



# Edgewood Small Area Plan:

*HARFORD COUNTY, MARYLAND*



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## Glossary & List of Abbreviations

Access Management – A set of transportation planning techniques used to control access to high volume roadways, increasing the capacity of these roads, manage congestion and increase safety.

APG – Aberdeen Proving Ground

Infill – New development on scattered vacant sites in an otherwise built-up area.

Native vegetation – Vegetation inherent and original to the Harford County region.

Redevelopment – The construction of new buildings and uses on a site, typically after demolishing part or all of the existing structures.

Residential development open space option – A development option intended to preserve significant portions of development lots as permanent open space.

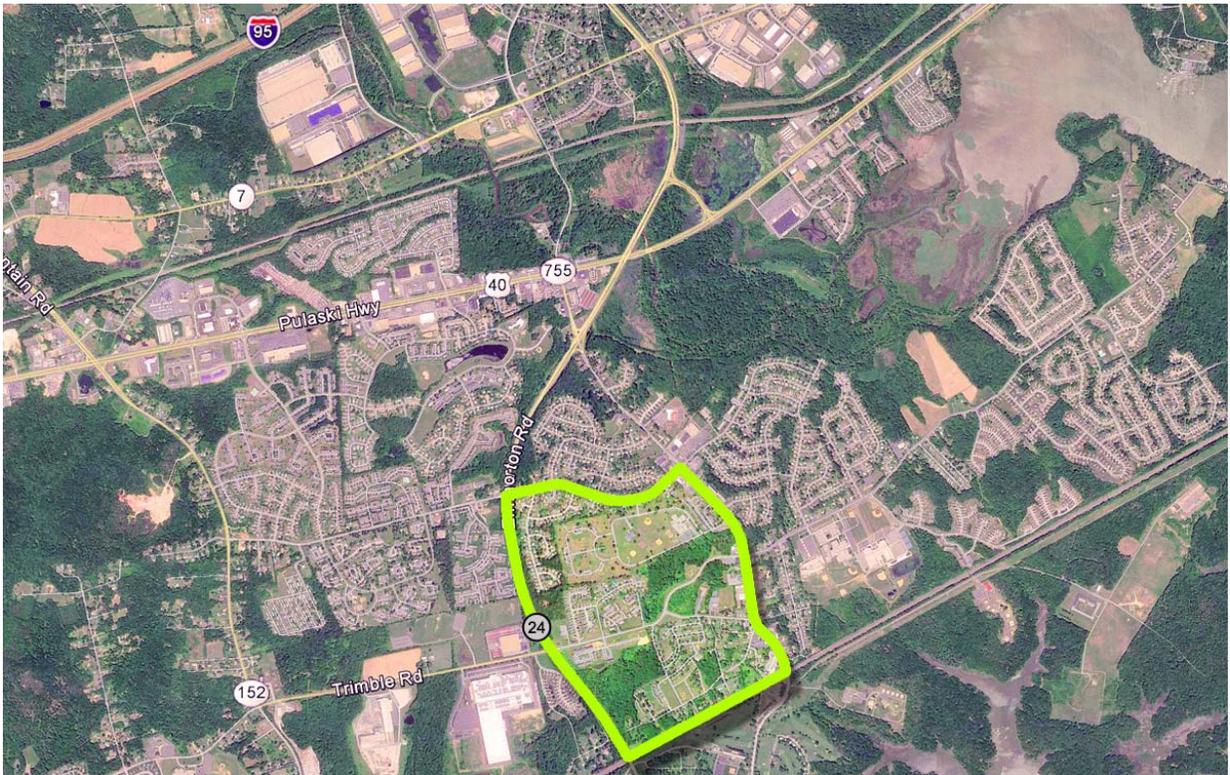
Traditional Neighborhood Development (TND)- A land planning and design concept that incorporates traditional town planning techniques, such as a network of well-connected streets and blocks, mix of housing types, a variety of public spaces, all within walking distance of amenities such as shops, jobs and schools.

Traffic calming – Design techniques utilized to slow traffic on residential streets.

Transit Oriented Development – A mix of uses integrated into a walkable neighborhood and located within ½ mile of a public transit hub.

## EXECUTIVE SUMMARY

Edgewood, Maryland is a small, unincorporated area in southern Harford County. The intent of this Small Area Study is to develop a land use and revitalization plan for the 390 acres (0.6 square miles) located between MD Route 24/Emmorton Road to the west, MD Route 755/Edgewood Road to the east, Hansen Road to the north, and Aberdeen Proving Ground to the south. This area is considered by many to be “Old Edgewood”.



