewalks and trails are generally adequate within development parcels, but there are few connections between parcels. As part of this study, opportunities to better connect existing and future origins and destinations will be identified.

Pedestrian and bicyclists require continuous networks without gaps and barriers between logical destinations. They must also be direct, safe, and convenient if they are to truly operate as a viable travel mode. A complete pedestrian and bicycle network includes pedestrian and bike facilities within the public street infrastructure, sidewalks and pathways through and within development parcels. However, the infrastructure alone is not sufficient.

In addition, these networks should also be attractive and aesthetically pleasing – people must want to use them. People traveling on foot or bike are more impacted by spatial detail and scale than are those traveling by car. The way that buildings are sited and their appearance and scale can provide a sense of comfort and security that is of great importance to the bicycle and pedestrian environment. Windows and doors at the street level provide transparency and light and create a more inviting environment than blank walls. Landscaping, especially trees, at the street edge provides separation from traffic, screening and shade, and added interest to the pedestrian environment.



Worn path indicates the roadway environment is not welcoming to pedestrians.

Finally, origins and destinations must be located close to one another if alternate transportation modes are to be a reasonable option. Walkers and bicyclists travel much more slowly than automobiles, requiring that destinations be located in close proximity to origins. The new zoning categories developed for the Route 1 corridor provide for a mix of residential, employment, and commercial uses ensuring that environments will be active throughout the day, expand the possibility for shared parking, and increase the appeal of travel between uses by walking or bicycling.

Land Use Context

The historic communities of Elkridge, in the north, and Savage, in the south, were the first in the area and contain tightly knit residential street grids with some supporting commercial uses. These areas and their pleasant natural settings are examples of mode-diverse communities where walking to school, shopping, or transit is possible and desirable. In the broader US 1 corridor, the mix of land use is wide-ranging, and in many places, incom-

patible and fragmented, with large industrial sites, residential neighborhoods, and roadside lodging, service, and retail set side by side.

Over time US 1 has attracted warehousing and industry drawn by its convenient proximity to large consumer markets in the Baltimore Washington region. These uses have consumed considerable land area at various points along the corridor. Like the Maryland Wholesale Food Center, these large complexes were developed along the rail line on the eastern edge of the corridor and are now the predominant use between US 1 and the Anne Arundel County line. Newer light manufacturing and warehousing parks have been developed along the Troy Hill and Business Parkway loop roads west of US 1. The long haul trucking services and auto-oriented commercial uses have developed in a linear pattern along US 1 to serve local and regional needs. Jessup's prison complex is a major institution in the corridor. Civic uses serving residential neighbors include schools, two libraries, and park space. Detached, single family, and mobile home developments have grown just beyond the highway along the length of the corridor and are usually self-contained with few connections to nearby neighborhoods and business centers.

The patchwork nature of the corridor, with neighborhoods, industry, warehousing, retail, and institutions mixed tightly together, provides challenges for the revitalization of the corridor. The truck traffic and massive scale associated with industrial uses are incompatible with residential activities or "Main Street" settings. Residential uses are clustered in the northern and southern ends of the corridor, and scattered between open land and industrial sites throughout the study area. In some areas these conflicting activities suggest the need for separate and distinct systems of access, circulation, and aesthetics related to the scale, bulk, and speed of the expected user.

The mix and adjacency of land uses create barriers in many locations. Where industrial and residential uses abut, care has been taken to ensure that the roads accessing these parcels do not connect. One benefit is that truck traffic is kept off residential streets; however, local mobility and travel choices may also be reduced.



Home in historic Savage



Jessup Correctional Facility is an example of a man-made barrier to access



Incompatible mix of land uses

Photograph Inventory

The photograph inventory of the US 1 Corridor, located in Appendix B, highlights existing conditions and issues, and opportunities for improvement. The photos included were selected from several hundred photos taken within the last 12 months. The photo inventory reveals that there are many demands on US 1 made by a variety of users that travel the corridor for a variety of reasons. For example, the worn foot paths along US 1 indicate pedestrian use and the need for safe accommodation of pedestrians. The frequency of driveways and local streets along US 1 suggests a heavy reliance on US 1 for both fronting properties and internal sites.

The inventory also addresses the character of the roadway and the challenges of accommodating all the existing and potential users. It offers examples of the subareas described in the following sections including the systems of roadways, sidewalks bicycle paths and pedestrian facilities; potential pedestrian and bicycle connections; transit service, including MARC commuter rail; US 1 roadway cross sections; and, truck traffic.

SURVEY APPROACH

The transportation, land use and urban design description that follows is intended to begin building a framework of understanding for the redevelopment and enhanced connectivity of the US 1 corridor. It considers the existing transportation network, land uses, and zoning, identifies the barriers to connectivity, existing and potential destinations, or nodes of activity, and identifies existing connections between destinations. This information provides a basis for understanding where people want to go and how they currently get there.

The existing network of roads, sidewalks, and trails in the study area paints a picture of the mobility to and between destinations, and the elements in place from which to build a network able to support development of non-auto modes of transportation. Potential barriers to a connected transportation system include streams, steep slopes, certain land uses such as the State Correctional Facility, and large masses of private land with private roads. Nodes of activity are places that visitors or people living and working within the corridor may seek either by truck, car, bicycle, or on foot. Examples of community destinations include schools, parks, and commercial/retail centers. Examples of business destinations include distribution centers, manufacturing sites, and service retail. Potential future nodes of activity expected to occur through the new zoning in the corridor are based on the potential for redevelopment, especially relating to the CE, CAC, and TOD districts described previously.

This approach identifies opportunities for enhancing mobility throughout the study area. This will be accomplished by providing physical connections between places, and by encouraging a pattern of development that promotes walking, biking and transit use, where appropriate, and organizes modal conflict points for maximum safety and clear user hierarchy.

This analysis was shared with community and business representatives at the Open House on July 12, 2006. Participants validated the analysis, discussed their activities in the corridor, how they access destinations in the corridor, and identified gaps in the system. The mapping and analysis were revised based on the comments received at the Open House.

A summary of the comments received at the Open House is included in Appendix F.

The next sections begin to capture the details of corridor land use and urban form in the four focus areas. They are:

- Prince Georges/Howard County Line to MD 32,
- MD 32 to MD 175,
- MD 175 to MD 100, and
- MD 100 to the Baltimore/Howard County Line.

