

NORTH LAUREL SAVAGE

Sustainable Community Plan

20
24
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SGSC Approved - 3.24



SUSTAINABLE COMMUNITIES PROGRAM

APPLICATION FOR DESIGNATION RENEWAL

Eligible Applicants:

*Local Governments with a Sustainable Communities
Designation*

*Local Government Consortiums with a Sustainable
Communities Designation*

Application must be submitted
on or before the expiration date of
Sustainable Communities designation.

Maryland Department of Housing and Community Development
Division of Neighborhood Revitalization
2 N Charles Street, Suite 450
Baltimore, MD 21201
410-209-5800
<http://dhcd.maryland.gov/>

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CHECKLIST AND TABLE OF CONTENTS

APPLICANT: Howard County Department of Planning and Zoning

NAME OF SUSTAINABLE COMMUNITY: North Laurel - Savage

Please review the checklist of attachments and furnish all of the attachments that are applicable. Contents of the application should be tabbed and organized as follows:

- Section A - Sustainable Community Renewal Applicant Information**
 - [Applicant Information](#)

- Section B – Sustainable Community Renewal Report (Projects, Strategies and Partners)**
 - [Part 1: Qualitative Assessment](#)
 - [Part 2: Competitive Funding](#)

- Section C – Sustainable Community Renewal Action Plan Update (Matrix)**
 - [Action Plan](#)

- Section D – Sustainable Communities Workgroup Roster**

- Section E – Signature Letter (acknowledging Disclosure Authorization and Certification)**
 - [Disclosure Authorization](#)

- Section F – Additional Files:** The following contents should be included:
 - If requesting a boundary modification, map in pdf format and a GIS shapefile of the proposed Sustainable Community boundary
 - Photos (jpeg format) of your aforementioned accomplished projects of the last five years

SECTION A - SUSTAINABLE COMMUNITY RENEWAL APPLICANT INFORMATION

Name of Sustainable Community:		North Laurel - Savage	
Name of Applicant:		Howard County Department of Planning and Zoning	
Applicant's Federal Identification Number:		52-6000965	
Applicant's Street Address: 3430 Court House Drive			
City: Ellicott City	County: Howard	State: MD	Zip Code: 21043
Phone Number: 410-313-4350	Fax Number: 410-313-3467	Web Address: https://www.howardcountymd.gov/planning-zoning/sustainable-communities	

Sustainable Community Application Local Contact:

Name: Victoria Olivier		Title: Planning Supervisor, Comprehensive and Community Planning Division	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Sustainable Community Contact for Application Status:

Name: Victoria Olivier		Title: Planning Supervisor, Comprehensive and Community Planning Division	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Other Sustainable Community Contacts:

Name: Mary Kendall		Title: Deputy Director, Department of Planning and Zoning	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Name: Kristin O'Connor		Title: Chief, Division of Comprehensive and Community Planning	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

(1) Sustainable Community Boundary and Description

(1) Are you requesting any changes to your Sustainable Community boundary? Describe why or why not?

There are no boundary changes requested for the 2024 North Laurel-Savage Renewal Application. In 2019 the boundary was expanded 135 acres to include the planned Guilford Park High School and the high school is now constructed and opened. There are no key projects or initiatives outside of the Sustainable Communities boundary that may benefit from the resources associated with the Sustainable Communities designation.

The North Laurel-Savage Sustainable Community is located in the southeastern part of Howard County. The planning area will continue to generally follow the County’s boundary with Anne Arundel County and Maryland Area Regional Commuter (MARC) Camden Line to the east, the City of Laurel in Prince George’s County to the south, the I-95 corridor to the west and Guilford Road and CSX rail right-of-way north of Route 32. The area incorporates a segment of US Route 1 (Washington Boulevard), which plays an important role in defining its character and development.

(2) If yes, Include the following in as an attachment:

- a. PDF or JPEG of modified Sustainable Communities boundary map,
- b. GIS shapefiles of modified Sustainable Community boundary (mapped to the parcel boundary),

Not applicable.

(3) Approximate number of acres of entire SC Area: 5,815 acres

(4) Existing federal, state or local designations:

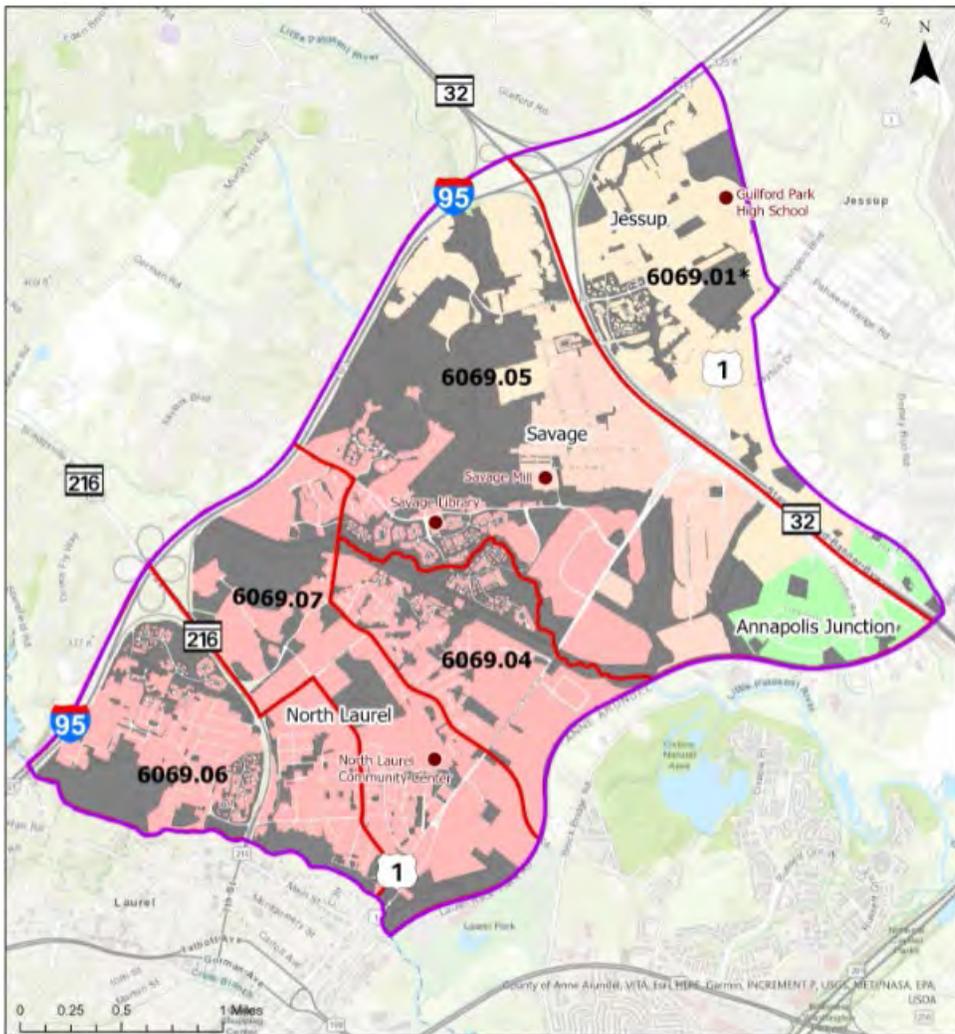
Main Street National Register Historic District (Savage) Local Historic District Arts & Entertainment District State Enterprise Zone Special Taxing District BRAC State Designated TOD (Savage/Annapolis Junction MARC Station) Other(s): Route 1 Tax Credit Program Boundary; Sustainable Community Designation

(5) Describe the SC Area’s current demographic trends (with respect to age, race, household size, household income, educational attainment, number of housing units, or other relevant factors). How have demographics changed in the last five years?

The data in this section are either from the 2020 Decennial Census (population and race) or from the American Community Survey (ACS), a product of the U.S. Census Bureau and the tables are labeled as such. The 5-year estimates from the ACS are "period" estimates that represent sample data collected over a specific period of time. The renewal compares the most recent 2022 (2018-2022) ACS 5-Year Data Profile with the 2017 (2013-2017) ACS 5-Year Data Profile used in the prior renewal application. The ACS data estimates contain margins of error which are noted in the tables; therefore, only generalizations should be made about demographic changes within census tracts.

The North Laurel-Savage area generally contains the four “6069” census tracts from Rt. 32 south to the county line. (See map). Consistent with the 2019 renewal, Census tract 6069.01 is not included in the demographic

analysis as a relatively small section is within the boundary which primarily includes Guilford Park High School.



North Laurel/Savage Sustainable Community
Census Tracts

- Sustainable Community Boundary
- 2020 Census Tracts
- CITY**
- ANNAPOLIS JUNCTION
- JESSUP
- LAUREL
- SAVAGE
- NO ADDRESS LISTED

*Census Tract 6069.01 is not used for reporting on census data due to the majority of this tract extending outside of the Sustainable Community area.



The demographic profile is divided into three categories:

- i. The general population demographics includes the population totals, median age, and racial identity.
- ii. The socio-economic section includes the median household income, educational attainment, mode of transportation, and workforce participation.
- iii. The community housing characteristics highlight household size, total housing, and occupied housing.