### WHY A SMALL AREA STUDY?

Harford County chose to focus on this “small area” due to:

- Its strategic location directly adjacent to the gates of Aberdeen Proving Ground, the County’s largest employer;
- The study area has a unique opportunity in two county owned parcels within its boundaries, the 11 acre former Lee Court property on Nuttal Avenue, and the 28-acre Washington Court property on Cedar Drive. The County is willing to leverage these properties to stimulate investment and positive energy into the community; and

- Despite convenient access to US Route 40 and I-95, the study area is “off the beaten path”. Positive change in this area is unlikely without cooperative intervention between the County, community, and APG.

## PLANNING PROCESS

The four-month planning process was guided by an Advisory Committee with strong ties to the Edgewood community. This Committee met five times over the course of plan development and helped to synthesize community input, review draft goals, and direct the implementation approach.

Significant public input was received throughout the process. The County hosted two public workshops, attended by more than 150 individuals, and conducted focus groups and stakeholder interviews with representatives from more than 26 organizations, agencies, business owners and neighborhoods.



## WHAT WE HEARD FROM THE COMMUNITY

This community outreach coupled with thorough background research resulted in seven (7) key take-aways regarding the Edgewood Small Area:

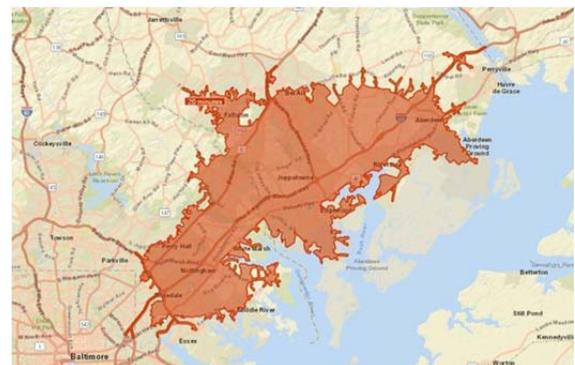
1. Vacant land presents the opportunity to inject new energy into the study area, stabilize home values, and better meet resident needs;
2. APG, the County's largest employer, is being positioned to grow significantly, yet struggles to retain its young workforce;
3. Home values are low and there is a lack of investment, but there is potential demand for housing for seniors, veterans, and for APG's young and growing workforce;
4. There is a lack of open space and recreational opportunities within the study area;
5. There is a lack of retail and restaurant spaces serving residents, visitors and APG staff;
6. The Edgewood Train Station is underutilized and lacks critical multimodal infrastructure;  
and
7. Negative perceptions of the community from outsiders deters new investment and residents.

## KEY REAL ESTATE MARKET ANALYSIS FINDINGS

The market analysis examined the Edgewood market through two lenses: the local trade area and the regional trade area. The local trade area represents where residents in the study area can shop within a 10-minute drive, while the regional trade area depicts where residents could access within a 20-minute drive.



*Local Trade area*



*Regional Trade Area*

The market analysis reviewed the data for the retail, office, and housing markets.

**Retail.** The analysis supported the residents' desire for more restaurant and eating establishments, as well as several other shopping opportunities:

- Restaurants/Other Eating Places
- Clothing Stores
- Sporting Goods/Hobby/Musical Instruments
- Jewelry, Luggage & Leather Goods
- Office Supplies, Stationary, Gift Stores
- Furniture Store
- Health and Personal Care Stores

**Office.** In addition, the analysis found that overall the demand for office space in Harford County as a whole, and in Edgewood, is low. However, the bright spot was the discovery that there are opportunities in the **health care industry** and potentially for **tenant-specific users**.

**Housing.** Overall Edgewood has a healthy housing market with lower price points for the region. There is a tight market for **multifamily rentals**, presenting an opportunity for development, particularly for new housing that could attract the young workforce from APG or seniors looking to age in place within the Edgewood community.

## EDGEWOOD COMMUNITY VISION

Edgewood is a respected and desirable community rooted in its safe, walkable neighborhoods; diverse opportunities for recreation, education, and entertainment; and a unique partnership with the world class biological, chemical and medical research at the Aberdeen Proving Ground.