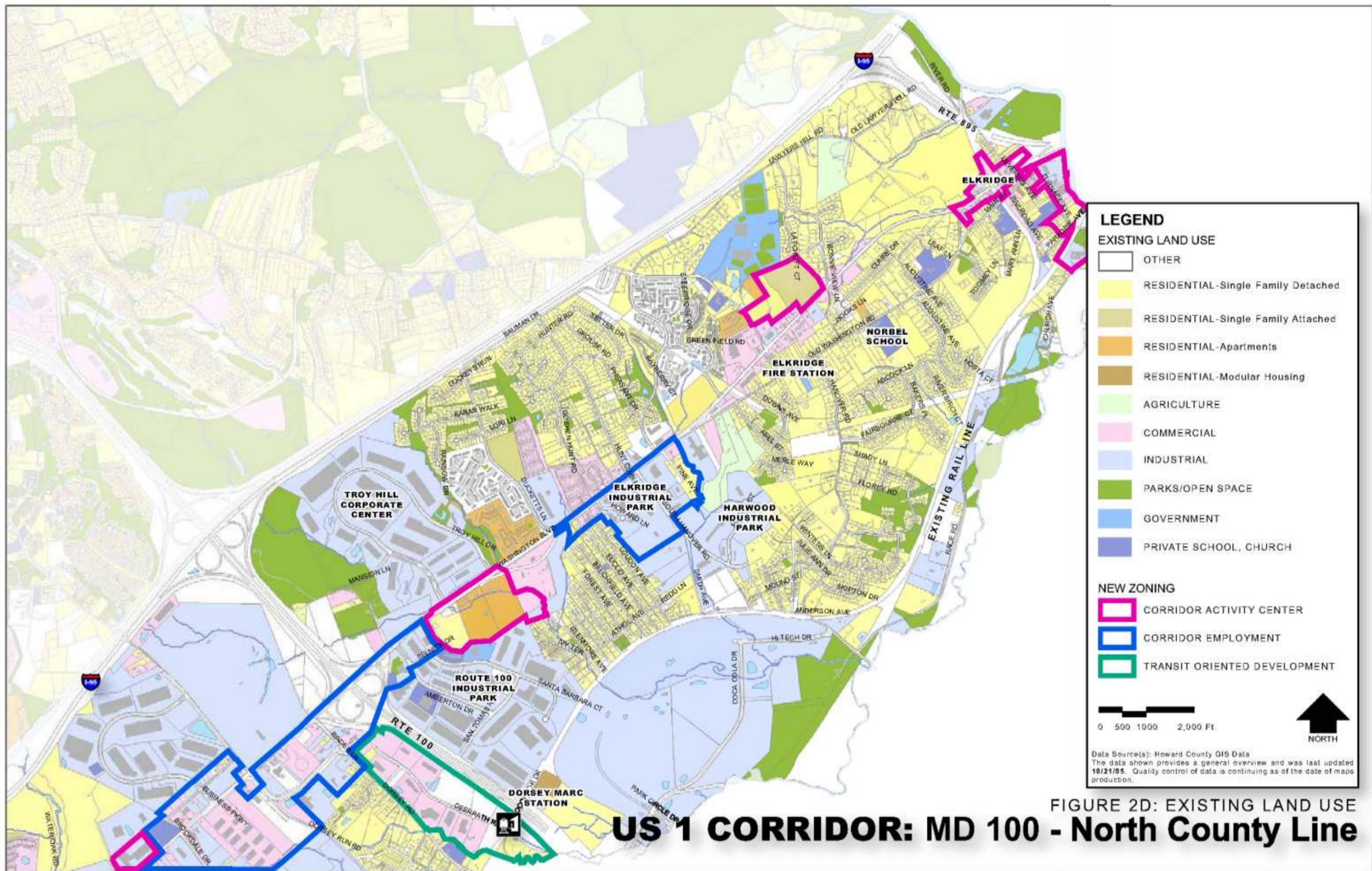


FIGURE 2D: EXISTING LAND USE
US 1 CORRIDOR: MD 100 - North County Line

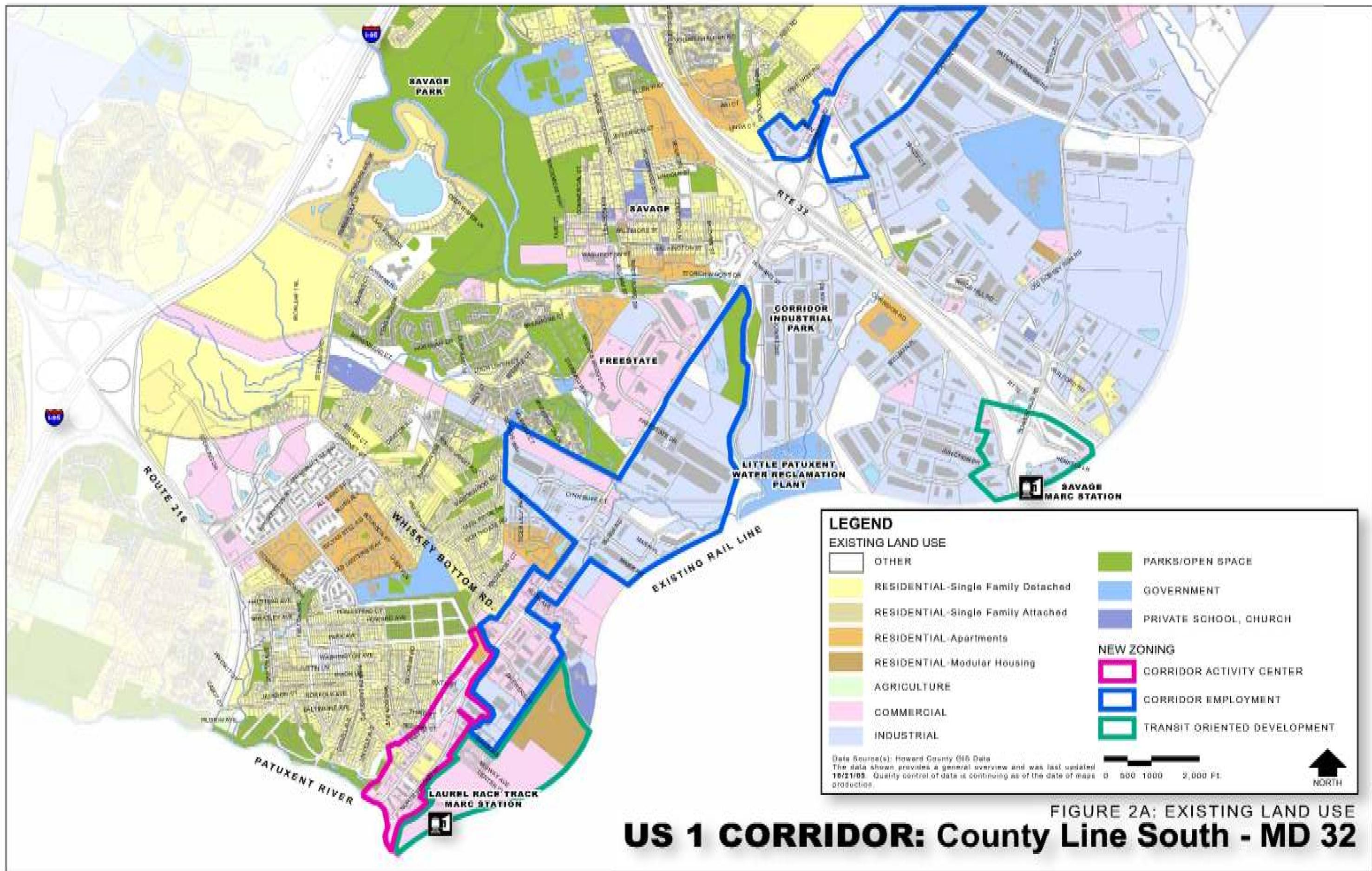
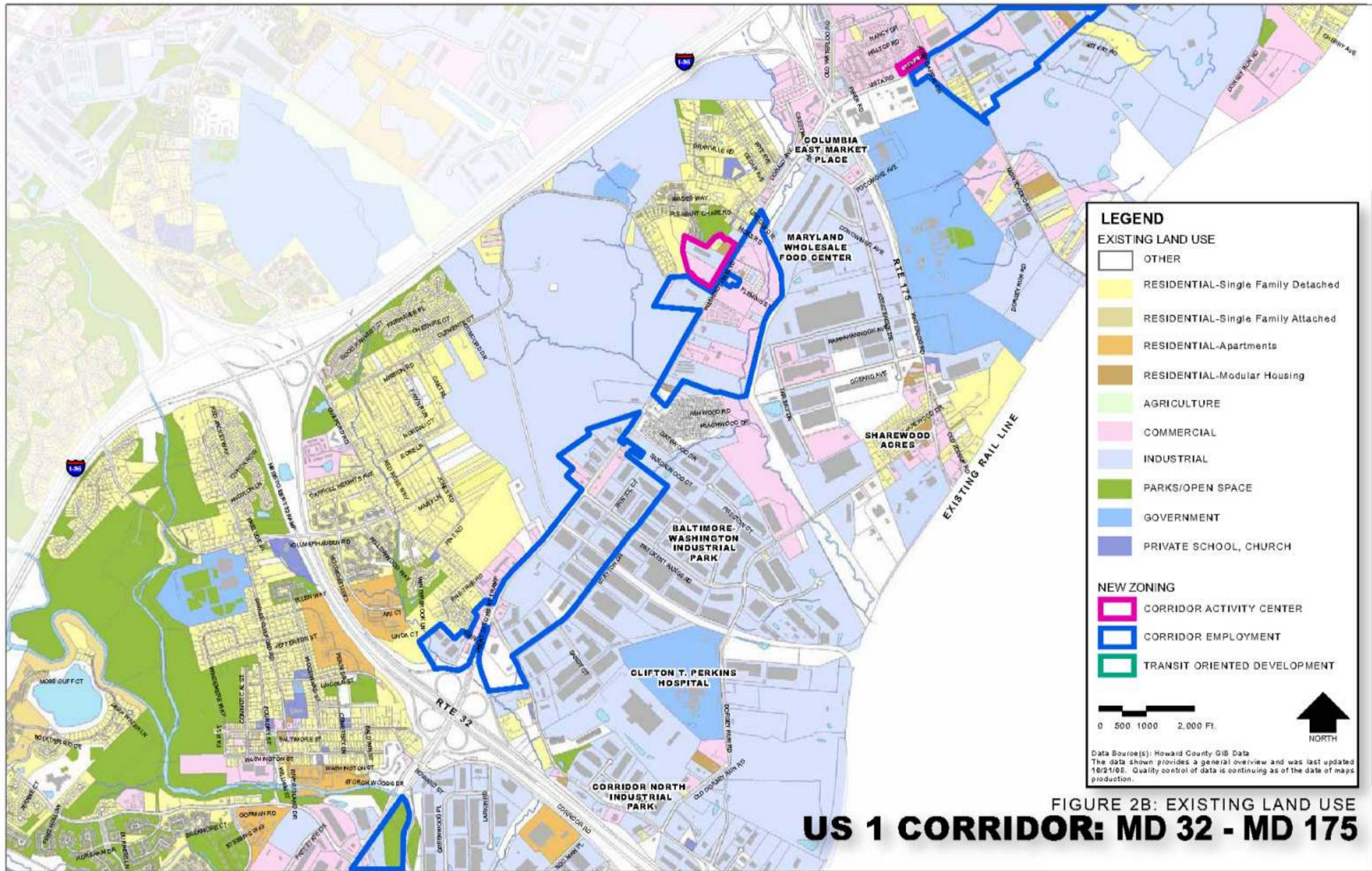
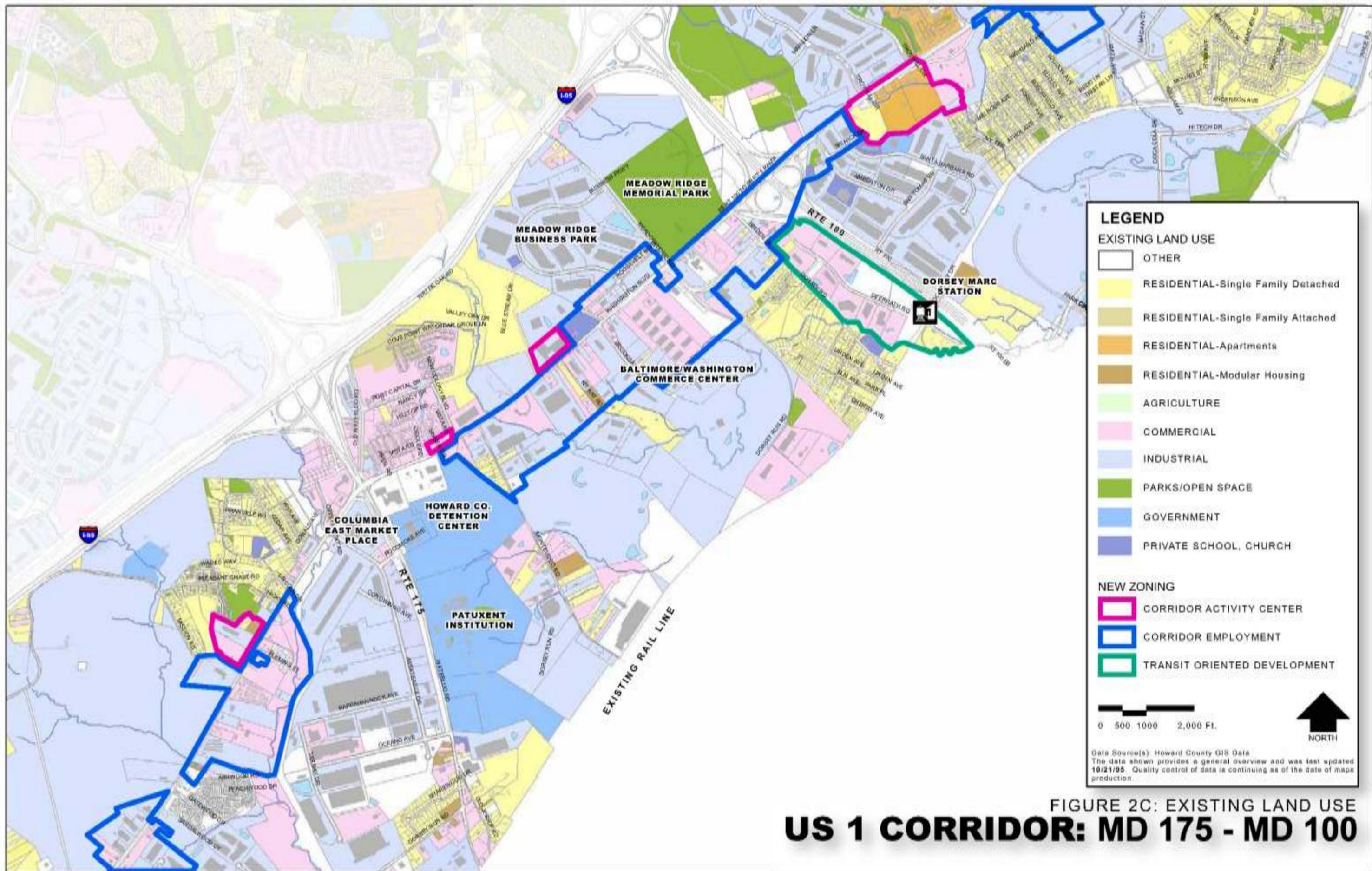