POPULATION:

Population	2010	2020	Change	Percent Change
Howard County	287,085	332,317	45,232	15.8%
North Laurel-Savage SC Total:	21,739	25,452	3,713	17.1%

Source: Decennial Census Hispanic or Latino, and Not Hispanic or Latino by Race TableID: P9, U.S. Census Bureau

RACE:

Race	Race Alone or In Combination	2010	2020	Change	Percent Change
Howard County	White	169,972	155,236	-14,736	-8.7%
	Black or African American	49,150	64,018	14,868	30.3%
	American Indian and Alaska Native	511	461	-50	-9.8%
	Asian	41,101	66,073	24,972	60.8%
	Native Hawaiian/ Other Pacific Islander	105	114	9	8.6%
	Some other race	746	2,213	1,467	196.6%
	Hispanic or Latino (of any race)	16,729	27,362	10,633	63.6%
Race	Race Alone or In Combination	2010	2020	Change	Percent Change
North Laurel-Savage SC:	White	8,851	7,091	-1,760	-19.9%
	Black or African American	7,146	9,305	2,159	30.2%
	American Indian and Alaska Native	65	46	-18	-29.2%
	Asian	2,582	3,535	953	36.9%
	Native Hawaiian/ Other Pacific Islander	11	12	1	9.1%
	Some other race	63	260	197	312.7%
	Hispanic or Latino (of any race)	2,178	3,898	1,720	79.0%

Source: Decennial Census Hispanic or Latino, and Not Hispanic or Latino by Race TableID: P9, U.S. Census Bureau

MEDIAN AGE (YEARS):

Median Age (Years)	2017	2022
Howard County	38.7 (+/-0.2)	39.2 (+/-0.2)
<i>Census Tract 6069.04:</i>	32.3 (+/-2.2)	35.9 (+/-2.1)
<i>Census Tract 6069.05:</i>	33.6 (+/-3.9)	34.1 (+/-2.4)
<i>Census Tract 6069.06:</i>	34.0 (+/-3.3)	36.9 (+/-2.8)
<i>Census Tract 6069.07:</i>	31.1 (+/-2.0)	35.0 (+/-2.0)

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO5 Demographic and Housing Estimates

MEDIAN HOUSEHOLD INCOME:

Median Household Income:	2017	2022
Howard County	\$115,576 (+/-1,799)	\$140,971 (+/-2,122)
<i>Census Tract 6069.04:</i>	\$98,542 (+/-14, 603)	\$102,500 (+/-12,955)
<i>Census Tract 6069.05:</i>	\$104, 731 (+/-11,108)	\$121,146 (+/-34, 599)
<i>Census Tract 6069.06:</i>	\$89, 795 (+/-9,186)	\$114,013 (+/-15,560)
<i>Census Tract 6069.07:</i>	\$73, 213 (+/-7,801)	\$85,660 (+/-32,512)

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: 1901 Median Income in the Past 12 Months

EDUCATIONAL ATTAINMENT (Percent bachelor’s degree or higher):

Educational Attainment (Percent bachelor’s degree or higher)	2017 (%)	% Margin of Error	2022 (%)	% Margin of Error
Howard County	61.2%	+/- 0.8	64.0%	+/- 0.9
<i>Census Tract 6069.04:</i>	50.4%	+/- 6.8	49.8 %	+/- 7.9
<i>Census Tract 6069.05:</i>	47.0%	+/- 6.7	66.9 %	+/- 8.0
<i>Census Tract 6069.06:</i>	37.0 %	+/- 6.4	55.2 %	+/- 7.1
<i>Census Tract 6069.07:</i>	39.3%	+/- 7.8	42.4%	+/- 9.5

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO2 Selected Social Characteristics in the United States

MODE OF TRANSPORTATION

Mode of Transportation:	Transportation Mode	2017 (Total) Estimate	2017 (%)	% Margin of Error	2022 (Total) Estimate	2022 (%)	% Margin of Error
Howard County	Car, truck, or van--drove alone	134, 958 (+/-1,716)	81.2%	+/- 0.8	122,395 (+/-2,040)	70.5%	+/- 1.0
	Car, truck, or van--carpooled	12, 032 (+/-835)	7.2%	+/- 0.5	9,885 (+/-974)	5.7%	+/- 0.6
	Public transportation (excluding taxicab)	6,322 (+/-612)	3.8%	+/- 0.4	3,850 (+/-457)	2.2%	+/- 0.3
	Walked	1,628 (+/-314)	1.0%	+/- 0.2	1,688 (+/-404)	1.0%	+/- 0.2
	Other means	1,876 (+/-449)	1.1%	+/- 0.3	2,193 (+/-417)	1.3%	+/- 0.2
	Worked at home	9,391 (+/-599)	5.7%	+/- 0.3	33,535 (+/-1,674)	19.3%	+/- 0.9

North Laurel-Savage Sustainable Communities Renewal Application-Section A

Mode of Transportation:	Transportation Mode	2017 (Total) Estimate	2017 (%)	% Margin of Error	2022 (Total) Estimate	2022 (%)	% Margin of Error
<i>Census Tract 6069.04</i>	Car, truck, or van—drove alone	2,070 (+/-218)	79.2%	+/- 6.2	1,919 (+/-361)	75.8%	+/- 6.0
	Car, truck, or van –carpooled	178 (+/-102)	6.8%	+/- 3.7	211 (+/-118)	8.3%	+/- 4.7
	Public transportation (excluding taxicab)	84 (+/-45)	3.2%	+/- 1.6	73 (+/-57)	2.9%	+/- 2.2
	Walked	47 (+/-56)	1.8%	+/- 2.2	0 (+/-13)	0.0%	+/- 1.6
	Other means	45 (+/-44)	1.7%	+/- 1.7	105 (+/-86)	4.1%	+/- 3.5
	Worked at home	188 (+/-81)	7.2%	+/- 3.0	224 (+/-100)	8.8%	+/- 4.1
	<i>Census Tract 6069.05</i>	Car, truck, or van—drove alone	3,251 (+/-444)	79.9%	+/- 6.2	3,444 (+/-550)	72.6%
Car, truck, or van –carpooled		175 (+/-105)	4.3 %	+/- 2.5	223 (+/-205)	4.7%	+/- 4.3
Public transportation (excluding taxicab)		328 (+/-151)	8.1%	+/- 3.9	109 (+/-83)	2.3%	+/- 1.8
Walked		87 (+/-92)	2.1 %	+/- 2.3	0 (+/-19)	0.0%	+/- 0.8
Other means		0 (+/-17)	0.0%	+/- 0.8	0 (+/-19)	0.0%	+/- 0.8
Worked at home		228 (+/-116)	5.6%	+/- 3.1	965 (+/-530)	20.4%	+/- 9.4
<i>Census Tract 6069.06</i>		Car, truck, or van—drove alone	2,806 (+/-299)	80.2%	+/- 5.3	2,348 (+/-366)	74.2%
	Car, truck, or van –carpooled	213 (+/-92)	6.1 %	+/- 2.7	172 (+/-109)	5.4%	+/- 3.3
	Public transportation (excluding taxicab)	244 (+/-131)	7.0 %	+/- 3.8	92 (+/-64)	2.9%	+/- 1.9
	Walked	0 (+/-17)	0.0 %	+/- 0.9	0 (+/-19)	0.0%	+/- 1.2
	Other means	92 (+/-59)	2.6 %	+/- 1.6	45 (+/-59)	1.4%	+/- 1.9
	Worked at home	145 (+/-105)	4.1 %	+/- 3.0	520 (+/-190)	16.2%	+/- 5.5

<i>Census Tract 6069.07</i>	Car, truck, or van—drove alone	2,532 (+/-34)	72.2%	+/- 8.3	2,567 (+/-523)	75.7%	+/- 7.7
	Car, truck, or van –carpooled	346 (+/-173)	9.9%	+/- 4.6	367 (+/-142)	10.8%	+/- 4.1
	Public transportation (excluding taxicab)	256 (+/-133)	7.3%	+/- 3.7	81 (+/-70)	2.4%	+/- 2.1
	Walked	189 (+/-93)	5.4%	+/- 2.6	68 (+/-69)	2.0%	+/- 2.0
	Other means	114 (+/-133)	3.2%	+/- 3.7	0 (+/-19)	0.0%	+/- 1.2
	Worked at home	71 (+/-108)	2.0%	+/- 3.0	307 (+/-176)	9.1%	+/- 5.6

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO3 Selected Economic Characteristics

WORKFORCE PARTICIPATION (In Labor Force-Employed)

Workforce Participation (In Labor Force-Employed)	2017 (Total) Estimate	2017 (%)	% Margin of Error	2022 (Total) Estimate	2022 (%)	% Margin of Error
Howard County	167,493 (+/- 1,418)	68.4%	+/-0.6	174,305 (+/-1,823)	66.6%	+/-0.7
<i>Census Tract 6069.04:</i>	2, 652 (+/-199)	75.1%	+/-4.1	2, 542 (+/-353)	72.3%	+/-5.7
<i>Census Tract 6069.05:</i>	4,087 (+/-372)	76.6%	+/-5.3	4,376 (+/-741)	70.4%	+/-5.7
<i>Census Tract 6069.06:</i>	3,458 (+/-276)	71.7%	+/-5.8	3,230 (+/-389)	65.2%	+/-5.7
<i>Census Tract 6069.07:</i>	3,736 (+/-424)	74.9%	+/-5.6	3,223 (+/-395)	69.5%	+/-10.2

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO3 Selected Economic Characteristics

AVERAGE HOME-OWNED HOUSEHOLD SIZE:

Average Home-Owned Household Size:	2017	2022
Howard County	2.79 (+/-0.02)	2.76 (+/-0.02)
<i>Census Tract 6069.04:</i>	3.29 (+/-0.20)	2.96 (+/-0.25)
<i>Census Tract 6069.05:</i>	2.64 (+/-0.16)	2.65 (+/-0.20)
<i>Census Tract 6069.06:</i>	3.19 (+/-0.29)	2.98 (+/-0.26)
<i>Census Tract 6069.07:</i>	3.07 (+/-0.26)	2.40 (+/-0.23)

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: B25010 Average Household Size of Occupied Housing Units by Tenure

TOTAL HOUSING UNITS:

Total Housing Units:	2017	2022
Howard County	116,493 (+/-149)	123,428 (+/-72)
<i>Census Tract 6069.04:</i>	1,525 (+/-68)	1,535 (+/-167)
<i>Census Tract 6069.05:</i>	2,654 (+/-76)	3,167 (+/-365)
<i>Census Tract 6069.06:</i>	2,116 (+/-44)	2,183 (+/-226)
<i>Census Tract 6069.07:</i>	2,443 (+/-62)	2,491 (+/-329)

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO5 Demographic and Housing Estimates

TOTAL OCCUPIED HOUSEHOLDS:

Total Occupied Households	2017	2022
Howard County	111,337 (+/-654)	123,428 (+/-72)
<i>Census Tract 6069.04:</i>	1,463 (+/-77)	1,535 (+/-167)
<i>Census Tract 6069.05:</i>	2,586 (+/-88)	3,167 (+/-365)
<i>Census Tract 6069.06:</i>	2,028 (+/-80)	2,183 (+/-226)
<i>Census Tract 6069.07:</i>	2,133 (+/-160)	2,491 (+/-329)

Source: 2017 & 2022: ACS 5-Year Estimates Data Profiles; Table ID: DPO4 Selected Housing Characteristics

(2) Organizational Structure, Experience and Public Input:

- (3) Describe any changes to the Applicant’s organizational structure. Specifically, how has membership of the Sustainable Communities Workgroup changed in the last five years? Who are/were the leaders, and how will/did the Workgroup advisor or staff manage implementation of the SC Area Plan?