## THE EDGEWOOD SMALL AREA PLAN

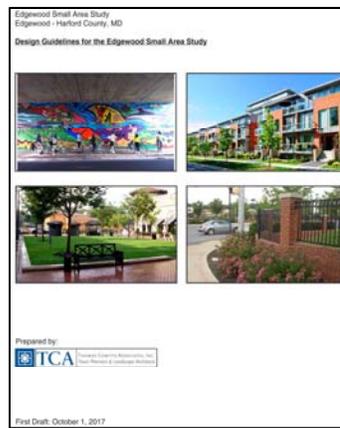
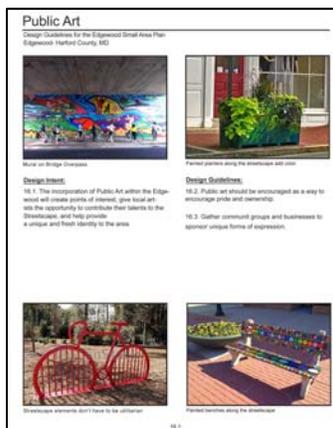
The plan for the Edgewood Small Area Study is organized into four themes that when combined represent a holistic approach to strengthening the Edgewood community:

1. Building for the Future: A plan for future land use;
2. Green and Growing: A plan for open space and recreation;
3. Making Connections: A plan for transportation and multimodal circulation; and
4. Positive Impressions: A plan for building a better reputation for the Edgewood area.

## BUILDING FOR THE FUTURE

Building for the Future represents the land use components of the Small Area Study. Key recommendations focus on encouraging a mix of uses throughout the study area, including mixed-residential at Washington Court, Transit Oriented Development at the train station, and mixed-use revitalization opportunities along Route 755. The map on the next page depicts the future land use categories for the study area.

Design Guidelines relevant to the mixed use areas are included in the Plan Appendices and address design elements such as building placement, parking location, landscaping, lighting, common open spaces, and parking structures.



The table below summarizes the Recommended Uses for each of the Future Land Use area:

Area	Recommended Uses
<b>Medium Density Residential</b>	Single family detached
<b>High Density Residential</b>	Single family attached; Multifamily
<b>Route 755 Corridor</b>	Mix of commercial and residential uses; ensure provisions for office "hoteling", live-work units,
<b>Transit Oriented Development</b>	Mix of commercial and residential uses; Promote first floor retail/restaurant uses and office or residential above.
<b>Neighborhood Center</b>	Neighborhood services, retail, and restaurants
<b>Small Scale Commercial MU</b>	A coffee shop/bar that will draw the after work crowd; live-work units; office and retail space
<b>Neighborhood Mixed Use</b>	High density residential: multifamily rental units, townhouses/stacked townhouses with community green spaces