FIGURE 2A: EXISTING LAND USE
US 1 CORRIDOR: County Line South - MD 32



**FIGURE 2B: EXISTING LAND USE
 US 1 CORRIDOR: MD 32 - MD 175**



**FIGURE 2C: EXISTING LAND USE
 US 1 CORRIDOR: MD 175 - MD 100**

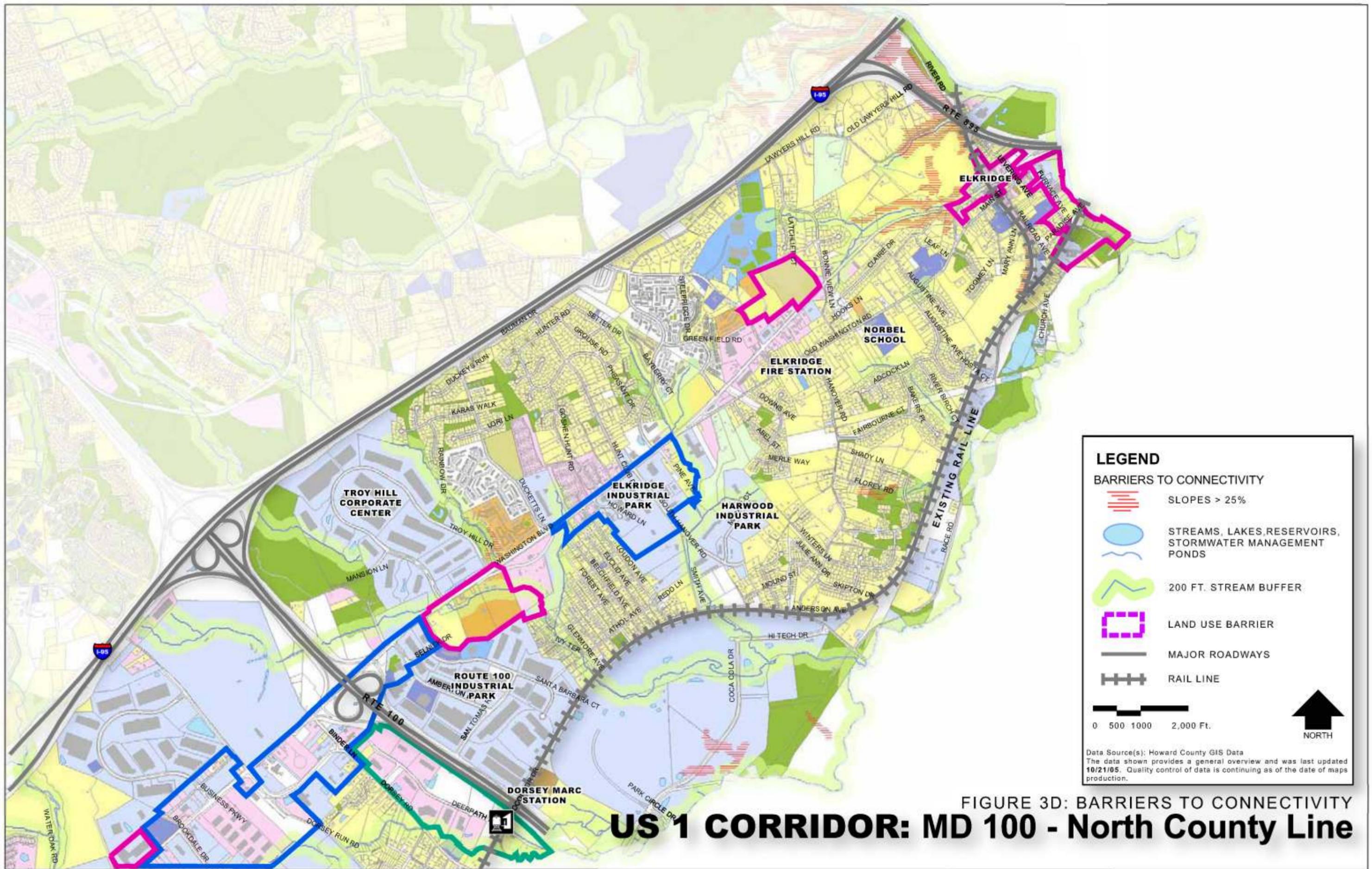


FIGURE 3D: BARRIERS TO CONNECTIVITY
US 1 CORRIDOR: MD 100 - North County Line

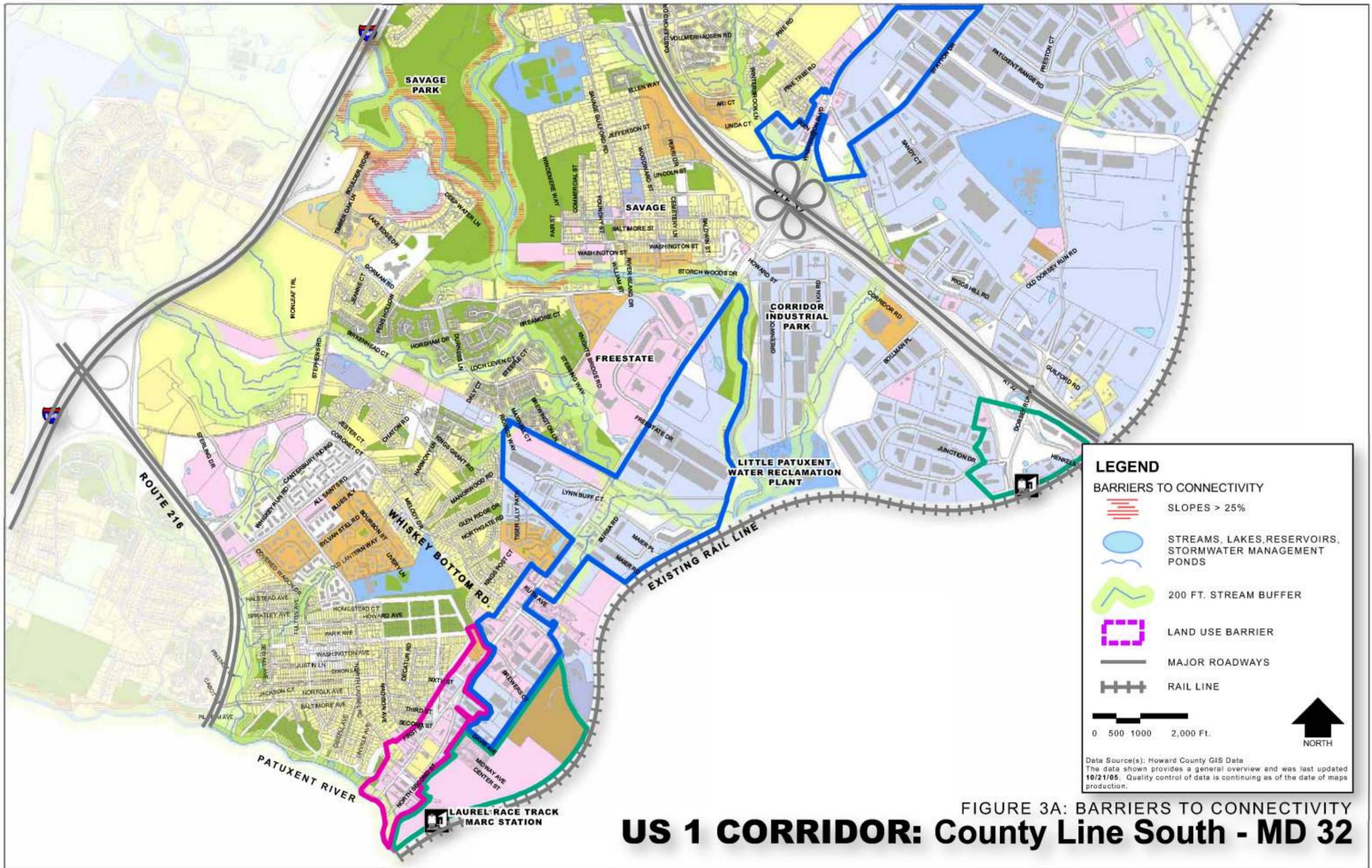


FIGURE 3A: BARRIERS TO CONNECTIVITY
US 1 CORRIDOR: County Line South - MD 32

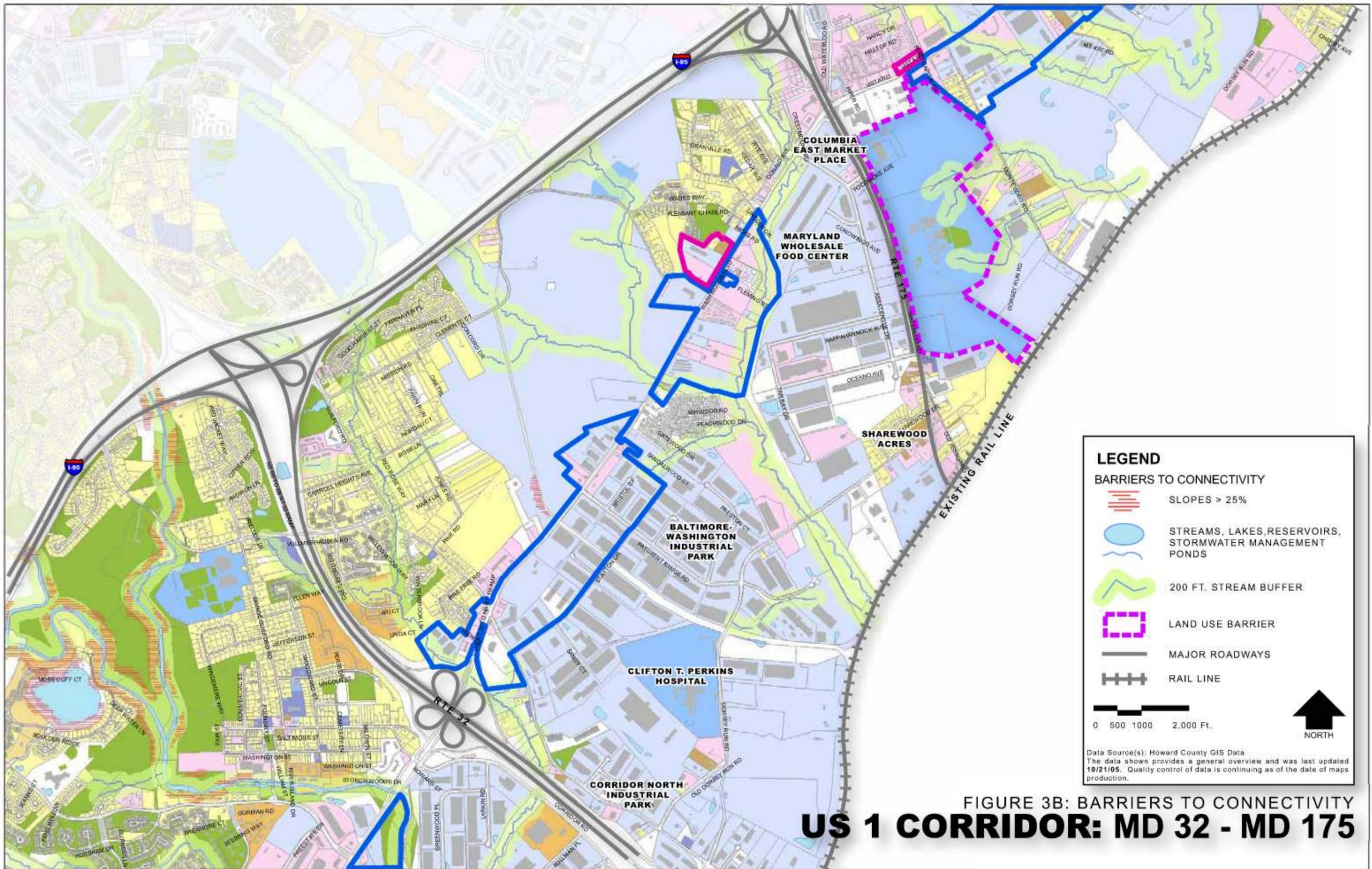
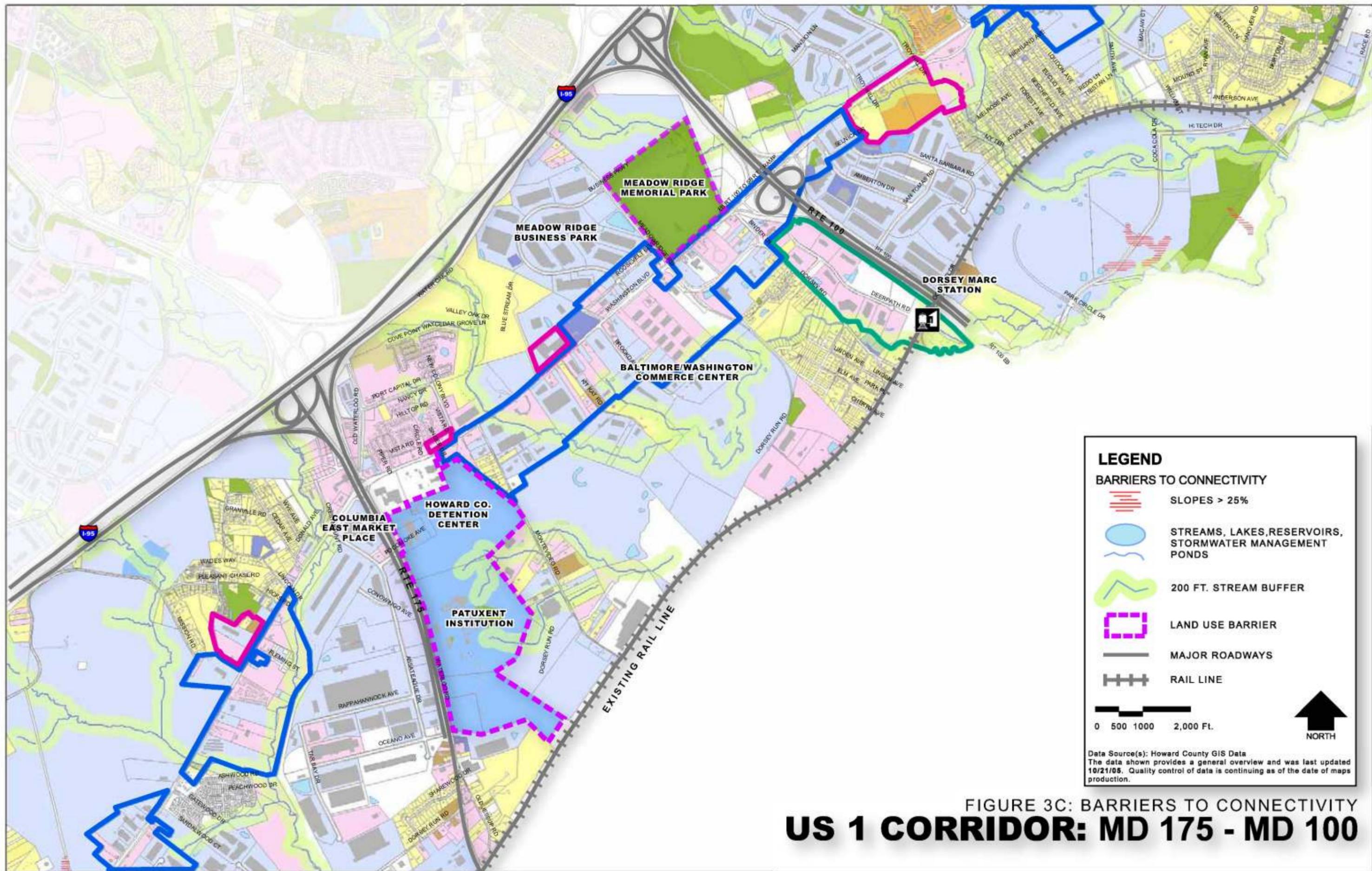