The Sustainable Communities Workgroup for the original application (2013) and both renewal applications (2019 and 2024) have been led by staff from Howard County’s Department of Planning and Zoning (DPZ) and consisted of residents, non-profits, business owners, and County staff. The 2024 Workgroup added a representative from the Route 1 Corridor business community. Residents represented various civic associations and HOAs throughout the Sustainable Community. DPZ will continue to manage implementation through convening Workgroup members periodically, passing along information including funding opportunities and reporting on updates and accomplishments.

The Sustainable Communities Workgroup consists of representatives from:

- Howard County Department of Planning and Zoning
- Howard County Office of Community Sustainability
- Howard County Office of Transportation
- Howard County Economic Development Authority
- Howard County Department of Housing and Community Development

- Howard County Department of Public Works
- Howard County Department of Recreation and Parks
- Howard County Housing Commission/House Howard
- Howard County Multi-Service Center
- North Laurel Community Center/50+ Center
- Aireco Supply Inc., Business Owner
- Bowling Brook Farms HOA, Representative
- Canterbury Riding HOA, Representative
- Emerson HOA, Representative
- Carroll Baldwin Hall, Board President
- Savage Mill, Representative
- Savage Community Association, Representative(s)
- North Laurel-Savage Sustainable Community Resident(s)

(4) What have been the strengths and challenges of the capacity of the Sustainable Communities Workgroup with respect to implementation of the SC Plan?

A continued strength of the Sustainable Communities Workgroup is the community stakeholders' local knowledge and awareness of community needs that helped inform the Action Plan. The process illuminated the number of projects that were coordinated and implemented by various County departments throughout the Sustainable Community area. Community projects such as safe streets, trail improvements, and the new Guilford Park High School were also highlighted as successes in the public survey responses. Additionally, Workgroup partners like Carroll Baldwin Memorial Hall, Savage Community Association and Savage Mill were able to persevere through the COVID challenges and continued to provide community events and meeting places that helped keep the Savage community engaged and connected.

While these engaged partners are a strength and add value to the community, they and the majority of the community Workgroup members are not classified as, or affiliated with, a Community Development Organization. Local Community Development Organizations are directly eligible to receive and utilize SRP grants and other state SC funding necessary to support the implementation the Action Plan goals. The challenge for this SC area is that it has limited organizations that have the ability to directly seek funding from the State to implement projects identified in the Action Plan.

The sustainable community area encompasses a diverse range of neighborhoods with different challenges and opportunities. The County's resources are limited, as is its ability to coordinate with the many different entities and invested property owners in the area. Lack of funding and staffing continues to delay projects that are important to the implementation of the SC plan. It is therefore important that partnerships among all stakeholders continue to strengthen.

- (5) How did residents and other stakeholders in the community provide input to the Sustainable Communities Action Plan update? On which existing local plans (comprehensive plans, economic development plans, sector plans, etc.) is the Sustainable Communities Action Plan based?

Howard County Department of Planning and Zoning sent an 11-question survey that was completed by 40 North Laurel-Savage residents. The questions were shaped to be in alignment with the feedback sought from the working group to inform the Action Plan:

- *What positive changes have you experienced in the area over the past five years?*
- *What do you view as the North Laurel-Savage community's strengths?*
- *What do you view as the North Laurel-Savage community's challenges?*
- *What specific projects, capital investments or community programming would you like to see implemented in the next five years? Please include specific locations and/or landmarks, if applicable.*

A Workgroup member also presented to the Savage Community Association about the renewal process and gathered additional feedback related to needs and project interests.

In the past five years, the County has had numerous robust planning processes that included a significant amount of community engagement and has resulted in the following plans: the 2023 Howard County Climate Forward Plan, the 2022 Howard County Land, Parks, Preservation, Recreation Plan (LPPRP) and the 2021 Housing Opportunities Master Plan. Additionally, in 2023, the County adopted HoCo By Design, its new General Plan, and a master plan for Route 1, "Route 1 Corridor: A Plan for Washington Boulevard". Relevant strengths, weaknesses, policies and actions from these plans were included in the North Laurel-Savage Sustainable Communities plan to further support their implementation.

- (6) Would you like any technical assistance from State agencies to help expand the capacity of your SC Workgroup or implement your SC plan? Please describe with which revitalization strategies you would like assistance.

This question was discussed by the Workgroup and no technical assistance requests have been identified at this time.

SECTION B - SUSTAINABLE COMMUNITY RENEWAL

REPORT

PART I: QUALITATIVE ASSESSMENT

Descriptive Narrative: Please list the most significant accomplishments that apply.

Accomplishment 1: Guilford Park High School

Outcome: Construct Guilford Park High School

In 2019, the County proposed a Sustainable Communities boundary expansion to include the property on which a future Guilford Park High School would be constructed. In August 2023, the high school construction was completed, and the school was opened to students. Guilford Park is an environmentally sustainable building designated a HCPSS Green School and has received a LEED Silver certification. The building boasts several environmental efficiency features, including: roof-mounted solar panels which provide 18% of the school's electricity; underground cisterns to reduce runoff and reuse rainwater to irrigate sports fields; native plants that do not require irrigation; rainwater leaves the site at the same rate as it entered; and micro-bioretenion areas filter stormwater bound for waterways.

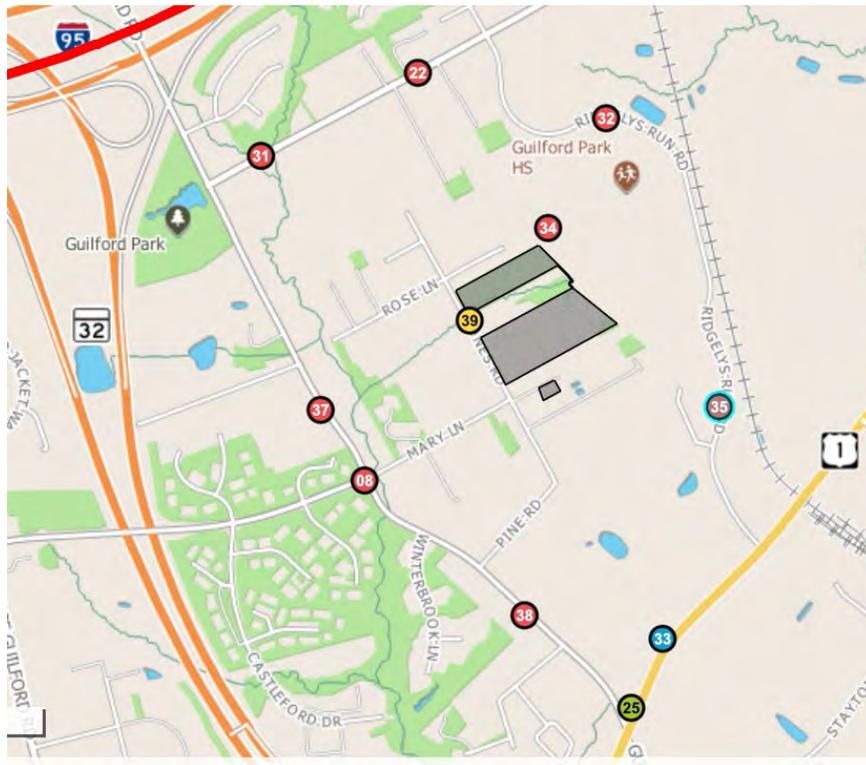
Outcome: Road, bike and sidewalk improvements

Projects:

As part of the development of Guilford Park High School numerous pedestrian and bicycle projects were completed between 2019-2023 to address pedestrian and bicycle safety for school users and the wider community. **Note:** Each number below corresponds with a location on the map included below.

- Ridgely's Run Rd Shared Use Path (32): Shared-use path construction along Ridgely's Run Rd., from Mission Drive to US Route 1 to southern end of Guilford Park High School site.
- Guilford Park HS Access (Guilford Road/Mission Road Sidewalks-22): Sidewalk construction on Mission Road from Concord Drive to Guilford Road.
- Mission Rd Sidewalk (31): Sidewalk constructed on the north side of the roadway to complete gaps in existing sidewalk.
- Guilford Road Phase 2 - Carroll Heights Ave to Winterbrook Lane (37): Sidewalk construction along Guilford Rd. from Carroll Heights Ave. to Winterbrook Lane, joining gaps in existing sidewalk along South Side of the roadway.
- Jones Rd Sidewalk (39): Sidewalk construction along Jones Rd. with contributions from both private development projects and Howard County DPW.
- Rose Lane Connecting Path (34): Shared-use path construction from the eastern end of Rose Lane connecting to Guilford Park High School site.
- Guilford Road Phase 1 (38) - Winterbrook Lane to US Route 1 Sidewalk construction along Guilford Rd. from Winterbrook Lane to US Route 1, along south side of roadway.

- Ridgely's Run Rd Shared Use Path (35) Asphalt path construction along Ridgely's Run Rd. from US Route 1 to the southern end of Guilford Park High School site. Part of DPW's Guilford Elevated Water Tank Project.



Partners: Office of Transportation; Department of Public Works; Howard County Public Schools System

Impact:

- In May 2023, the Howard County school board increased walk zones from students' houses to school. The zones shifted from 1½ to 2 miles for high schoolers. This policy change necessitates that the County and HCPSS work together to provide safe routes for youth to attend school. The bicycle and pedestrian improvements made over the past five years and Howard County Completes Streets Policy as implemented going forward will provide safe options for students to get to school through multiple modes of transportation.
- The sustainability features that were holistically incorporated into the building and its site design has set a new standard and successful model for school construction in the County moving forward.



Newly constructed Guilford Park High School incorporates environmental features such as roof mounted solar panels to generate power and underground cisterns to reduce runoff and reuse rainwater to irrigate sport fields.



Increased walk zones around Guilford Park High School.

Accomplishment 2: Route 1 Improvements

Outcome: Create Economic Redevelopment Opportunities

Projects:

Route 1 Tax Credit Program:

- Over the past five years, six businesses in the North Laurel-Savage Sustainable Community boundary have been awarded property tax credits as part of the Route 1 Tax Credit Program. This investment has led to exterior façade improvements that have replaced windows, cladding, and added signage and landscaping. The tax credit investment totaled \$327,034.31 between FY19-FY23.