### Mixed Use Development

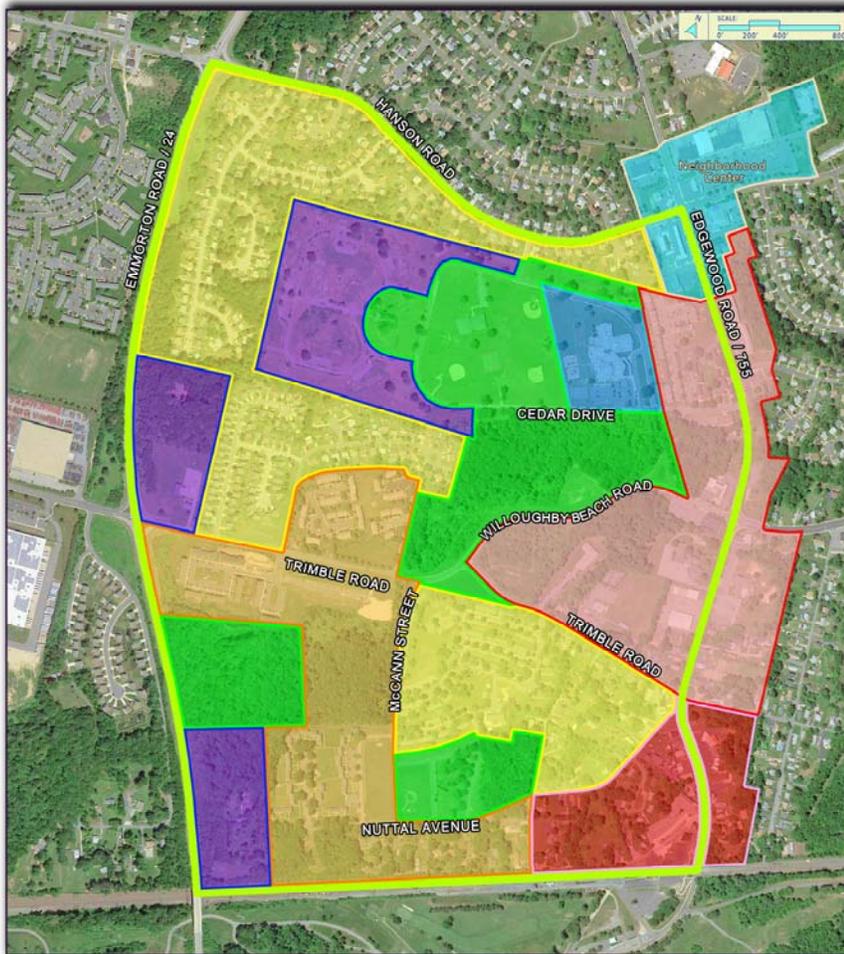


Provide restaurant and office opportunities with outdoor dining along Rt 24 to capture APG traffic.

### Mixed Residential Neighborhood



Attract Millennials from APG with a mix of housing types, outdoor amenities and flex space for future retail/yoga or cafe use.



### Community Gathering Areas



Incorporate high quality open space for community recreation.

### Senior Housing Options



Allow community members to age in place and in close proximity to services.

### Transit Oriented Development



Promote new mixed use development adjacent to the train station, potentially above the parking lot.



## Building the Future Map and Inspirations

### Mixed Use Development at Washington Court:

*A mixed-residential neighborhood comprised of multifamily dwellings, townhomes, stacked townhomes, and open spaces that offers the amenities and price points that will appeal to the younger workforce being recruited by APG, as well as singles and empty-nesters looking to age in place within the Edgewood community.*



In light of the real estate analysis and stakeholder interviews, the study recommends that Washington Court should be developed as a walkable, mixed-residential neighborhood focusing on the multifamily rental market. These multifamily units could become a desirable location for young singles, veterans, or seniors and support the growing workforce planned for APG. In order to attract people who may not ordinarily choose Edgewood, consideration could be given to a gated or access controlled community that provides an atmosphere of exclusivity and security, while complimenting the surrounding neighborhoods.

The character of the development is envisioned to utilize traditional town planning elements, but with a modern architectural face. It should include amenities that are in demand such as outdoor space for community events, dog run, and trails. Allowing for limited retail would be ideal, though in many cases, these businesses are challenging to sustain. The inclusion of ground floor flex space that is designed to provide opportunity for a small coffee shop, yoga studio, or other nonresidential use in the future, but that can be used for residential in the near-term may be a better strategy. The community open space should be surrounded by buildings on at least two sides and would be large enough to host movie nights, food trucks, and other community events for the residents.

### Benefits of Residential

- New housing could be promoted by the County as housing for new teachers, police officers, firefighters, and others essential personnel; enabling them to live in the

communities they serve. (To more actively support this goal, the County should consider housing assistance programs targeted to these populations.)

- More “rooftops” will help to attract new businesses and to support the existing ones.
- In regards to retail, there are already numerous vacancies on Route 40 and along the Route 755 corridor. The lack of visibility from a main corridor would be challenging for any type of retail establishment that relies on pass through traffic in addition to the surrounding residential.

While the committee, residents, and consulting team was and continues to be “open” to the idea of a primarily commercial mixed use development with office space at Washington Court, the feasibility of such a development was not supported by the Real Estate market Analysis at this time. In lieu of this, this report recommends that the development incorporate first floor flex space that could alternately support residential, retail or restaurant space once the market can support such uses.

#### Design Elements:

Design of mixed use at Washington Court should incorporate elements of traditional neighborhood development, such as:

- o An interconnected network of streets with short blocks;
- o A mix of at least two (2) housing types, focusing on multi-family rental units with some townhouse, carriage house, and/or independent living units;
- o A variety of open spaces that offer amenities (consider a dog park or dog run, multi-use green that could serve as a space for informal gathering and more organized events) (See more discussion under the “Green and Growing Theme);
- o Trails and other pedestrian connections to the Edgewood Neighborhood Center, Route 755, train station, and other proposed commercial areas;
- o A pedestrian oriented streetscape that includes on-street parking, street trees, street lights, sidewalks, and pedestrian amenities; and
- o Landscape buffers that soften the transition from single-family detached housing to the more intense multi-family residential.