FIGURE 3B: BARRIERS TO CONNECTIVITY
US 1 CORRIDOR: MD 32 - MD 175



LEGEND

BARRIERS TO CONNECTIVITY

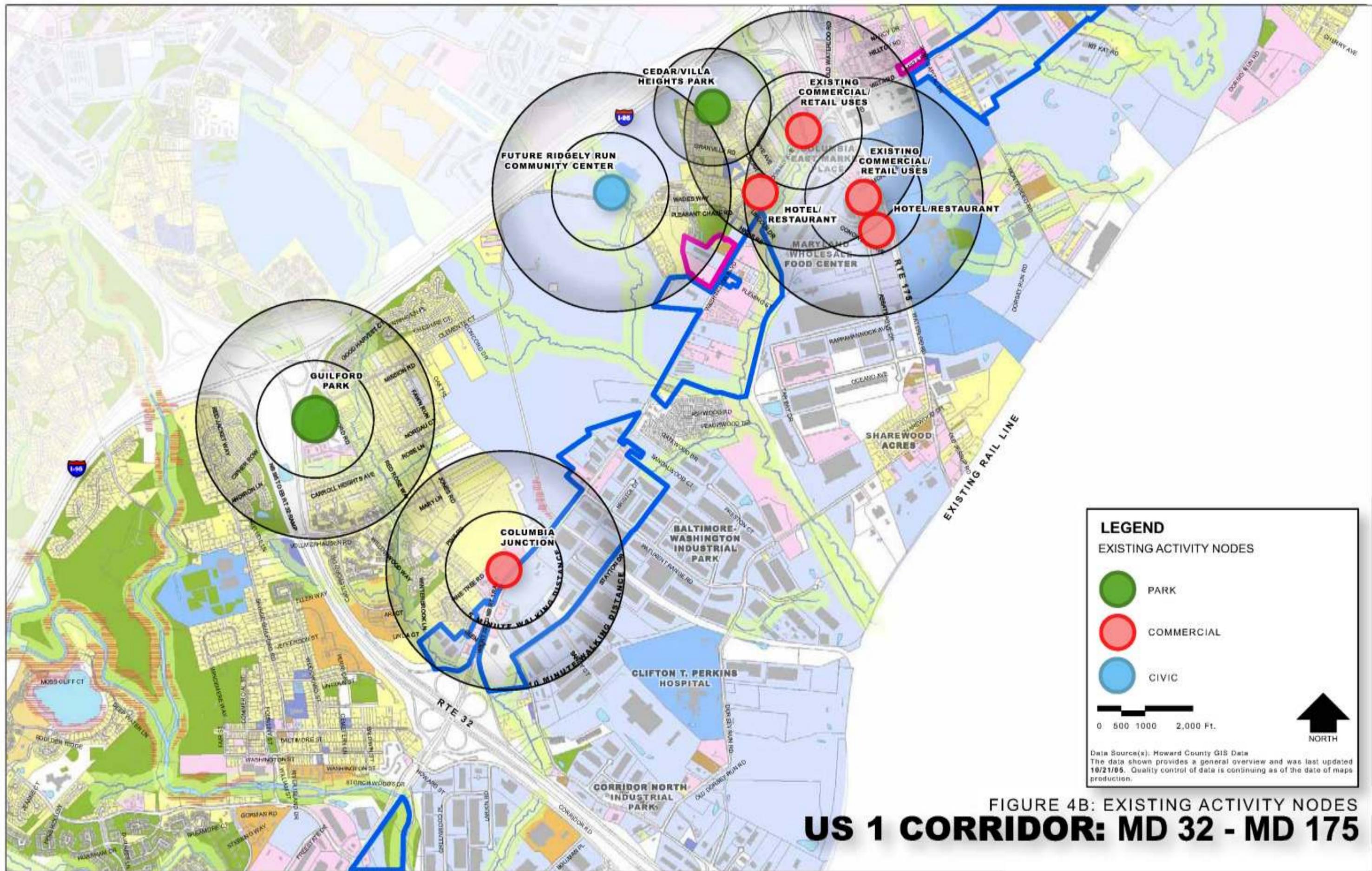
-  SLOPES > 25%
-  STREAMS, LAKES, RESERVOIRS, STORMWATER MANAGEMENT PONDS
-  200 FT. STREAM BUFFER
-  LAND USE BARRIER
-  MAJOR ROADWAYS
-  RAIL LINE

0 500 1000 2,000 Ft.

 NORTH

Data Source(s): Howard County GIS Data
The data shown provides a general overview and was last updated 10/21/08. Quality control of data is continuing as of the date of maps production.

**FIGURE 3C: BARRIERS TO CONNECTIVITY
US 1 CORRIDOR: MD 175 - MD 100**



LEGEND

EXISTING ACTIVITY NODES

- PARK
- COMMERCIAL
- CIVIC

0 500 1000 2,000 Ft.

NORTH

Data Source(s): Howard County GIS Data
The data shown provides a general overview and was last updated 10/21/05. Quality control of data is continuing as of the date of maps production.