Outcome: Road, Bike, and Sidewalk Improvements

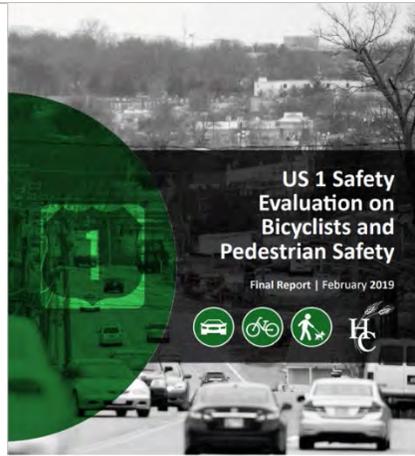
Projects:

Transit and Safety Improvements and Planning:

- In 2019, the Howard County Office of Transportation completed a study of bicyclist and pedestrian safety, focusing on traffic hazard conflicts for pedestrians and bicyclists. Additionally, the US 1 Safety Evaluation identified four focus areas based on historical crash trends and needs for improvement.
- In 2020, Howard County, in partnership with the Maryland Transit Administration developed the 'US 1 Corridor Small Area Plan to advance the recommendations from the Regional Transit Plan' and develop a blueprint for transit service improvement in the corridor.
- In 2022, the County developed a Sidewalk Prioritization Study to assist delivery of sidewalk projects in the corridor. The 'Recommendations for Prioritization and Delivery of Sidewalk and Safety Protocols in the US 1 Corridor study' developed a metric-driven implementation strategy to prioritize sidewalks.
- Capital Project K5061:
 - Capital Project K5061-52F built approximately 860 linear feet of sidewalk along eastbound Whiskey Bottom Road from Homestretch Court to US 1 in Laurel, part of the County's Pedestrian Plan to increase access to amenities along the US 1 corridor.
 - Capital Project K-5061-52C built approximately 515 linear feet of sidewalk along eastbound Whiskey Bottom Road from to Moonshine Hollow and Old Lantern Way in Laurel, part of the County's Pedestrian Plan to increase access to amenities along the US 1 corridor.

Partners: Office of Finance; Economic Development Authority; Office of Transportation; MTA/SHA

Impact: Route 1 has historically been a high-capacity, major thoroughfare driving traffic through the area while creating an inhospitable place for local residents and uses beyond those needed to support automobile travel. Efforts are being made to make Route 1 a more hospitable place for all types of users along the corridor, with the Tax Credit program providing beautification measures, and infrastructure projects improving safer travel for pedestrians now and into the future.



US 1 Safety Evaluation on Bicyclists and Pedestrian Safety a metric-driven implementation strategy developed to prioritize sidewalks.



Aireco Supply Inc. utilized the Route 1 Tax Credit in FY2023 to install new fencing, plant trees and shrubbery to screen their loading dock visible from the street and install new windows and front entrance.



Two views of Capital Project K5061-52F improvements to sidewalk along eastbound Whiskey Bottom Road from Homestretch Court to US 1 in Laurel.

Accomplishment 3: Affordable Housing

Outcome: Develop Affordable Housing and plan for continuing housing needs

Projects:

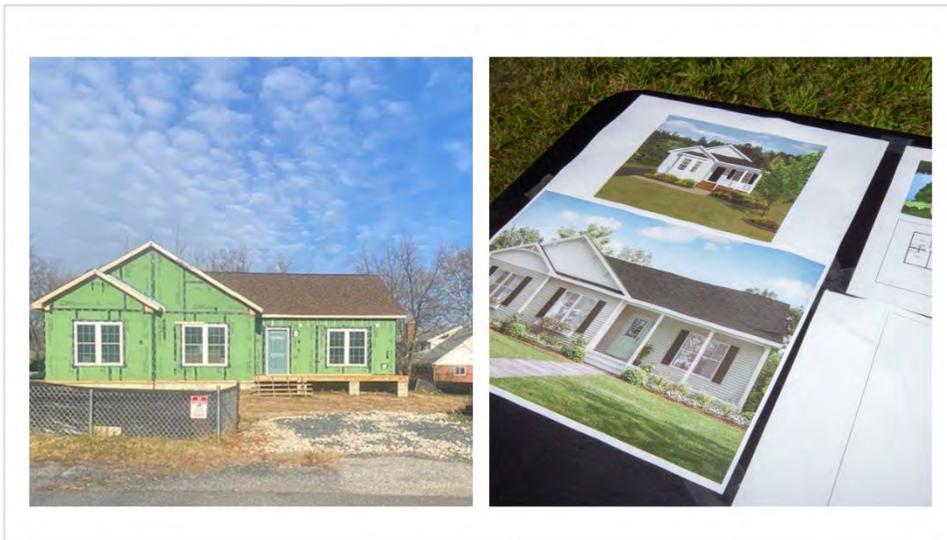
- Increase in Moderate Income Housing Unit (MIHU) Program (2019-2023): The MIHU Program is an inclusionary zoning program established in 20 zoning districts that requires developers of new housing in specific zoning districts to sell or rent a portion (generally 10-25%) of the newly built dwelling units to households of moderate income. Homeownership MIHUs are priced as much as \$100,000 or more below comparable market rate homes and targeted at households earning up to 80% of the Howard County Area Median Income (AMI) and rental units must be affordable to households earning up to 60% AMI. MIHU's are interspersed throughout each community and their homeowners and renters enjoy the same community amenities as all other residents. In the North Laurel-Savage area there was significant new housing construction which resulted in 44 dedicated MIHUs created and sold between 2019-2023.
 - Magnolia Manor (9203 Laurens Way, Laurel) – 59 new townhouses in 2022 – 3 were sold to moderate income households earning up to 80% of the Howard County Area Median Income (HC AMI) or \$99,234 for a family of 4. Sales price was \$378,994. One was sold to a low-income household earning up to 60% of the HC AMI or \$74,425 for a family of 4. Sales price was \$292,288.
 - Falcon Place (9203 Clovis Place, Laurel) – 10 new townhouses in 2023 – 1 was sold to a moderate-income household earning up to 80% HC AMI. Sales price \$284,222.
 - Foxwood Manor (9131 River Hill Road, Laurel) – 37 new townhouses in 2020 – 5 were sold to moderate income households earning up to 80% AMI. Sales price \$254,802.
 - Paddock Pointe (10138 American Pharoah Lane, Laurel) Phase 1 of construction is complete yielding 220 units – 34 MIHUs were sold for homeownership.
- Development of Greenfields Community Housing (2020-2024): Construction of three single-family, energy-efficient, net-zero housing units on a lot that previously had blighted homes on it. Each house will contain three bedrooms, therefore providing accessible and affordable housing to nine individuals for persons under 30% of area median income with developmental and intellectual disabilities. Construction was delayed by factory closures during the COVID-19 pandemic but is now nearing completion.
- Creation of Housing Opportunities Master Plan: In 2019, recognizing that the housing inventory was scarce for people at every income level which contributed to rising housing prices and rents, the County launched a process to create a housing plan. Completed in 2021, the Housing Opportunities Master Plan (HOMP), includes an assessment of the current state of housing in the County and strategies for improving its availability, affordability, and accessibility. The HOMP includes various recommendations for land use planning, many of which have been included in the HoCo By Design planning process. The community was able to participate in the process and development of the plan through 22 task force meetings, five community meetings, multiple environmental justice outreach discussions, and two surveys with over 2600 responses.

Partners: Housing Opportunities Master Plan Task Force, Humanim's iHomes, The Harry and Jeanette Weinberg Foundation, Howard County Department of Housing and Community Development,

Maryland General Assembly (Howard County Delegation), Standard Energy Solutions, and US Department of Housing & Urban Development.

Impact:

- The Greenfields Community Living Project net zero housing will be a model used throughout this County, State, and Country. This housing will help address housing shortages for individuals and families who are extremely low-income.
- The HOMP recommended the establishment of an affordable housing trust fund as a financial tool to help implement the actions identified within the Plan. Howard County quickly followed through and allotted \$5 million in FY2023 and doubled the allotment to \$10 million in FY2024. Howard County DHCD is using the trust fund to support innovative proposals from community partners for homeownership and neighborhood initiatives, as well as rehabilitation and multifamily rental housing projects that are bold and impactful to help address the County's affordable housing needs and gaps.



Greenfields Community Living Project's three homes will accommodate nine low-income residents with intellectual and physical disabilities.



Paddock Pointe Phase 1 was built in 2020 and includes MIHUs that provide more housing opportunities for moderate income residents.

Descriptive Narrative: Please use this section to describe any major outcomes or projects from your last Sustainable Communities Action Plan that have NOT been accomplished and why.

Outcome: Evaluate the Possibility of Community Gardens in the BGE Right of Way

Narrative: Upon extensive investigation of the BGE Right of Way by Howard County’s Department of Recreation and Parks it was determined the area produced several challenges like road access, water access, and its location in a flood plain. BGE is now interested in converting the right of way to Integrated Vegetation Management to create a pollinator habitat. The 2022 LPPRP supports continuing to locate a site for a community garden in North Laurel-Savage area which would alleviate the demand on other local community gardens and locate the resource closer to community members. Additional community engagement and site evaluation would need to be conducted before implementation of the garden.

Outcome: Finalize Design and Construct the North Laurel community pool

Narrative: The design for the North Laurel community pool is complete and is expected to be constructed in the near future. In the October 2023 ‘State of the County’ address, County Executive Ball announced “\$20 million for the already designed, long-awaited construction of a pool at the North Laurel Community Center.”