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### *Claymont, Delaware*

*Darley Green, a traditional neighborhood development, located in Claymont, Delaware can serve as a model for design and implementation of Washington Court development as it too was conceived as part of a revitalization plan for a struggling, unincorporated area of New Castle County.*

*Key strategies utilized in Claymont and recommended for Edgewood, include:*

- *adopting zoning provisions that enable mixed-use development with an approach that is more flexible in terms of uses, yet provides a level of predictability to the County and community;*
  - *the incorporation of design guidelines;*
- *empowering an economic development corporation to promote community activities and the implementation of the Redevelopment Plan;*
- *utilizing tax increment financing as a way to support needed infrastructure improvements;*

*and*
- *encouraging tenacious community champions.*



### **Mixed Use Along Route 24**

Aside from Washington Court, two additional locations are identified as potential mixed-use development: the northeast corner of Trimble Road and Route 24; and the western side of Route 24 along a proposed connection with Nuttal Avenue. These locations are smaller, but considered reasonable opportunity for additional restaurant, office, and/or residential uses. The location at Trimble Road would offer future residents of Washington Court entertainment options in their own backyard and could be accessed via a pedestrian pathway or new road connection. Businesses here may be more feasible than on the Washington Court parcel due to visibility and potential access from Trimble Road and Route 24.



**Transit Oriented Development:** Transit oriented development (TOD) is a type of mixed use development located within a half mile of a public transit hub. TOD allows for residents to live, shop and commute without the use of a private automobile because they can walk to the train station for work and recreational opportunities.



The train station area, particularly on the north side of the tracks along both sides of Route 755, has long been viewed as an opportunity for higher density, mixed use development. The biggest challenge is the consolidation of parcels to allow the envisioned redevelopment to occur as available land is limited, though many surrounding parcels could be considered underutilized. A key anchor project here would be the transformation of the MTA owned surface parking lot on Old Edgewood Road into a mid-rise mixed-use building. Ground level parking could be “wrapped” by retail spaces oriented toward Old Edgewood Road and residential or office spaces constructed above.

### **Route 755 Corridor**

Route 755 is considered to be Edgewood’s traditional “main street”, but has struggled since the widening of Route 24 drew traffic away from the businesses located there. The future land use recommendation is to continue the current policy of promoting a mix of uses along the corridor, including residential live-work units, institutional, high density residential, commercial, office, and retail/restaurant uses. Of particular interest are opportunities to offer office “hoteling”. This could be beneficial and/or attractive to defense contractors for APG who wish to pilot an office in Edgewood without committing to long term or large office space and overhead.



Additional focus for this corridor includes façade upgrades to existing buildings, and enhanced landscaping, lighting, and pedestrian facilities.

### **Nuttal Avenue**

Nuttal Avenue has the ability to become a main corridor within the study area, linking Route 24 (and all of its APG traffic) to the train station and open up parcels along the road to additional development. Key recommendations for the area include:

- Develop the 11-acre Nuttal Avenue parcel as a County park;
- Nuttal Avenue should be considered for commercial and/or mixed use at the proposed intersection with Route 24;
- Consider transit oriented development from the train station to the Railroad Avenue on the eastern end of Nuttal Avenue; and
- Consider medium density residential along the south side of the corridor between the transit oriented development and the commercial mixed-use.



## GREEN AND GROWING

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The need for additional recreational and community space within the area became clear through the public input process. This theme envisions the development of several County owned green spaces as a variety of active and passive recreational opportunities that will complement the natural resources characterizing the area. These include an interactive playground, nature trails, a new County park on Nuttal Avenue, and suggested upgraded sports fields at the Board of Education owned Edgewood Elementary School.

*Goal: Provide variety of opportunities for active and passive recreation within Old Edgewood.*

- Locate County parkland within the study area for community benefit.
- Create more active play space for young families.
- Enhance existing recreational opportunities.
- Maximize recreational use of passive open space and resource-constrained lands for trails in an environmentally sensitive manner.
- Encourage more street trees, landscaping with native plants, and rain gardens to address stormwater and water quality issues.
- In the southern half of the study area (south of Trimble and Willoughby Beach Roads), there are no designated public green spaces or playgrounds.

## RECOMMENDATIONS

1. *Consider moving ahead with plans to develop the Nuttal Avenue parcel as a County Park for the benefit of Edgewood residents.*
2. *Consider building trails on the county owned green space between Cedar Drive and Willoughby Beach Road.*
3. *Require a variety of usable green spaces as part of the development of Washington Court for informal community gathering, organized events, and other recreational opportunities.*
4. *Promote outdoor seating areas for commercial uses along Routes 755 and Route 24 that will enhance the perception of activity along the corridors and eyes on the street, which increase a sense of security, encourage "people watching", and expand dining options.*
5. *Work with the School District and Boys & Girls Club to enhance the active play fields behind the Board of Education owned Edgewood Elementary.*
6. *Consider developing an interactive playground on the south side of the intersection of McCann & Trimble Roads.*
7. *Locate a larger green space that could feasibly accommodate community events, such as outdoor movie nights, summer concerts, food trucks, festivals and the like. Such a space should be centrally located to maximize access, have ample parking, and be designed to flexibly accommodate such variety of uses.*



Small greens and courtyards as part of mixed residential neighborhood. Consider amenities such as dog parks to appeal to younger residents and retirees.