**FIGURE 4B: EXISTING ACTIVITY NODES
US 1 CORRIDOR: MD 32 - MD 175**

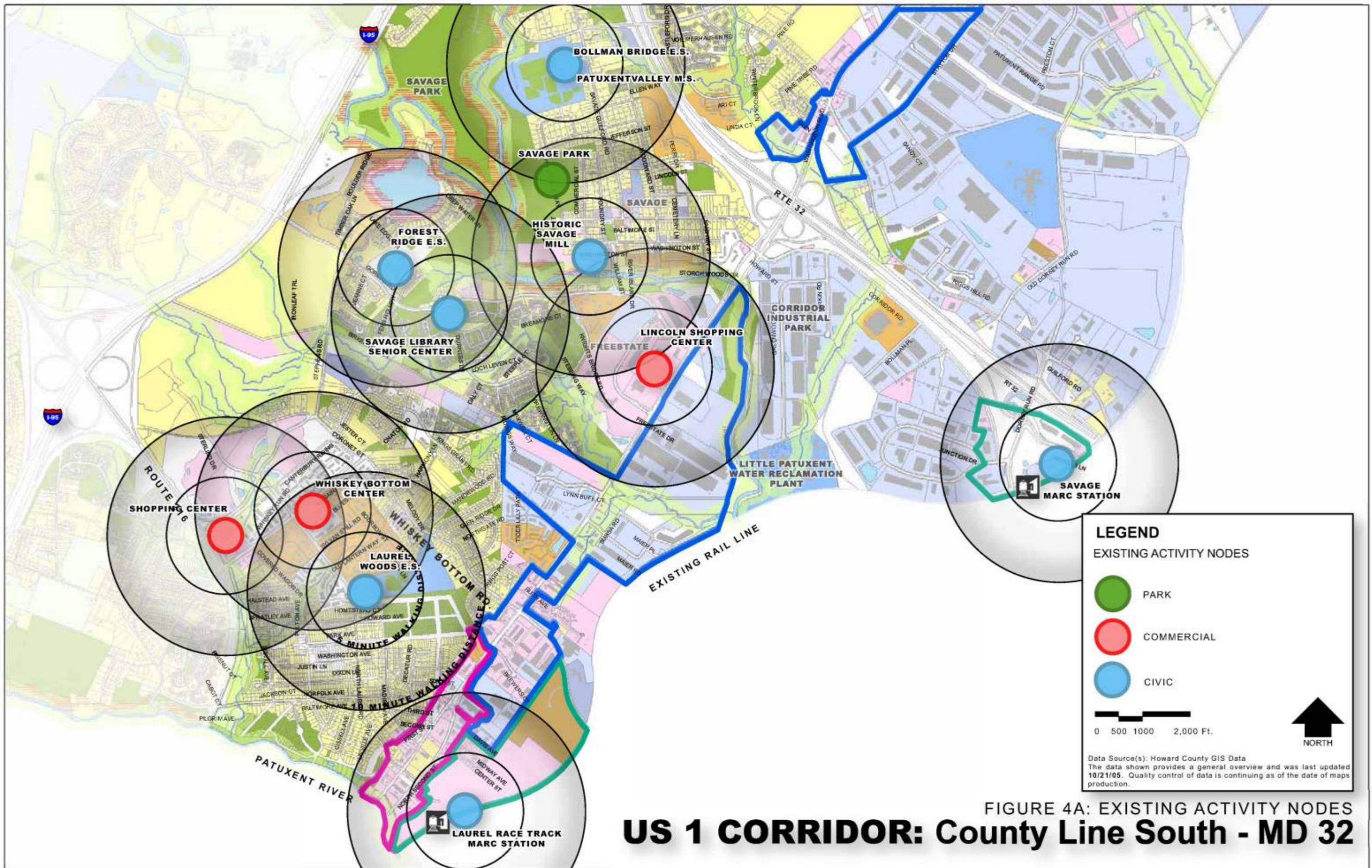


FIGURE 4A: EXISTING ACTIVITY NODES
US 1 CORRIDOR: County Line South - MD 32

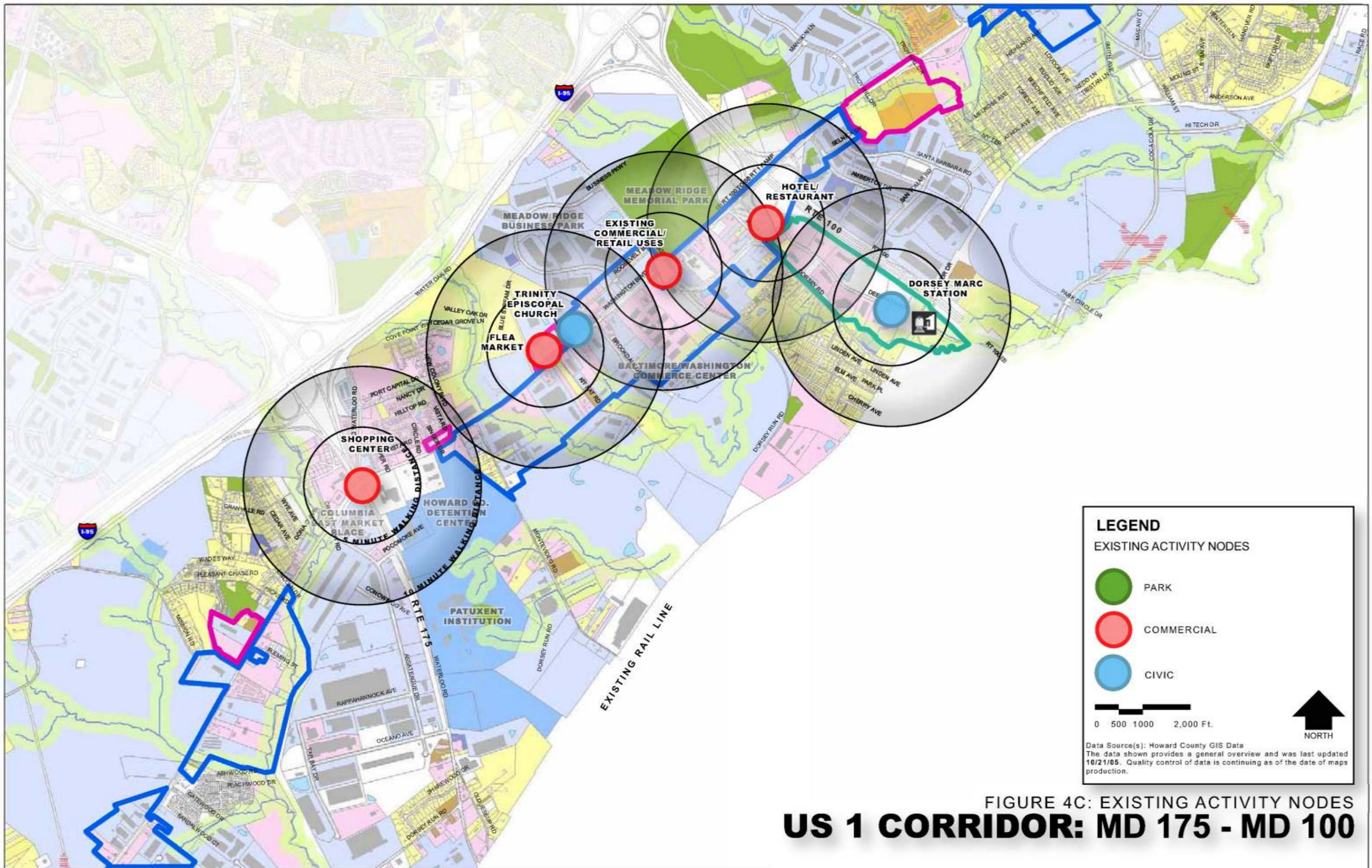
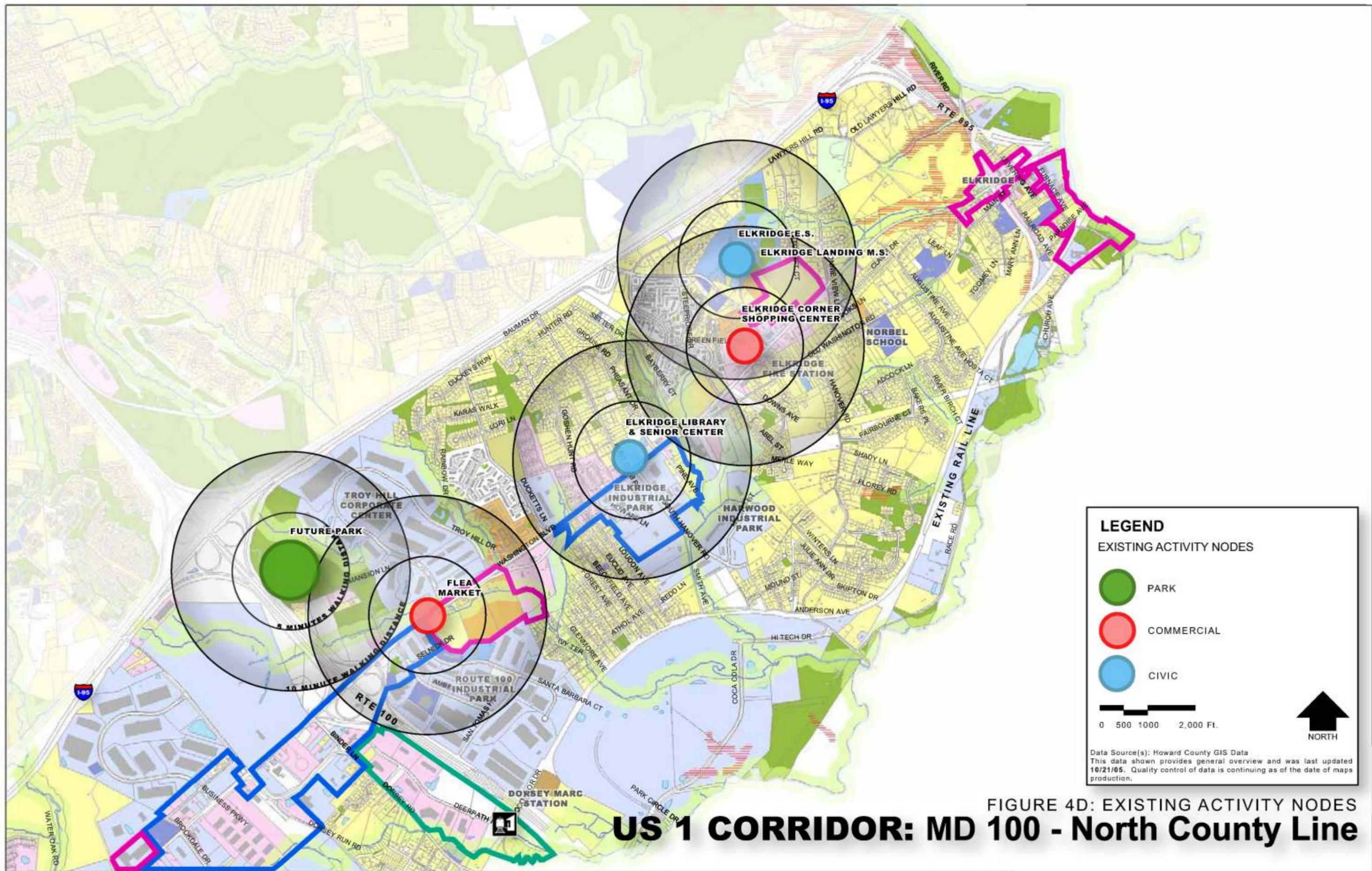


FIGURE 4C: EXISTING ACTIVITY NODES
US 1 CORRIDOR: MD 175 - MD 100



LEGEND

EXISTING ACTIVITY NODES

- PARK
- COMMERCIAL
- CIVIC

0 500 1000 2,000 Ft.

NORTH

Data Source(s): Howard County GIS Data
This data shown provides general overview and was last updated 10/21/05. Quality control of data is continuing as of the date of maps production.