Part II: Competitive Funding

Use the rows below to list competed funds sought for sustainability or revitalization projects since receiving Sustainable Communities designation.	Source (federal, state, foundation, etc.)	Amount Received	If no funding was received, what technical or other assistance from the state would help with future applications?	Other Notes
Community Legacy (CL): none	DHCD		N/A	
Strategic Demolition Fund (SDF): none	DHCD		N/A	
Community Safety & Enhancement Program: none	MDOT		N/A	
Maryland Façade Improvement Program	DHCD	75,000		Exterior façade improvements in North Laurel-Savage sustainable community
Maryland Bikeways Program: a) North Laurel Connections- design of trail and on road facilities and signage from Savage Park, North Laurel Community Center, and the City of Laurel	MDOT	a) FY21: \$500,000		
Sidewalk Retrofit Program:	MDOT		N/A	

Sustainable Communities Renewal Application - Section B

<p>Water Quality Revolving Loan Fund: none</p>	<p>MDE</p>		<p>N/A</p>	
<p>Other Funding Programs: <i>examples are U.S. HUD Community Development Block Grants (CDBG), or grants from USDA, EPA, Appalachian Regional Commission, Chesapeake Bay Trust, Maryland Heritage Areas Association, Preservation Maryland, Safe Routes to School, Maryland Rural Development Corporation, Maryland Energy Administration, Maryland Department of Natural Resources, etc.</i></p>				
<p>Legislative Bond Bill DGS Item 250</p> <p>a) Savage Mill Trail- design and construction of Savage Mill Trail improvements in Savage, Maryland</p>	<p>DGS</p>	<p>a: FY21: \$250,000</p>		
<p>Maryland Program Open Space</p> <p>a) Savage Park and Mill Trail Improvements- extend the trail to other trails in the area and construct a pedestrian bridge over the Little Patuxent River</p> <p>b) North Laurel Community Center Indoor Pool Construction- building of the designed indoor swimming pool</p> <p>c) Savage Mill Remainder Property Acquisition- expand trail system around Savage Park</p>	<p>DNR</p>	<p>a: FY23: \$2,250,000</p> <p>b: FY23: \$14,000,000</p> <p>c: FY23: \$1,775,000</p>		
<p>Maryland Smart Energy Communities</p> <p>a) Upgraded lighting systems at Savage Public Library</p>	<p>MEA</p>	<p>a: FY19: \$50,000</p>		<p>Other Howard County facilitates receiving upgraded lighting systems through the project include East Columbia Public Library, Gateway Building, Long Reach Village Center and Scaggsville Public Safety. The project is estimated to reduce electricity consumption by 121,480 kWh annually.</p>

Sustainable Communities Renewal Application - Section B

<p>Community Development Block Grant (CDBG) 5-Year Allocation</p>	<p>HUD</p>	<p>6,580,810 Countywide</p>		<p>The CDBG Program supports community development activities to build stronger and more resilient communities. Activities aim to benefit low- and moderate- income persons and prevent or eliminate slums or blight and meet urgent needs.</p>
<p>HOME Investment Partnerships Program (HOME) 5-Year Allocation</p>	<p>HUD</p>	<p>2,486,555 Countywide</p>		<p>The goal of HOME program funds is to create affordable housing units for low, very low and extremely low-income persons in our communities.</p>

COMPETITIVE FUNDING: Are there any types of projects/needs for which your Sustainable Community needs funding; however, there isn't a funding source?

None have been identified at this time.

Sustainable Community Action Plan

North Laurel-Savage

Submitted by Howard County

2/8/2023

The Sustainable Communities Working Group consists of representatives from:

- Howard County Department of Planning and Zoning
- Howard County Office of Community Sustainability
- Howard County Office of Transportation
- Howard County Economic Development Authority
- Howard County Department of Housing and Community Development
- Howard County Department of Public Works
- Howard County Department of Recreation and Parks
- Howard County Housing Commission/House Howard
- Howard County Multi-Service Center
- North Laurel Community Center/50+ Center
- Aireco Supply Inc., Business Owner
- Bowling Brook Farms HOA, Representative
- Canterbury Riding HOA, Representative
- Emerson HOA, Representative
- Carroll Baldwin Hall, Board President
- Savage Mill, Representative
- Savage Community Association, Representative(s)
- North Laurel-Savage Sustainable Community Resident(s)

KEY OF FREQUENTLY CITED IMPLEMENTATION PARTNERS:

Throughout the action plan, acronyms are provided for implementation partners where appropriate:

- BGE= Baltimore Gas and Electric Company
- CAC= Howard County Community Action Council
- DFR= Howard County Department of Fire and Rescue
- DHCD= Howard County Department of Housing and Community Development
- DILP= Howard County Department of Inspections, Licenses and Permits
- DNR= Howard County Department of Natural Resources and Park Rangers
- DPW= Howard County Department of Public Works
- DPZ= Howard County Department of Planning and Zoning
- DRP= Howard County Department of Recreation and Parks
- HCEDA= Howard County Economic Development Agency
- HCPD= Howard County Police Department
- HCPSS= Howard County Public School System
- HCTC= Howard County Tourism Council
- MDOT= Maryland Department of Transportation
- MEA= Maryland Energy Administration
- MEDC= Maryland Economic Development Corporation
- MHT= Maryland Historical Trust
- MTA= Maryland Transit Authority
- OOT= Howard County Office of Transportation
- OCS= Howard County Office of Community Sustainability
- RTA= Regional Transit Authority
- SHA= State Highway Administration
- WMATA= Washington Metropolitan Area Transportation Authority

Environment

(Environmental strengths and weaknesses can include but are not limited to quality of land, water, air, watersheds, tree canopy, risk of sea level rise, carbon footprint, energy conservation, access to local foods, green infrastructure, stormwater infrastructure/management, parks, trails and recreation, recycling, water and sewer capacity, etc.)

<u>Strengths</u>	<u>Weaknesses</u>
<ul style="list-style-type: none"> Proximity to the Patuxent River which offers riverfront natural beauty and protected natural areas; the Little Patuxent (location of many original mills) and the Middle Patuxent Rivers are tributaries within the Sustainable Community boundary Several streams with forested buffers throughout Recreational trails and parks: Wincopin Trail, Patuxent Branch Trail, Savage Mill Trail, High Ridge Park in Laurel; Savage Park; Baldwin Commons Existing programs such as Bee City USA, HoCo Tree Canopy and Residential Stormwater reimbursement help incentivize and support community level environmental initiatives Investments in trail improvements and purchasing of land to expand open space/Green Infrastructure Network (GIN) 	<ul style="list-style-type: none"> Low lying areas prone to flooding along the Patuxent River and network of streams Many neighborhoods and businesses were developed before stormwater regulations and need retrofitting Approximately 26% of the Sustainable Community area is made up of impervious surfaces (About 1,525 acres are impervious out of a total 5,804 acres that make up the Sustainable Community) (Howard County Department of Planning and Zoning, 2024). Area stream health identified as “fair” or “poor” by DNR Unconnected trail and park facilities and adjacent to private properties among open space areas limit opportunities for connected GIN, trails, and park facilities Lack of street trees and landscaped areas along Route 1

<u>Desired Outcomes and Progress Measures</u>	<u>Strategies and Action Items</u>	<u>Implementation Partners</u>
<p>Based on the strengths and weaknesses identify the strengths on which you would like to build and the challenges you would like to address. What outcomes are you trying to achieve? Where/ in what area do you want those changes to happen? Progress Measure: Identify how you will know that you have achieved your outcome.</p>	<p>Identify strategies that will help your community to achieve each identified outcome to the left. If applicable, break down each strategy into specific action items that outline different steps of the strategy. Specify how you are planning to achieve the desired outcomes.</p>	<p>Which community stakeholders need to be involved to realize each action step and strategy? Name specific public and/or private sector partners.</p>
<p>Outcome 1: Promote environmental restoration activities through programs and partnerships</p>	<p>Strategy A: Continue and further develop the County’s environmental restoration programs such as Turf to Trees, Stream ReLeaf, Urban Tree, CleanScapes, Community Stormwater Partnership Program, and pollinator/meadow no mow zones.</p>	<p>DPZ, OCS, DRP, DPW highways, SHA, property owners</p>

<p>Progress Measures: quantity of trees planted, linear feet of riparian buffer restored, pollutant removal (lbs./yr.), number of pollinator projects</p>	<p>Strategy B: Target tree planting along Route 1 and connecting county streets on both public and private land to increase beautification and reduce the urban heat island effect.</p> <p>Strategy C: Advance Howard County 'Bee City' initiative to increase pollinator habitat projects and outreach about the importance of pollinators and what people can do to protect them.</p> <p>Strategy D: Increase installation and facilitate maintenance of stormwater best management practices on residential, commercial, and non-profit properties.</p> <p>Strategy E: Expand support for native plantings on private properties.</p> <p>Strategy F: Continue and expand forest management, including invasive species removal, on county properties to ensure long-term health and sustainability of the forest.</p> <p>Strategy G: Continue and expand outreach and technical assistance to private forest landowners for forest management to ensure the long-term health and sustainability of the forest.</p>	
<p>Outcome 2: Develop environmental signage to promote public awareness</p> <p>Progress Measures: signage installed, increased use and understanding of environmental and recreational assets</p>	<p>Strategy A: Incorporate the location of environmental areas and recreational activities into a comprehensive Route 1 corridor wayfinding system.</p>	<p>DRP, OCS, DPZ Resource Conservation, State agencies</p>
<p>Outcome 3: Improve protection and enhancement activities on public and private properties</p> <p>Progress Measures: difference in hub/corridor acres, buffer/mow area, property acquisition, number of projects, planting quantities</p>	<p>Strategy A: Expand tree retention, tree replacement and invasive species control/removal on public property.</p> <p>Strategy B: Expand deer management program on public property to protect native vegetation, forest regeneration and wildlife habitat.</p>	<p>DPZ, OCS, DRP, BGE, community members</p>

	Strategy C: Utilize Utility Right of Way for enhancement planting when feasible.	
<p>Outcome 4: Continue trail enhancement and maintenance</p> <p>Progress Measures: capital funding, community partnerships, implementation of improvements</p>	<p>Strategy A: Seek additional funding for and implement Savage Mill Trail improvements including repairs within the park, the replacement of collapsed culverts, steep slope stabilization, rehabilitation of timber stairs accessing the trail, and a re-design of the picnic viewing area.</p> <p>Strategy B: Install first phase of B&O Patuxent Branch Historic Park – “Between the Bridges” interpretive signs and benches from Pratt Bridge to Vollmerhausen Road.</p>	DRP, community partners
<p>Outcome 5: Establish a community garden</p> <p>Progress Measures: garden area, number of plots/registered gardeners, capital funding</p>	<p>Strategy A: Perform feasibility assessment for sites in the North Laurel-Savage area to include factors such as access, parking, water, management, etc.</p> <p>Strategy B: Complete design and fund implementation of a community garden in the area to address demand.</p>	OCS, HCEDA, DRP, community members