Interactive playground



Upgraded fields



Passive open space with walking trail and fitness cluster



New County Park at Nuttal Avenue



Informal outdoor seating area near train station



Existing Sidewalk	Potential Wayfinding	Event Site	Transit Oriented Development Area
New Sidewalk Link	New Edgewood Sign	Mural Under Bridge	Mixed Use Areas
Envisioned Trail	New Street Trees	Community Garden	Community Greens
Primary Bikeway	Interactive Playground	Shuttle Bus	
New Road Link			

### Green and Growing Map and Inspirations

## Making Connections

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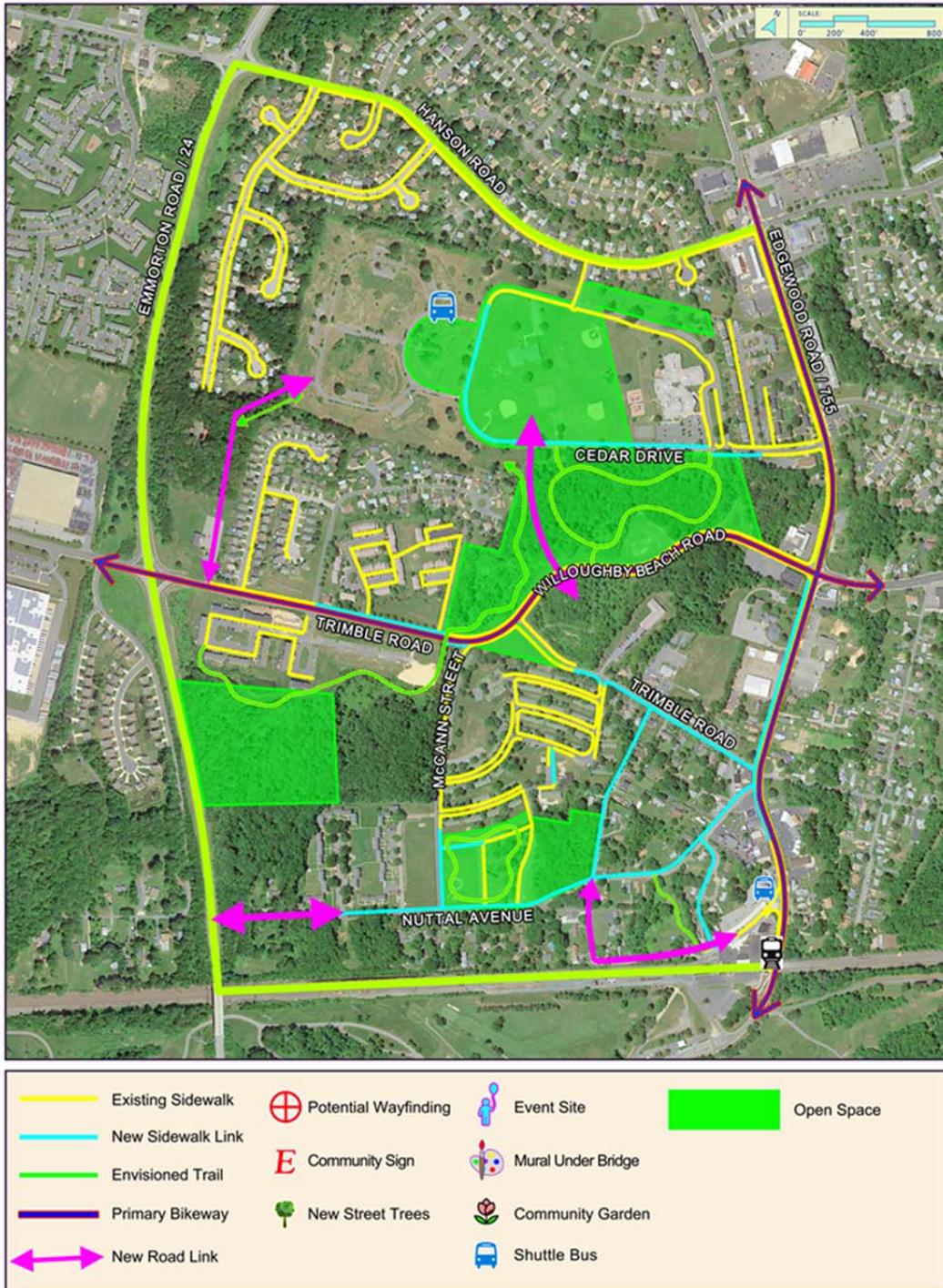
This theme reflects the community's goal for safe, convenient multimodal transportation and recreation options. Key projects to boost circulation and support development in the study area focus on several new street connections, including Nuttal Avenue to Route 24 and Cedar Drive to Willoughby Beach Drive. Additionally, the plan identifies gaps in the sidewalk network that should be filled through the redevelopment process, particularly in the area surrounding the train station, and the need for additional coordination of bus/shuttle service with the train schedules once new residents and "rooftops".