FIGURE 4D: EXISTING ACTIVITY NODES
US 1 CORRIDOR: MD 100 - North County Line

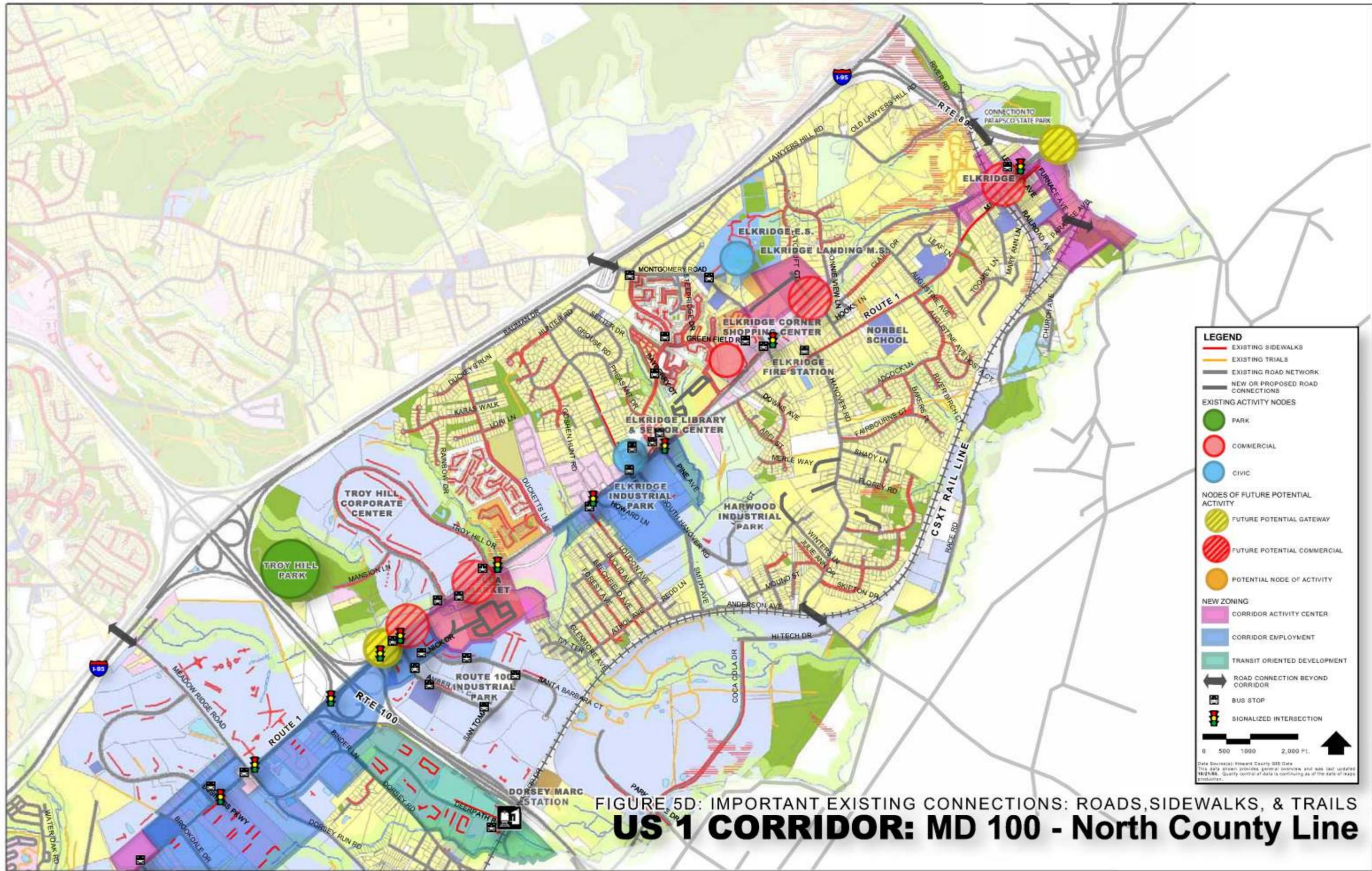


FIGURE 5D: IMPORTANT EXISTING CONNECTIONS: ROADS, SIDEWALKS, & TRAILS
US 1 CORRIDOR: MD 100 - North County Line

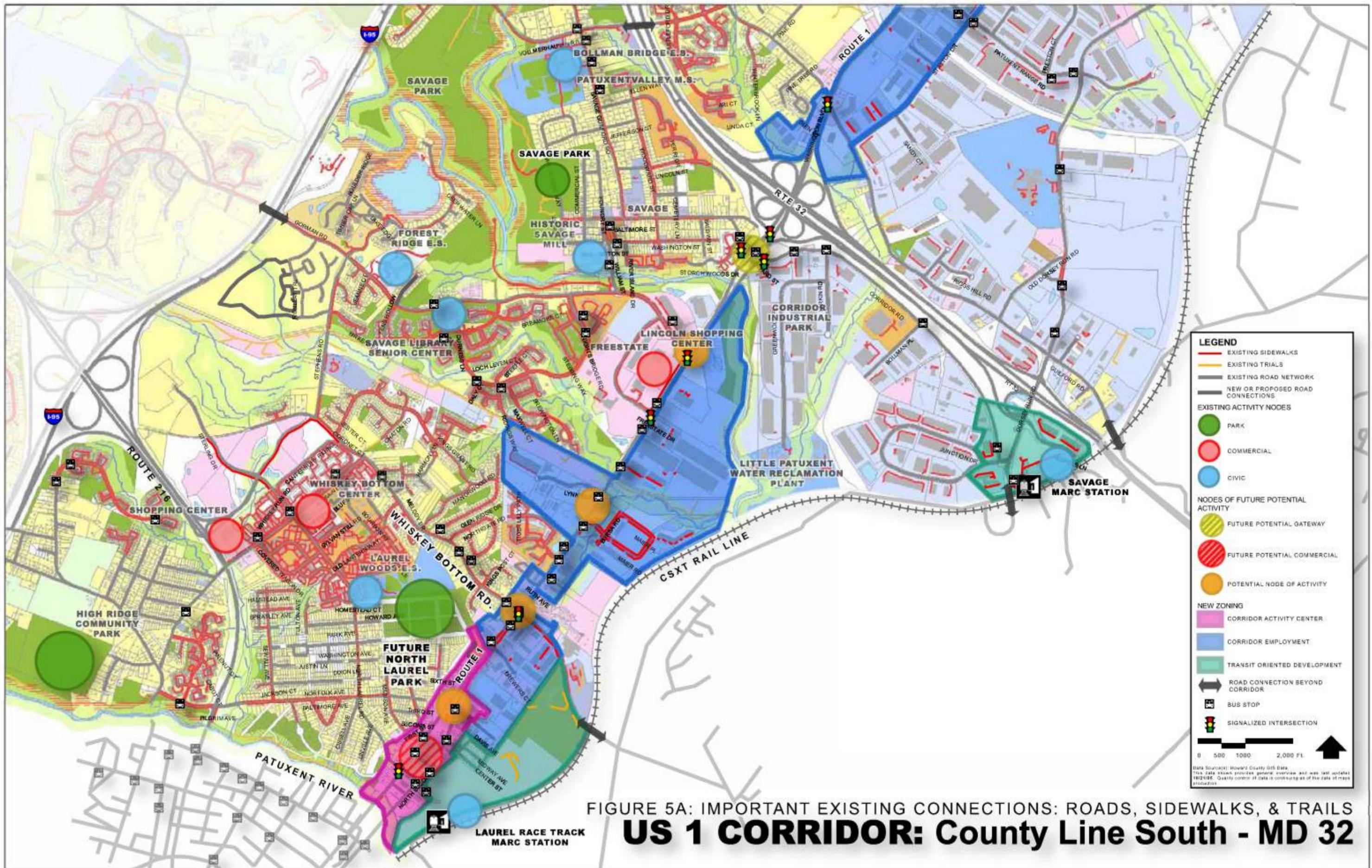


FIGURE 5A: IMPORTANT EXISTING CONNECTIONS: ROADS, SIDEWALKS, & TRAILS
US 1 CORRIDOR: County Line South - MD 32

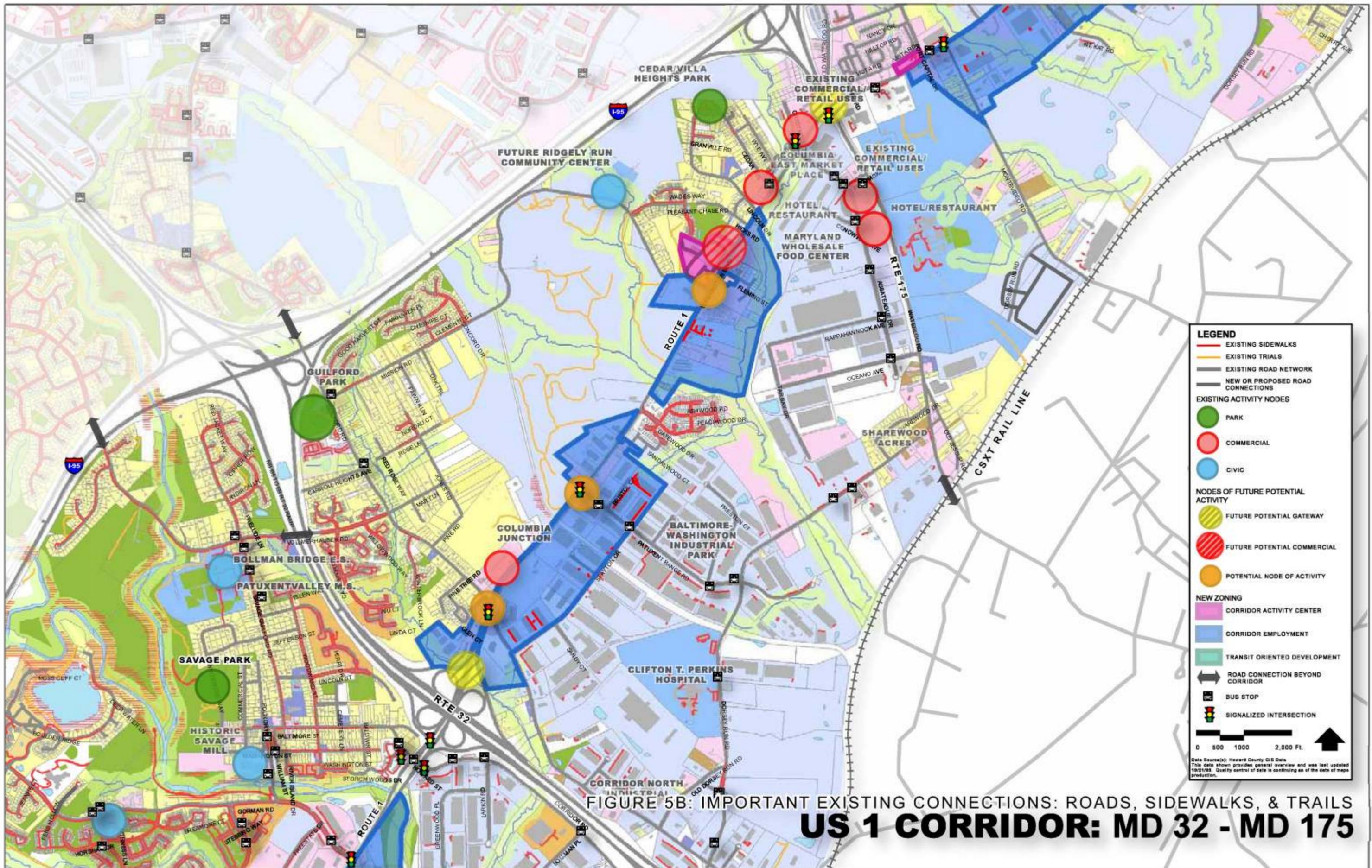


FIGURE 5B: IMPORTANT EXISTING CONNECTIONS: ROADS, SIDEWALKS, & TRAILS
US 1 CORRIDOR: MD 32 - MD 175

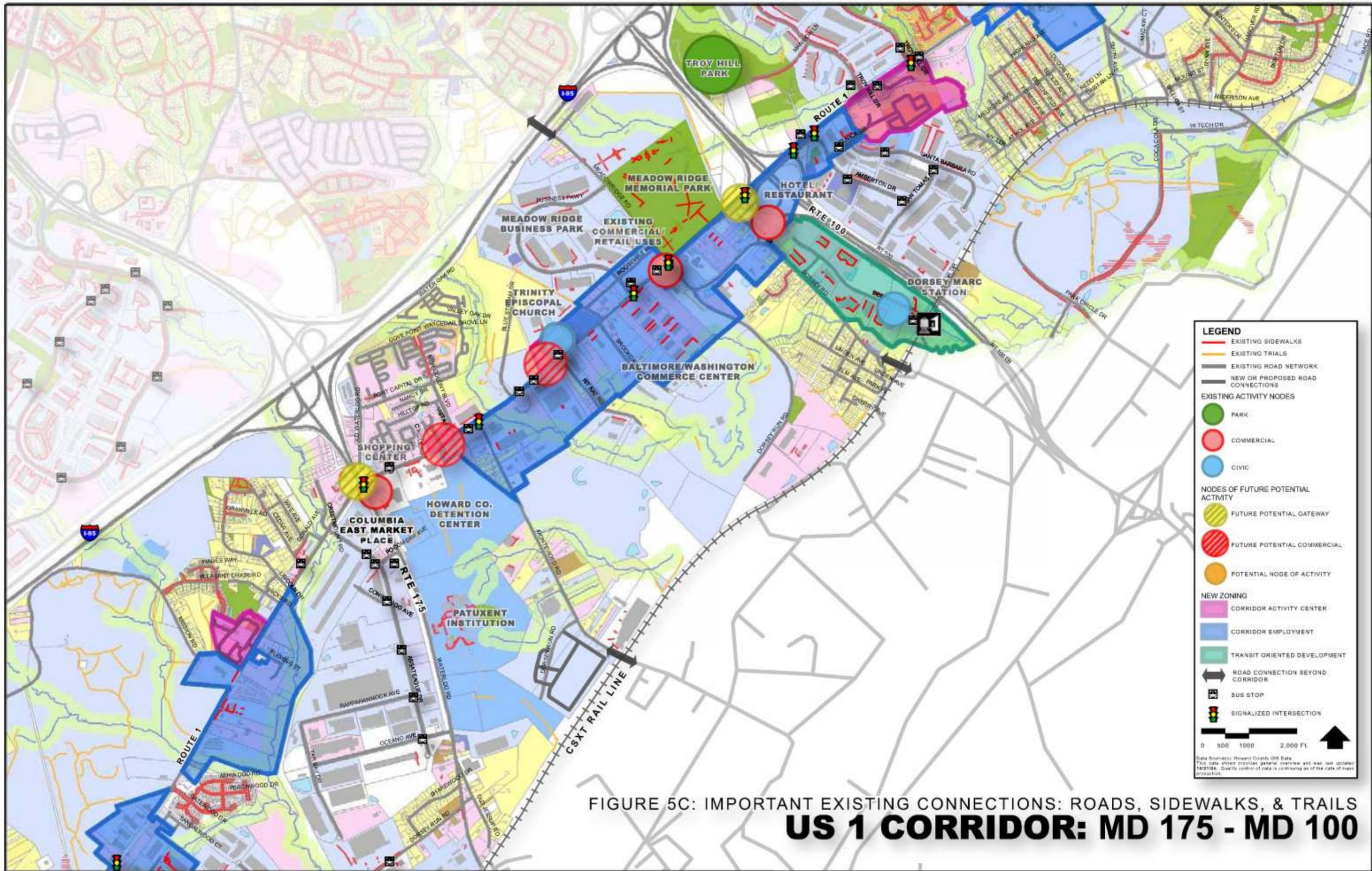


FIGURE 5C: IMPORTANT EXISTING CONNECTIONS: ROADS, SIDEWALKS, & TRAILS
US 1 CORRIDOR: MD 175 - MD 100

PRINCE GEORGE'S COUNTY LINE TO MD 32

Land Use (Map 2A)

The land uses in this section of the corridor are predominately residential on the west side of Route 1 with the exception of the Freestate development and several uses in historic Savage. There is a mix of single family, town homes, and apartments. They are laid out in a combination of a traditional grid pattern with some more recent cul-de-sac style subdivisions, reflective of the era in which they were planned and built.

The land to the east of Route 1 is primarily industrial and is comprised of the Junction Business Park, the Corridor Industrial Park, Savage II and III Industrial Park, Maier Industrial Park, the new Dreyer Ice Cream facility, and the Whiskey Bottom and Davis Industrial Parks. There is one large residential property that fronts onto the south side of Whiskey Bottom Road.

The historic Savage Mill, located in the heart of historic Savage is a local and regional attraction for shopping and eating.

Savage Park is a regional park with a cross section of active and passive recreational facilities.

There are several neighborhoods serving commercial uses along All Saints Road including a grocery store, gas stations, restaurants, and an in-line retail center.

A number of commercial uses are located along the Route 1 frontage and between the north and south travel lanes south of the split. There are also several commercial uses at the Savage Mill and in historic Savage.

The Route 1 frontage is characterized by a mix of many disparate uses and a lack of coordinated development and access, resulting in a disharmonious appearance and the lack of a unified identity along the corridor frontage.

There is one large Corridor Employment (CE) zone that extends from north of Guilford Road, south beyond Whiskey Bottom Road. This CE zone is located primarily on the east side of Route 1, with one large area on the west side adjacent to Lynn Buff Court. At the south end of the study area there is a Corridor Activity Center (CAC) zone stretching across Route 1 that includes the bifurcated median and a Transit Oriented Development (TOD) zone adjacent to the rail line surrounding the Laurel Racetrack MARC Station.

These areas offer opportunities to create a new pattern of development and a more interconnected network of roads and pedestrian ways. It will be important to develop these areas in a manner that maximizes connections within the proposed developments as well as ensuring that connections to other nearby origins and destinations are considered as part of the process.

Because of the large areas of contiguous land within these three zoning categories there is an opportunity to create greater interconnections between parcels, giving drivers and pedestrians alternatives to Route 1.

Barriers (Map 3A)

This section is defined by major transportation facilities on four sides: Interstate 95 to the west, the rail line to the east, MD 32 to the north, and Route 216 to the south. A portion of the Patuxent River also borders the southern edge of the study area. Only a small number of roads extend beyond these major transportation facilities and natural barriers.

This section of the corridor has more effectively aggregated similar land uses with the industrial and commercial uses located predominately east of Route 1 and around the Freestate site and the residential uses located primarily west of Route 1. An example of a land use barrier in this section of the corridor is the large BGE utility corridor with transmission lines that run east/west paralleling Whiskey Bottom Road. A number of residential communities back up to both sides of the utility corridor but do not connect across. Connections across this corridor could create an effective parallel network to Route 1 and would significantly increase mobility options.

The Little Patuxent and Middle Patuxent Rivers converge in Savage Park and flow southeast through the corridor. This is a major waterway and is bound by steep slopes in a number of areas. The Hammond Branch flows east and joins the Little Patuxent near the rail line, forming another barrier through the area. While pedestrian and bicycle connections could be developed to cross these streams and rivers, it is unlikely that additional road connections will be built due to the existing pattern of development and the environmental impact associated with such improvements.

Existing Activity Nodes (Map 4A)

There are several nodes of existing activity in this section of the corridor. These include the Freestate Shopping Center and historic Savage Mill; Patuxent Valley Middle School, Bollman Bridge Elementary School, Forest Ridge Elementary School, and Laurel Woods Elementary School; and the commercial uses along All Saints Road. North Laurel Park is currently in the early planning stages on a parcel of land adjacent to Laurel Woods Elementary School. As mentioned above, Savage Park is a significant destination both locally and regionally. The Savage and Laurel Race Track MARC stations are also important hubs of activity.

As part of this study, it will be important to maximize the opportunities to make connections to these community destinations and to strengthen connections within and between these areas.

Important Existing Connections and Activity Centers (Map 5A)