Economy

(Economic strengths and weaknesses can include but are not limited to regional accessibility, business attraction/retention, health of the business district and commercial vacancies, workforce/employment and economic drivers, local policies/regulations, marketing, tourism, cultural and historic assets)

Strengths

- Rich mill town history and historical assets in Savage. Historic landmarks including Savage Mill, Bollman Truss Railroad Bridge, Savage Mill Manor House, Commander Joshua Barney House, Carroll Baldwin and original mill housing
- Basic shopping needs are met along Route 1
- Vacant and underutilized properties along Route 1 create redevelopment opportunities
- Job market has continued to grow over the past five years according to 2021 US Census 'OnTheMap' Data
- Transit connections to Maryland Area Regional Commuter (MARC) train service at Laurel Racetrack and Savage stations
- Central location (18 miles south of Baltimore and 21 miles north of Washington D.C.) and proximity to Ft. Meade/NSA
- Abuts Prince Georges County's Laurel Sustainable Communities designation with a vehicular and pedestrian bridge along Route 1/Washington Boulevard. The City of Laurel received its designation in 2011 and its Main Street designation in 2018
- North Laurel's Paddock Pointe community and amenities and the Maryland Jockey Club-Laurel Park Racetrack in Anne Arundel County can be leveraged to spur new entertainment and other business opportunities
- Existing Route 1 tax credit program has resulted in nine business façade improvements totaling \$690,635 in private investment

Weaknesses

- Few opportunities for tourism and historic education in Savage
- Redevelopment is a challenge given the Route 1 Corridor consists of a patchwork of separately owned parcels, many of which are smaller in size
- Lack of brand identity and marketing of the area
- Persistent high vacancy rates for ground floor retail in recent mixed-use developments on Route 1
- Some commercial buildings are blighted or need reinvestment to increase aesthetic appeal
- Lack of incentives for parcel land assembly, business relocation, enhancement, and redevelopment
- Lack of retail development and other types of mixed-use development around the MARC stations
- Lack of economic synergy with the City of Laurel's Main Street and Historic District

Desired Outcomes and Progress Measures	→ Strategies and Action Items →	Implementation Partners
<p>Outcome 1: Create economic redevelopment opportunities</p> <p>Progress Measures: future project/plan submissions (projects), land assemblage/acquisition, retail area, expanded TOD zoning district, establish redevelopment authority and/or similar entities</p>	<p>Strategy A: Implement the 'Route 1 Corridor: A Plan for Washington Blvd' master plan to:</p> <ul style="list-style-type: none"> • Expand the Transit Oriented Development Zoning District as identified on the HoCo By Design Future Land Use Map (see Attachment A), to build on the redevelopment initiative underway adjacent to Laurel Park at Paddock Pointe. • Allow the development of residential and hotels within the transit oriented development areas to support nonresidential uses, such as office, retail, and entertainment, and increased MARC ridership. • Explore incentives and partnerships that encourage the creation of smaller retail, dining, and arts and entertainment uses within the North Laurel District as identified in the Route 1 Corridor Plan. • Evaluate establishing a redevelopment authority that can acquire, hold, and assemble land to kick-start reinvestment, especially in areas proposed for transformative mixed use redevelopment. The redevelopment authority should facilitate the orderly development of the Corridor and consider the following strategies: <ul style="list-style-type: none"> 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. 	<p>DPZ, DPW, OOT, SHA, MDOT, HCEDA, DRP, property/business owners</p>

<p>Outcome 2: Support the economic viability of Historic Savage</p> <p>Progress Measures: increased retail foot traffic, preservation, tenancy</p>	<p>Strategy A: Promote and further develop historic tourism opportunities in the Savage area including highlighting historic sites to visit, events, or walking tours with interpretive signage.</p> <p>Strategy B: Incorporate historic area locations and activities into a comprehensive Route 1 corridor wayfinding signage system.</p> <p>Strategy C: Continue to ensure arts and craftsmanship are an integral part of Savage revitalization and explore incentives to support their expansion.</p> <p>Strategy D: Look for opportunities to locate a visitor’s center in historic Savage, including the possible purchase of a historic mill house.</p> <p>Strategy E: Continue to seek opportunities for adaptive reuse of historic buildings in Savage including the potential stabilization and reuse of the Savage Mill Power Plant.</p>	<p>HCEDA, DPZ, property owners, OOT, SHA, Howard County Arts Council, Visit Howard County</p>
<p>Outcome 3: Increase opportunities for reinvestment of commercial and industrial properties in the area to address blight through new and existing zoning tools and tax credits</p> <p>Progress Measures: reduction in the amount of blighted properties; number of improved facades</p>	<p>Strategy A: Continue to encourage usage of the Route 1 Tax Credit program and consider modifications to the existing 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.</p> <p>Strategy B: Implement a façade improvement grant program for Savage and North Laurel.</p> <p>Strategy C: Evaluate the implementation of a rehabilitation tax credit for the Route 1 Corridor for projects over \$100,000 in scale.</p>	<p>DPZ, EDA, Dept. of Finance</p>

<p>Outcome 4: Adopt new tools to enhance the area's competitiveness and attract new industries while working to retain existing businesses.</p> <p>Progress Measures: new financing tools, additional participation in assistance programs, new or expanding businesses</p>	<p>Strategy A: Work with the Howard County Economic Development Authority (EDA) to evaluate small business grants and technical assistance options and tailor programs (such as business training programs, financing resources, and redevelopment incentives) to businesses and industries in the North Laurel-Savage area.</p> <p>Strategy B: Provide educational resources to advise and guide local North Laurel-Savage 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.</p> <p>Strategy C: Partner with the Maryland Economic Development Corporation (MEDC) to develop new and innovative financing tools for businesses in the area.</p> <p>Strategy D: Coordinate support and retention programs in the area with the Howard County Economic Development Authority and Office of Workforce Development.</p>	<p>DPZ, EDA, MEDC, Office of Workforce Development</p>
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Transportation

(Transportation strengths and weaknesses can include access to transit corridors, pedestrian safety and accessibility/sidewalks, alternative modes of transportation, such as bikeways and trails, public transit, such as bus and rail, carpooling, proximity to transportation centers, parking, road conditions)

Strengths	Weaknesses
<ul style="list-style-type: none"> • Central location in Baltimore-Washington corridor and access/proximity to regional and international transit (Camden Line MARC at Savage and Laurel Racetrack, BWI Airport) • Pedestrian/sidewalk connection to City of Laurel’s Main Street • Major road and rail networks for movement of goods • Path/trail connections to surrounding community amenities including the City of Laurel’s Riverfront Park, Laurel Museum and municipal pool • Complete Streets program has made improvements in Savage including traffic circles, signage, sidewalks • As noted in HoCo By Design and in various other County plans like BikeHoward and WalkHoward, enhanced safety and connectivity are long-standing County goals in the Route 1 Corridor 	<ul style="list-style-type: none"> • Route 1 is a major thoroughfare and trucks and other thru traffic use neighborhood streets at heavy traffic times • Gaps between sidewalks, paths and road crossings, inadequate connections between each • This area lacks safe infrastructure for those walking or biking as it has historically catered towards other modes of transportation • Concerns about traffic enforcement levels and illegal street racing • Low bus frequency and need for additional stop amenities like shelters and benches • MARC Camden line trains only serve Monday-Friday rush hour needs • Lack of EV charging stations in multi-family communities • State roadways Route 1, Route 32 bisect the community and inhibit local neighborhood access • Commercial truck users have specific design demands which can conflict with attempts to make Route 1 more friendly to non-drivers • Multi-family apartments along Route 1 are rarely interconnected • According to American Community Survey Table DPO5 there are 353 or about 5.5% of households without access to a vehicle within the Sustainable Community

Desired Outcomes and Progress Measures	→ Strategies and Action Items	→ Implementation Partners
<p>Outcome 1: Continue to make road, bike, and sidewalk improvements</p> <p>Progress Measures: linear feet, capital funding, alleviated parking concerns</p>	<p>Strategy A: Continue Implementation of Complete Streets across North Laurel-Savage.</p> <ul style="list-style-type: none"> • Increase network of sidewalks throughout Savage including Baldwin Street in Savage, Gorman Rd and near Guilford Park High School, replacement on Carrollton Ave, and install sidewalks in gaps on Woodward St. 	<p>DPZ, DRP, OOT, DPW Transportation and Special Projects, SHA, community residents</p>

	<ul style="list-style-type: none"> • Implementation of recommendations from study to consider pedestrian improvements including sidewalks on both sides of Old Scaggsville Road from just north of Laurens Way to Pilgrim Avenue, sidewalks on Superior Avenue to High Ridge Park and intersection improvements at Old Scaggsville Rd. • Continue to engage residents regarding edits to the Complete Streets Manual for future versions • Connecting to and within proposed North Laurel Activity Center District in the Route 1 Master Plan <p>Strategy B: Support improvements and expansions to the trail system serving the Savage historic core based on recommendations from BikeHoward master plan. This should include:</p> <ul style="list-style-type: none"> • Better wayfinding and continuous pedestrian and bike facilities • Implementation coinciding with planned improvements to the Patuxent Branch Trail and future improvements to others including the North Laurel Trail, Savage Mill Trail, and Wincopin Trail. <p>Strategy C: Construct the pedestrian/bicyclist bridge over the Middle Patuxent River connecting the Savage Mill Trail and Wincopin Trail system and explore the construction of an additional pedestrian/bicyclist bridge over the Little Patuxent River, connecting the main part of Savage Park and the Wincopin Trail system to help address parking needs and provide better access and support the tourism economy.</p> <p>Strategy D: Consider planning projects to explore potential pedestrian and bicycle crossings of the Patuxent River connecting North Laurel to Laurel Riverfront Park in the City of Laurel.</p>	
<p>Outcome 2: Improve connections to MARC stations</p> <p>Progress Measures: linear feet, capital funding</p>	<p>Strategy A: Pursue planning and design for Corridor Road pedestrian/bike improvements to Savage MARC station as improvements are mandated through the development process on adjacent properties.</p>	<p>OOT, DPW Transportation and Special Projects, DRP</p>