*Goal: Maximize opportunities for people to walk, bike and use public transit for recreation and transportation.*

- Consider new street connections within the study area in order to increase visibility and support for local businesses, enhance access to the train station, and boost the attractiveness of development opportunities.
- Create a safe, convenient network of sidewalks, trails and routes that provide multimodal options for all ages for both recreation and transportation.

## RECOMMENDATIONS

1. *Promote and advocate for a new street connection between Nuttal Avenue and Route 24.*
2. *Require a new street connection between Cedar Drive and Willoughby Beach Road as part of the Washington Court development.*
3. *Consider a new road connection between Railroad Avenue and Old Edgewood Road.*
4. *Require sidewalk connections and distinctive crosswalks as part of infill and redevelopment to fill in the gaps, especially within the immediate vicinity of the train station, neighborhood center, and Route 755 corridor.*
5. *Enhance bus connections to the train station.*
6. *Provide on-road bicycle facilities, including signage and other design treatments.*



Making Connections Map and Inspirations

## Positive Impressions

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Zoning and land use will do little to overcome the negative perceptions held about the Edgewood community. Creating positive notions about Edgewood will rely in part on the resilience and pride of the existing residents and business owners, but also on the ability to create opportunities for others to see the community in a new light. Improving general appearances, introducing civic art, hosting community events, building strong community partnerships, and promoting the community's assets are all part of this multipronged approach.

### *GOALS:*

*Define and implement opportunities to present Edgewood pride, host community events, and build a positive image in the greater community.*

*Nurture unique partnerships that will strengthen Edgewood's resilience and community ties.*

- Host community events that encourage neighbor to neighbor interactions and invite the larger community in to "get to know" Edgewood.
- Enhance the appearance of the corridors and public/semi-public areas through beautification, including street trees, landscaping, and signage.
- Foster constructive communications and education between agencies and organizations that represent various aspects of Edgewood to the public, including the School District and Association of Realtors.
- Market the positive side of Edgewood.