The existing road network offers few connections with and beyond the major roadways and rail line that define the boundaries of this section of the study area. The roads that connect beyond the corridor are Vollmerhausen and Guilford Roads to the west, Dorsey Run Road and Whiskey Bottom Road to the east, and All Saints Road to the south.

Within the corridor, the road network provides access to the various land uses and individual developments with access provided primarily from Route 1. The historic town of Savage can be accessed by car from the north, south, and east, providing regional travel options. It is laid out in a traditional grid pattern and is of a scale that provides a walkable environment.

Residential neighborhoods south of Gorman Road and north of Whiskey Bottom Road are laid out in a more organic, cul-de-sac style but have made accommodations for a number of through connections.

Sidewalks are provided as part of many of the residential subdivisions and the historic town of Savage. Additionally, streets such as Gorman Road have sidewalks which serve to connect residential areas with destinations such as schools, the library, Savage Mill, and Savage town center.

Route 1 has some small sections of sidewalk but it is not continuous and does not serve much of the corridor. Where sidewalk is provided, the scale (narrow width) and proximity to Route 1 do not allow a comfortable and safe pedestrian experience. There are also some sections of sidewalk within the existing business/industrial parks but they are not interconnected and therefore provide little regional value.

There are several significant trails in this section of the corridor. One extends from Savage Mill through Savage Park and ultimately connects all the way to Lake Elkhorn in Columbia.

MD 32 TO MD 175

Land Use (Map 2B)

Industrial and commercial land uses dominate this section of the corridor. Several areas of residential development are interspersed. Residential neighborhoods along Guilford Road, west of Route 1, include a cross section of single family, town house, and apartment densities as well as a senior living facility. They are laid out in a combination of a traditional grid pattern and a more curvilinear cul-de-sac style. Another established residential neighborhood is located in the northwest corner of the corridor and is accessed from Cedar Avenue, Lincoln Drive, and Hicks Road. Sharewood Acres is a small residential development of single family homes at the intersection of Dorsey Run Road and MD 175. There are also two modular home parks on the east edge of Route 1 located central to the corridor.

Much of the land is developed with industrial uses, which are primarily concentrated in the Maryland Wholesale Food Center and the Baltimore Washington Industrial Park.

A number of commercial uses are located along the Route 1 frontage. Additional commercial development is situated in the northwest corner of the corridor, adjacent to the Holiday Inn, along a portion of the MD 175 frontage and at the intersection of Dorsey Run Road and MD 175.

A hospital facility that is part of the Maryland Correctional Institute for Women has access from Dorsey Run Road.

The Route 1 frontage is characterized by a mix of many disparate uses and a lack of coordinated development and access, which results in a disharmonious appearance and the lack of a unified identity along the corridor frontage.

Two large Corridor Employment (CE) zones and a small Corridor Activity Center (CAC) zone are located in this section of the corridor. The CE zones are primarily located along the east edge of Route 1. The CAC zone is at the northwest corner of the Mission Road and Route 1 intersection.

These areas offer opportunities to create a new pattern of development and a more interconnected network of roads and pedestrian ways. It will be important to develop these areas in a manner that maximizes connections within the proposed development and ensures that connections to other nearby origins and destinations are considered as part of the process.

Because of the large areas of contiguous land within the CE zoning category, there is an opportunity to create greater interconnections between parcels, giving drivers and pedestrians alternatives to Route 1.

Barriers (Map 3B)

Similar to the other sections of the study area, this section is defined by major transportation facilities on all four sides: Interstate 95 to the west, MD 175 to the north, MD 32 to the south, and the rail line to the east. Only a small number of roads extend through these major transportation facilities.

The land uses serve as barriers to connectivity in several places. An example of barriers created by disparate land uses occurs at the M and M Mobile Home development. This community is surrounded by industrial and commercial uses and only has access onto Route 1. There is no opportunity for connectivity parallel to Route 1 offered and the facilities provided along the Route 1 frontage do not accommodate pedestrians or cyclists.

Dorsey Run flows east through the corridor and is a significant environmental resource but a barrier to vehicular connections.

Existing Activity Nodes (Map 4B)

Several community activity generators are found in this section of the corridor. These include the Columbia Junction Shopping Center at the northwest intersection of Guilford Road and Route 1, the mix of restaurants and hotel/motel uses at the corner of Route 1 and MD 175, and a small group of commercial/retail uses at the intersection of Pocomoke Drive and MD 175. In addition, two parks exist in this section of the corridor: Guilford Park, located on Guilford Road near I-95, and Cedar/Villa Heights Park, located at the end of Cedar Avenue.

As part of this study, it will be important to maximize the opportunities to make connections to these community destinations and to strengthen connections within and between these areas.