	<p>Strategy B: Prioritize a safe and convenient complete street network in North Laurel District Activity Center/Laurel Park Station that serves everyone. Include sidewalks, wayfinding, crossing elements, trail connections, and biking facilities to promote linkages to regional destinations.</p> <p>Strategy C: Coordinate with Anne Arundel and Prince George’s Counties and the City of Laurel on transportation and transit enhancements that improve access to, service to, and usage of the MARC station.</p>	
<p>Outcome 3: Increase usability of public transit and provide single car alternatives</p> <p>Progress Measures: headway timing/frequency, number of stop improvements, capital funding, rider numbers</p>	<p>Strategy A: Expand frequency and reliability of the RTA 409 route (Towne Centre Laurel to Elkridge Corners).</p> <p>Strategy B: Prioritize formalized stop locations and shelter upgrades for standing RTA stops (ex. Savage Guilford Rd.)</p> <p>Strategy C: Explore funding for alternative transportation options like micro-transit in the North Laurel-Savage area to supplement traditional fixed use transit and paratransit that enhance efficiency and user experience.</p> <p>Strategy D: Work with MDOT and regional partners to expand service and improve the reliability of the Maryland Area Rail Commuter (MARC) Camden Commuter Rail Line.</p>	<p>OOT (RTA), MTA, WMATA, MDOT</p>
<p>Outcome 4: Advance transit-oriented development (TOD)</p> <p>Progress Measures: mix of retail, commercial and residential uses, public amenities to support residential</p>	<p>Strategy A: Ensure that Annapolis Junction/Savage TOD is a mix of uses with commercial amenities to support residential and public spaces all of which enable safe and convenient pedestrian access by commuters using MARC trains.</p> <p>Strategy B: Leverage the existing Paddock Pointe development to create a broader district that both serves the needs of existing and future residents and offers a destination for neighboring communities through retail, dining, arts, and entertainment.</p>	<p>OOT, MDOT, Anne Arundel Co., City of Laurel, Prince George’s County</p>

<p>Outcome 5: Improve safety for all roadway users</p> <p>Progress Measures: linear feet of sidewalks and bike lanes, capital funding, crash data, traffic violations</p>	<p>Strategy A: Increase safety at night including better visibility (lights; visible signs) Ex. Gorman Rd/Route 1.</p> <p>Strategy B: Conduct speed studies and evaluate opportunities to reduce posted and operating speeds and increase monitoring and enforcement of traffic violations in the area.</p> <p>Strategy C: Coordinate with HCPSS Student Transportation Office to focus improvements on safe routes for walkability and bikeability to schools, including Patuxent Valley Middle School and Bollman Bridge Elementary School.</p> <p>Strategy D: Advance the implementation of prioritized local projects along the Route 1 corridor including:</p> <ul style="list-style-type: none"> • Construction of on-street bike lanes along Route 1 from Davis Ave. to the City of Laurel. • Pedestrian improvements to Old Scaggsville Road 	<p>DPW, OOT, HCPD, HCPSS, SHA</p>
<p>Outcome 6: Increased public access to EV charging stations</p> <p>Progress Measures: number of new communities with charging opportunities; increased electric vehicle ownership across socioeconomic groups</p>	<p>Strategy A: Work to overcome barriers to installing EV charging in multi-family housing like cost and permitting.</p> <p>Strategy B: Continue to partner with BGE’s multi-family pilot project and endeavor to create additional public-private partnerships to install chargers in multi-family communities in the North Laurel-Savage area.</p>	<p>DPW, OCS, OOT, BGE, private landowners and developers</p>

Housing

(Housing strengths and weaknesses can include affordability, homeownership vs rental, housing stock diversity, housing condition and value, housing programs, foreclosures, residential vacancies, property values, home sale values)

Strengths	Weaknesses
<ul style="list-style-type: none"> Homeownership of single-family detached homes is more affordable in the North Laurel-Savage area with the average owner-occupied unit at \$379,600 versus \$483,200 countywide (over \$100K less) per Census Chart S2506: Financial Characteristics. Area has a diversity of housing types including single family attached/detached, multi-family, mobile homes and efficiencies Inclusionary zoning requires moderate income units in new developments County programs in place to support home ownership and rehabilitation (ex. Settlement Downpayment Loan Program, Reinvest*Renovate*Restore) and support from non-profit partners County participates in State programs that are available to support homeownership and rehabilitation activities (ex. Maryland Mortgage Program, MD WholeHome, MD Housing Repair Loan Program) There is a strong housing market and new housing has been built in the past five years to help accommodate demand The Sustainable Community Area has a large older adult population. The Sustainable Community has the second largest older adult population behind Columbia with 5,251 households that are 62 and over per the 2022 Howard County Rental Survey 	<ul style="list-style-type: none"> Rental housing in the area (and in the County) is not as affordable as it once was and has risen to the average monthly rent of \$1,736, which is comparable to the countywide average of \$1,811 per 2022 Howard County Rental Survey conducted by Real Property Research Group, Inc. This is due to the influx of newer units built within the last five years, especially in Paddock Pointe community at the MARC station. Aging multi-family housing stock is in need of redevelopment or upgrades. The SC area has 9% of units that were built before 1970 and 73% of units that were built before 2000 according to Howard County's Housing Opportunities Master Plan. Reduction in older, smaller, more affordable single family housing units through demolition and substantial renovations that results in an increased resale value Lack of public amenities within multi-family developments

Desired Outcomes and Progress Measures	→ Strategies and Action Items →	→ Implementation Partners
<p>Outcome 1: Increase the supply of affordable and accessible housing</p> <p>Progress Measures: number of units, property acquisition, capital funding</p>	<p>Strategy A: Pursue opportunities to create affordable and accessible housing through programs, regulations, and partnerships, such as:</p> <ul style="list-style-type: none"> Utilize Right of First Refusal (Affordable Housing Retention Act) to acquire sites in North Laurel/Savage and develop strategies to ensure no loss of affordable units when there are opportunities for redevelopment of multi-family properties. 	<p>DHCD, HCHC (House Howard), non-profits</p>

	<ul style="list-style-type: none"> Encourage a mix of housing types available at different price points in activity centers, such as the North Laurel District (an area identified for redevelopment in HoCo By Design, the County’s General Plan and the Route 1 Corridor Plan), to create more missing middle and affordable housing opportunities in the County. <p>Strategy B: Encourage the production of housing units that meet the needs of residents at various income levels and different levels of ability (i.e. persons with disabilities) through programs, partnership and the re-evaluation of the Moderate-Income Housing Unit (MIHU) Program.</p> <p>Strategy C: Provide funding to local non-profits to acquire units to rent, rehabilitate and/or sell to support rental and home ownership opportunities for low- and moderate-income households in the North Laurel-Savage area.</p> <p>Strategy D: Fund affordable housing proposals and programs in the area through Housing Opportunities Trust Fund.</p>	
<p>Outcome 2: Rehabilitate and maintain existing housing through County programs</p> <p>Progress Measures: number of awards, award values, housing values</p>	<p>Strategy A: Increase awareness and utilization of the County’s housing repair loan program (Reinvest*Renovate*Restore) to assist existing North Laurel/Savage homeowners make repairs to their homes to improve energy efficiency, health and safety, and aging in place modifications.</p> <p>Strategy B: Allocate Federal, State, and Local funding to local non-profits to repair and rehabilitate units and mobile homes to maintain affordable housing for low- and moderate-income households in North Laurel-Savage.</p> <p>Strategy C: Increase awareness of County and Federal historic tax credit opportunities for buildings on the historic sites inventory and Savage’s National Register Historic District.</p>	<p>DHCD, MHT, HCHC, community non-profit partners</p>

<p>Outcome 3: Provide homeownership opportunities through County programs</p> <p>Progress Measures: number of awards, award values, number of workshops, single-family home preservation</p>	<p>Strategy A: Continue to provide and increase downpayment assistance funding to income-eligible households through the County's Settlement Downpayment Loan Program.</p> <p>Strategy B: Continue to offer monthly Homebuyer Education Workshops both virtually and in-person with easy accessibility to North Laurel-Savage.</p> <p>Strategy C: Explore options and partnerships for an acquisition/rehabilitation program for older single-family homes that would support homeownership opportunities for moderate-income households.</p>	<p>DHCD, community partners</p>
<p>Outcome 4: Continue to evaluate and address North Laurel-Savage housing needs through ongoing planning efforts</p> <p>Progress Measures: planning documents, goal/action implementation, capital funding, stakeholder partnerships and programs</p>	<p>Strategy A: Update and prepare the housing plans as required:</p> <ul style="list-style-type: none"> • Five Year Consolidated Plan required to receive CDBG and HOME funds from the Department of Housing and Community Development (HUD) • One Year Consolidated Annual Performance Evaluation Report to receive CDBG and HOME funds from HUD • Regional Analysis of Impediments to address barriers to fair housing • HUD Annual Action Plan <p>Strategy B: Implement Current Housing Plans as applicable to the North Laurel/Savage area:</p> <ul style="list-style-type: none"> • Housing Opportunities Master Plan (2021) identifies ways to create and preserve housing opportunities for residents of all income levels. • The Path Home, Howard County's Five-Year Strategic Plan to End Homeless (2020) which aligns resources and services to rapidly rehouse individuals and provide ongoing support 	<p>DHCD, HCHC (House Howard), DCRS</p>
<p>Outcome 5: Support Housing Options for Older Adults</p>	<p>Strategy A: Provide home accessibility modifications for seniors and people with disabilities through Accessibility Modifications Program, which assists landlords with making modifications to rental units in the area at no cost to the prospective tenants.</p>	<p>DHCD; developers; Accessible Resources for Independence</p>

<p>Progress Measures: number of new units, number of retrofits</p>	<p>Strategy B: Seek opportunities to incentivize the development of affordable housing for older adults as redevelopment occurs, especially in and around transit-oriented development sites.</p>	
<p>Outcome 6: Support for persons at risk of or experiencing homeless</p> <p>Progress Measures: number of people served, additional square footage</p>	<p>Strategy A: Partner with community service providers to expand shelter capacity and improve access to cold weather shelters in the winter months.</p> <p>Strategy B: Seek opportunities to acquire and repurpose existing Route 1 motels, or underutilized properties in the area for the purposes of providing flexible shelter options or transitional housing.</p>	<p>DHCD, DCRS, community partners</p>

Quality of Life

(Strengths and weaknesses can include crime, socio-economic demographics, educational opportunities, museums, libraries, historic and cultural assets, civic amenities, faith-based organizations, economic health of households, sense of place, etc)

Strengths	Weaknesses
<ul style="list-style-type: none"> Local access to human services through the Leola Dorsey Community Resource Center and Howard County Multi-Service Center A well-used community center in North Laurel and multiple parks and trails for recreation Unique history of area, with many historic properties and buildings still intact Access to a strong school and library system Numerous church communities in Savage collaborate on providing services and events for full community Savage area has small town feel with access to shopping and recreational opportunities Carroll Baldwin Hall and Savage Community Association supports community events and engagement opportunities 	<ul style="list-style-type: none"> Public facilities and services such as North Laurel Recreation Center and Multi-Services Center lack visibility with no coordinated signage system Lack of affordable daycare centers or early childhood education providers Need for additional resources to support ESOL and new immigrant families Lack of identity, or sense of place, in parts of the North Laurel-Savage Sustainable Community Lack of a public pool

Desired Outcomes and Progress Measures	→ Strategies and Action Items →	Implementation Partners
<p>Outcome 1: Seek opportunities to increase police presence and address environmental influences that may impact safety</p> <p>Progress Measures: beautification efforts, capital funding</p>	<p>Strategy A: Continue to evaluate policing efforts that may result in an increased police presence or monitoring, especially in areas identified with higher levels of criminal activity.</p> <p>Strategy B: Seek opportunities to work with property owners to implement crime prevention through environmental design to address conditions that may invite criminal activity.</p>	<p>Police, DPZ, residents, business owners</p>
<p>Outcome 2: Improve awareness of the location of public facilities and awareness of their services</p> <p>Progress Measures: attendance/visits, services provided</p>	<p>Strategy A: Develop a comprehensive signage system on Route 1 and other major roads for public facilities, including:</p> <ul style="list-style-type: none"> Parks and trails North Laurel Community Center Savage Library Community Resource and Multi-Service Centers 	<p>DRP, OOT, DPW, Libraries, SHA, DPZ, DCRS, Grassroots</p>

<p>Outcome 3: Continue to evaluate and meet evolving human service and health care needs</p> <p>Progress Measures: programs/service providers, attendance/visits, funding, new facilities</p>	<p>Strategy A: Continue to expand the colocation of services offered at the Howard County Multi-Resource center.</p> <p>Strategy B: Increase capacity, awareness and coordination between local entities that address food insecurity.</p> <p>Strategy C: Investigate locating a Head Start/Early Childhood education center to support eligible children and families in the North Laurel-Savage area.</p> <p>Strategy D: Ensure that human service programs can provide translation support to expand assistance to non-English speakers in the area.</p> <p>Strategy E: Encourage health care providers to explore locating an urgent care facility within the Sustainable Community.</p>	<p>DCRS, Grassroots, CAC, EDA, DPW</p>
<p>Outcome 4: Improve the accessibility of Resource Centers</p> <p>Progress Measures: transportation facilities, capital funding, attendance/visits, linear feet</p>	<p>Strategy A: Evaluate alternatives to bus transit for clients without vehicles to reach the Multi-Service Center.</p> <p>Strategy B: Evaluate walking and biking routes for connecting Centers to surrounding areas.</p>	<p>DCRS, Grassroots, OOT, DPW, SHA</p>
<p>Outcome 5: Enhance public awareness of Savage’s history</p> <p>Progress Measures: historic signage, capital funds, trail activity</p>	<p>Strategy A: Explore the creation of a combined Savage Historic and Environmental/Nature education and visitor center. (see Economy Section-Outcome 2: Strategy D)</p> <p>Strategy B: Pursue ARTsites (Arts Council) public art installation opportunities at various locations.</p>	<p>DPZ, DRP, Arts Council, community partners</p>
<p>Outcome 6: Improve and increase community amenities</p> <p>Progress Measures: capital funding; project completion</p>	<p>Strategy A: Construct the North Laurel Community Center pool as designed.</p> <p>Strategy B: Continue rehabilitation of Carroll Baldwin Hall to improve access for disabled persons and address drainage issues on the south side.</p>	<p>DRP, Carroll Baldwin Hall</p>

<p>Outcome 7: Create a uniform brand, marketing, and signage plan for the area</p> <p>Progress Measures: brand development, installation</p>	<p>Strategy A: Evaluate signage, landscaping, public art, and streetscape improvements at various gateways consistent with a branding plan.</p> <p>Strategy B: Work with community and property owners on placement of branding elements in the area.</p> <p>Strategy C: Create recognizable entrances (gateways) that distinguish North Laurel-Savage from adjacent areas including signage, landscaping, public art and streetscape improvements.</p> <p>Strategy D: Increase plantings in the medians and curb bump outs and ensure their sustained maintenance.</p>	<p>DPZ, Residents, DCRS, community partners</p>
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Local Planning and Land Use

(Strengths and weaknesses in the local planning and land use subject area include but are not limited to zoning, land use, policies, taxes and fees, historical patterns of development, lot sizes and shapes, etc)

Strengths	Weaknesses
<ul style="list-style-type: none"> • North Laurel District is identified as a mixed use, walkable activity center in the recently adopted County’s general plan: HoCo By Design. • Minimized land use conflicts in older communities established by a pattern of residential neighborhoods in the west separated from industrial areas in the east by a buffer of commercial businesses along Route 1 • Coordination of land use planning with capital improvement programming of new facilities/services and systemic maintenance (ex. parks, transportation, water/sewer utilities and community programs and resources) <ul style="list-style-type: none"> ○ Community anchors such as the North Laurel Community Center and Savage Library co-locate functions for more efficient service delivery and use of limited funding • Central location in the Baltimore-Washington region provides access to jobs and housing <ul style="list-style-type: none"> ○ Market demands provide economic redevelopment opportunities along Route 1 • Multiple forested streams running east/west from Rt. 32 to the County line buffer developed areas while providing natural amenities 	<ul style="list-style-type: none"> • The Corridor Activity Center (CAC) and Transit Oriented Development (TOD) Zoning Districts, while intended to provide a mix of uses, have primarily yielded high-density residential development with limited nonresidential (retail) in some locations • Challenges balancing new development with community desired infrastructure levels (ex. drainage, schools, transportation improvements) • Accommodating inherently different regional and local activity (ex. Route 1 functions as congestion relief for I-95 and I-295, commercial truck routing and local access between neighborhoods, jobs and services) • Established neighborhood patterns threatened by inconsistent infill redevelopment (ex. configuration of new subdivisions) • Aesthetic appearance of development and streetscape along Route 1 with challenge of coordination of redevelopment opportunities across public, private and non-profit sectors (i.e. land acquisition/banking, business retention and relocation, transportation improvements, financing, management, etc.)

Desired Outcomes and Progress Measures	→ Strategies and Action Items →	Implementation Partners
<p>Outcome 1: Increase Civic engagement in planning and policy processes</p> <p>Progress Measures: number of groups, appointments to boards/commissions, participation with committees, workgroups, etc.</p>	<p>Strategy A: Engage and coordinate with community organizations across North Laurel and Savage, including Route 1 business owners.</p> <p>Strategy B: Facilitate engagement with public, private and non-profit stakeholders (ex. County council/administration, SHA MDOT, CSX, EDA, various non-profit and community-based organizations, etc.)</p>	<p>DPZ, EDA, SHA, MDOT, CSX, residents and business owners, and private organizations</p>

	<p>Strategy C: Continue to provide the PlanHoward Academy as a resource for increasing public awareness and participation in planning and zoning processes.</p>	
<p>Outcome 2: Implement land use vision articulated by HoCo By Design and Route 1 Corridor Plan</p> <p>Progress Measures: General Plan implementation monitoring, legislation, programs, capital funding</p>	<p>Strategy A: Revise the Route 1 Manual and County regulations to implement the HoCo By Design and Route 1 Corridor Plan development and redevelopment recommendations.</p> <p>Strategy B: Implement zoning changes to achieve the vision of the Corridor:</p> <ul style="list-style-type: none"> a. Evaluate the efficacy of existing industrial zoning districts b. Consider more flexibility <p>Strategy C: Evaluate the County’s sign ordinance and Route 1 Manual to allow signage in the Corridor that implements the branding, signage, or marketing plan.</p> <p>Strategy D: Allow sufficient residential densities in North Laurel District—defined in HoCo By Design as an area that will build on the existing transit-oriented community with an entertainment focus that both serves the needs of existing and future residents and offers a destination for neighboring communities-- to make a wide range of uses economically viable, including convenience retail and other neighborhood-serving amenities.</p> <p>Strategy E: Evaluate and revise the Corridor Activity Center (CAC), Corridor Employment (CE), and Continuing Light Industrial (CLI) Overlay Zoning Districts to ensure the zones are appropriately located within activity centers and the districts allow for a mix of uses that support the vision of each character area.</p> <p>Strategy F: Evaluate how accessory dwelling units and other types of new development could enhance or impact stormwater management practices.</p>	<p>All County internal/external agencies, residents, property/business owners</p>

<p>Outcome 3: Plan for infrastructure and public facility improvements</p> <p>Progress Measures: Capital projects and funding</p>	<p>Strategy A: Continue to coordinate planning for public facilities and services with the Capital Improvement Program.</p> <p>Strategy B: Incorporate equity measures into prioritization processes for capital projects in the North Laurel/Savage area.</p>	<p>DPZ, DRP, DPW, HCPSS, DFR, OOT</p>
<p>Outcome 4: Explore more opportunities to protect and preserve the historic character and buildings of Historic Savage</p> <p>Progress Measures: working group/engagement process; survey; policies; approved designation; design guidelines</p>	<p>Strategy A: Research the various types of historic designations that can also provide protection, preserve community character, and maintain sense of place and provide outreach to Savage community.</p> <p>Strategy B: Explore opportunities to survey area to determine potential size of district, i.e, how many historic structures/how many modern structures (and modern structures may be needed to keep parcels contiguous to reach historic properties.</p> <p>Strategy C: Consider developing an engagement process to determine citizen interest of potential district size and potential district type, i.e, traditional historic district or conservation district.</p> <p>Strategy D: Promote contextual architectural design near Savage historical sites to ensure compatibility.</p>	<p>DPZ, County Council, Historic Preservation Commission</p>