Important Existing Connections and Activity Centers (Map 5B)

The existing road network offers few interconnections with the major roadways and rail line that define the boundaries of this section of the study area. The roads that connect beyond the corridor are Guilford Road to both the east and the west, Vollmerhausen Road, and Dorsey Run Road.

Within the corridor, the road network provides access to the various land uses and individual developments with access primarily provided from Route 1. A unique aspect of this portion of the corridor is that Guilford Road and Dorsey Run Road make complete through connections east/west and north/south, respectively. Guilford Road intersects with Mission Road, which provides a parallel travel path to Route 1 reconnecting further north. Dorsey Run Road intersects with Patuxent Range Road, which connects to Route 1 providing alternate access for truck traffic to the Baltimore Washington Industrial Park. These kinds of alternate connections provide important travel options for vehicles, pedestrians, and bicycles.

Sidewalks are provided as part of several of the residential subdivisions and within some of the business/industrial parks. However, most of these are isolated and do not connect with each other or to surrounding destinations such as commercial areas, hotels, or parks. Guilford Park is a good example of a community resource that could have much better safe access provided by a comprehensive sidewalk system connecting to nearby residential neighborhoods.

Route 1 has some small sections of sidewalk but it is not continuous and does not serve much of the corridor. Where sidewalk is provided, the scale (narrow width) and proximity to Route 1 do not allow a comfortable and safe pedestrian experience.

There are several sections of trail, primarily associated with open space areas. These are not continuous, however, and do not contribute to the pedestrian connectivity of the corridor.

MD 175 TO MD 100

Land Use (Map 2C)

The land uses in this section of the corridor are predominately industrial and commercial with several areas of residential interspersed. A section of single family residential off Dorsey Road is laid out in a traditional grid pattern, reflecting the era in which it was planned. The southwest corner of the corridor is also residential, made up of the Aladdin Village modular home park and some more recently developed small lot single family homes and townhomes. A small area of single family residential also exists on Old Jessup Road in the southeast corner of the corridor.

Much of the land is occupied by industrial uses concentrated in several developments such as the Meadow Ridge Business Park, the Baltimore Washington Commerce Center, and Brookdale Industrial Park.

A number of commercial uses are located along the Route 1 frontage. Additionally, a significant area of commercial development, Dorsey Business Park, lies along Deerpath Road adjacent to MD 100, and a small commercial area is located along MD 103 across from the Dorsey Run Road intersection.

Meadowridge Memorial Park is a cemetery located in the northwest corner of the corridor; a pet cemetery is located on Route 1 across from the park.

The Patuxent Institution facility stretches from the intersection of Route 1 and Oceano Avenue along much of the MD 175 frontage in the southeast corner of the corridor.

The Dorsey MARC station is located in the northeast corner of the corridor and is accessible from Exit 7 off MD 100.

The Route 1 frontage is characterized by a mix of many disparate uses and a lack of coordinated development and access, resulting in a disharmonious appearance and the lack of a unified identity along the corridor frontage.

This section of Route 1 includes both Corridor Employment (CE) and Transit Oriented Development (TOD) zones. The CE zone in this portion of the corridor is continuous along the east side of Route 1, from Route 100 to just south of Montevideo Road, and also includes an area between Route 1 and the Meadow Ridge Business Park. The TOD zone extends west from the Dorsey MARC station.

In MARCH 2005 the County Council approved a comprehensive zoning amendment known as “Comp Lite”. Several properties in the study area were rezoned under Comp Lite including the 76 acre Bluestream property, the 43 acre mobile home park on Port Capital Drive, 26 acres on Montevideo Drive, and several other smaller properties. A petition was filed to take in opposition to the Comp Lite zoning, and the bill will be taken to referendum in the November 2006 elections. The referendum vote will ultimately determine whether the Comp Lite legislation will be approved.

These areas offer opportunities for a new pattern of development and to create a more interconnected network of roads and pedestrian ways. It will be important to develop these areas in a manner that maximizes connections within proposed developments as well as ensuring that connections to other nearby origins and destinations are considered as part of the process.

Because of the large areas of contiguous land within the two new zoning categories there is an opportunity to create greater interconnections between parcels, giving drivers and pedestrians alternatives to Route 1.

The TOD zone provides a unique opportunity to take advantage of public transportation. Developing homes and jobs within walking distance of the train station truly offers an alternative to the automobile. The challenge in this location is that much of the TOD zone is developed with relatively high quality office buildings, some of which are currently under construction. It is likely that redevelopment of this area will not occur for some time.

Barriers (Map 3C)

Connectivity within this section of the corridor is interrupted by several barriers. Similar to the other sections of the study area, this section is defined by major transportation facilities on all four sides: Interstate 95 to the west, MD 100 to the north, MD 175 to the south, and the rail line to the east. Only a small number of road connections penetrate these major transportation facilities.

The land uses serve as barriers to connectivity in several places. An example of barriers created by disparate land uses occurs at the residential development in Dorsey, south of

Dorsey Road. This community is surrounded by industrial and commercial development as well as the rail line to the east. The local road network does not provide mobility options beyond Dorsey Road for making connections to Route 1 or to other destinations within the corridor.

Additionally, several of the uses in this corridor are relatively large and do not lend themselves to making through-connections. The Meadowridge Memorial Park is a cemetery that could allow for pedestrian or bicycle through-access but is not appropriate for making any new road connections. The Jessup Correctional Facility will also obstruct future network through connections.

Deep Run flows east through the corridor and is a significant environmental resource but is a barrier to vehicular connections.

Existing Activity Nodes (Map 4C)

Existing activity nodes along this section of the corridor include the Shopping Center at the northwest intersection of MD 175 and Route 1, a grouping of retail and commercial uses at the intersections of Meadowridge Parkway and Route 1, and a hotel and restaurant at the intersection of Dorsey Road and Binder Lane. Additionally, the Dorsey MARC Rail Station is a hub of daily activity albeit one of a single-use commuter nature currently. The Trinity Episcopal Church occupies a prominent location along Route 1.

This study will work to maximize the opportunities to make connections to these community destinations as well as to strengthen connections within and between these areas.

Important Existing Connections and Activity Centers (Map 5C)

The existing road network offers few connections that penetrate the major roadways and rail line that define the boundaries of this section of the study area. The roads that connect beyond the corridor are Meadowridge Road, Dorsey Road, and Montevideo Road. A proposal to extend Dorsey Run Road from MD 175 through to Meadowridge Road will provide an important additional connection for this section of the corridor.

Within the corridor, the road network access to the various land uses and individual developments is primarily provided from Route 1. Virtually no roads exist to provide alternate or parallel connections other than those outlined above. This leaves few options other than Route 1 for vehicles, pedestrians, and bicyclists moving throughout this section of the corridor.

Sidewalks are provided as part of several of the residential subdivisions and within some of the business/industrial parks. However, most of these are isolated and do not connect with each other or to surrounding destinations such as retail/shopping areas, hotels, or the MARC station.

Route 1 has some small sections of sidewalk but it is not continuous and does not serve much of the corridor. Where sidewalk is provided, the scale (narrow width) of the walk and its proximity to Route 1 do not allow a comfortable and safe pedestrian experience.

There are several sections of trail, primarily associated with open space areas. These are not continuous, however, and do not contribute to the pedestrian connectivity of the corridor.

MD 100 TO BALTIMORE/HOWARD COUNTY LINE

Land Use and Zoning (Map 2A)

The land uses in this section of the corridor are made up of a mix of residential densities (single family, town house, apartments, and mobile homes), as well as commercial and industrial activities. A large portion of this corridor section is residential, located primarily in the central and northern part of the study area. Several large industrial parks are located to the south including Troy Hill Corporate Center, the MD 100 Industrial Park and the Elkridge and Harwood Industrial Parks. Existing commercial uses are primarily concentrated along the Route 1 frontage, with a small commercial area that also stretches along Railroad Avenue in Elkridge. There are a number of civic uses including the Elkridge Library and Senior Center, Elkridge Elementary School, Elkridge Landing Middle School, and Troy Hill Park.

In addition to the commercial uses along the Route 1 frontage, a number of industrial and residential properties also abut the roadway. Many of the parcels along Route 1 are narrow, which, along with the mix of uses, creates a discontinuous appearance which is aesthetically unpleasing and lacks any coordinated identity along the corridor frontage.

This section of Route 1 includes several Corridor Activity Center (CAC) and Corridor Employment (CE) zones. These areas offer opportunities for a new pattern of development to create a more interconnected network of roads and pedestrian ways. It will be important to develop these areas in a manner that maximizes connections within the proposed development and ensures that connections to other nearby origins and destinations are considered as part of the process.

The CAC and CE zones in this portion of the corridor are somewhat isolated from each other, limiting the opportunity to link new development and achieve a continuous secondary network of connections.

It is likely that redevelopment in these new zones will result in the creation of new activity nodes. These should serve as a catalyst for developing a richer network of both vehicular and pedestrian travel options. In addition, a development pattern that provides for a more positive pedestrian experience should be encouraged.

Barriers (Map 3A)

There are several barriers to connectivity within this section of the corridor. The topography is rolling and is highlighted by several areas of steep slopes and fairly deep stream valleys. Similar to the other sections of the study area, this section is defined by major transportation facilities on all four sides: Interstate 95 to the west, Interstate 895 to the north, MD 100 to the south, and the CSX rail line to the east. At the north end of the corridor,

the rail line crosses over Route 1. There are only a small number of road connections that penetrate these major transportation facilities.

The land uses serve as barriers to connectivity in several places. An example of a barrier created by disparate land uses is the Troy Hill Corporate Center that stretches from Route 1 to I-95. This development, its road network, and the way the edges of the property have been graded, do not allow for connections between the residential development to the north and the Troy Park facility to the south except along Route 1.

Existing Activity Nodes (Map 4A)

There are several nodes of existing activity in this section of the corridor. These include Elkridge Elementary School, Elkridge Landing Middle School, the Elkridge Library and Senior Center, and the Elkridge Corner Shopping Center. Troy Park is also an existing community resource that will become more significant as it is developed over time. As part of this study, it will be important to maximize the opportunities to make connections to these community destinations and to strengthen connections within and between these areas.

Important Existing Connections and Activity Centers (Map 5A)

The existing road network offers few connections that penetrate the major roadways and rail line, which define the boundaries of this section of the study area. The roads that connect beyond the corridor include Furnace Avenue, Montgomery Road, and Hanover Road. Within the corridor, the road network provides access to the various land uses and individual developments with access provided primarily from Route 1. There are several roads that provide alternate or parallel connections; these routes are important for mobility, travel options, and dispersing traffic. There may be opportunities to enhance this alternate network by creating new connections. This will require careful study, as it is important to avoid creating short cuts through neighborhoods or mixing truck and residential traffic.

Sidewalks are provided as part of many industrial parks and subdivisions within this section of the corridor. However, most of these are isolated and do not connect with each other or to surrounding destinations such as shopping, schools, or the library. One exception is along Rowanberry Drive where sidewalks exist on both sides of the street. These connect to intersecting residential streets that also have sidewalks. The sidewalks connect with the Elkridge Library/Senior Center at the south end of Rowanberry.

Route 1 has some small sections of sidewalk but it is not continuous and does not serve much of the corridor. Where sidewalk is provided, the scale (narrow width) and proximity to Route 1 do not allow a comfortable and safe pedestrian experience.

There are several sections of trail that connect some neighborhoods to areas of adjacent open space. These are not continuous, however, and do not contribute to the pedestrian connectivity of the corridor.