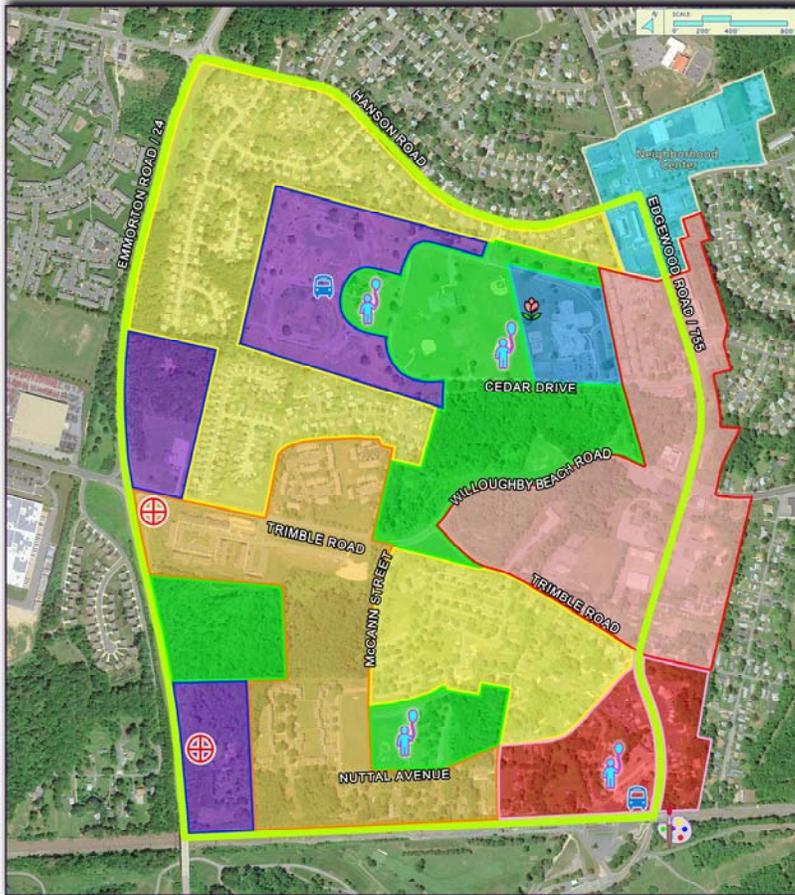
Pop-up Beer Garden



Summer Concert or Movie



Welcoming Gateways



	Event Site		Transit Oriented Development Area		High Density Residential Areas
	Mural Under Bridge		Corridor Mixed Use Area		Medium Density Residential Areas
	Community Garden		Mixed Use Areas		Community Open Space
	Gateway Option		Educational Use Area		Neighborhood Center

Facade Improvements



Alternative Gateway



Rail Overpass Mural



Positive Impressions Map and Inspirations

## Implementation

The Edgewood Small Area Plan represents a long range vision that will take many years to implement fully. Still there is much that can and needs to be done in the immediate future to bring the vision to life. The implementation strategies listed herein are divided into three categories: short term (1 to 3 years); intermediate (3 to 5 years) and long term (5+ years). Strategies are shown in each table and listed with the agency or organization responsible for its implementation.



### Priority/Short Term Implementation Tasks

1. Form an Implementation Committee
  2. Develop and adopt Zoning Ordinance Amendments to the Edgewood Neighborhood Overlay District
  3. Expedited land development and building permit review (FAST trak and priority review)
  4. Evaluate a Permit and Impact Fee Grant Program
  5. Evaluate Tax Abatement for improvements
  6. Implement a Small Business Façade Improvement Program
  7. Provide educational opportunities for realtors regarding Edgewood Public Schools
  8. Move forward with plans for Nuttal Avenue Park
  9. Initiate discussions with MTA regarding land at train station
  10. Initiate discussions with SHA regarding new Nuttal Avenue/Route 24 connection
  11. Strengthen coordination and marketing with APG
  12. Further study the impact of proposed growth at APG-South, Edgewood
  13. Coordinate with Harford Community College on potential satellite location in Edgewood
-

### Intermediate Implementation Tasks (3 to 5 years)

1. Evaluate effectiveness and need for Tax increment Financing
2. Consider a Redevelopment Authority
3. Works with Harford County Board of Education to upgrade sports fields at Edgewood Elementary
4. Explore housing assistance programs for teachers, law enforcement, APG, etc.
6. Work with SHA to add APG-South (Edgewood) to highway signage
7. Develop a plan for gateway and wayfinding signage for the Edgewood area
8. Approach potential partners for a Train Overpass Mural
9. Develop a Marketing Brochure promoting Edgewood's assets
10. Work with potential developer of Washington Court to construct the Cedar Drive/Willoughby Beach Road connection.

### Long Term and Ongoing Implementation Tasks (5+ years)

1. Advocate to MTA for improved train schedules and coordination with bus schedules
2. Evaluate options for the Nuttal Avenue/Route 24 street connection
3. Work with APG to strengthen community ties and partnership opportunities, collaboration on housing needs, etc.
4. Facilitate community access to the County and School District, such as public meetings.
5. Work to expand police presence/community policing in and around the study area and create a sense of security for visitors and residents alike.
6. Develop the Cedar Drive Trails on County owned land.
7. Develop the interactive playground on Trimble Road.
8. Collaborate with the Route 40 Business Improvement District
9. Promote the positive side of Edgewood through community events, assets, etc.
10. Coordinate community events on open space



## INTRODUCTION AND OVERVIEW

Edgewood, Maryland is a small-unincorporated area in southern Harford County. Historically the community began as a rail stop on the “edge of the woods”. Then in 1917, the Aberdeen Proving Ground (APG) opened and the community grew in response. While the community has compelling assets in addition to Aberdeen Proving Ground (APG), the area struggles with retail vacancies, aging corridors, a slow housing market, and the general perception that it is less desirable than other communities within the region.

### Why a Small Area Study?

The purpose of this Small Area Study is to develop a land use and revitalization plan for the 390 acres (0.6 square miles) area located between Route 24/Emmorton Road to the west, Route 755/Edgewood Road to the east, Hansen Road to the north, and the MARC/AMTRAK rail line/Aberdeen Proving Ground to the south (See Figure 1 below). This area is considered by many to be “Old Edgewood”.

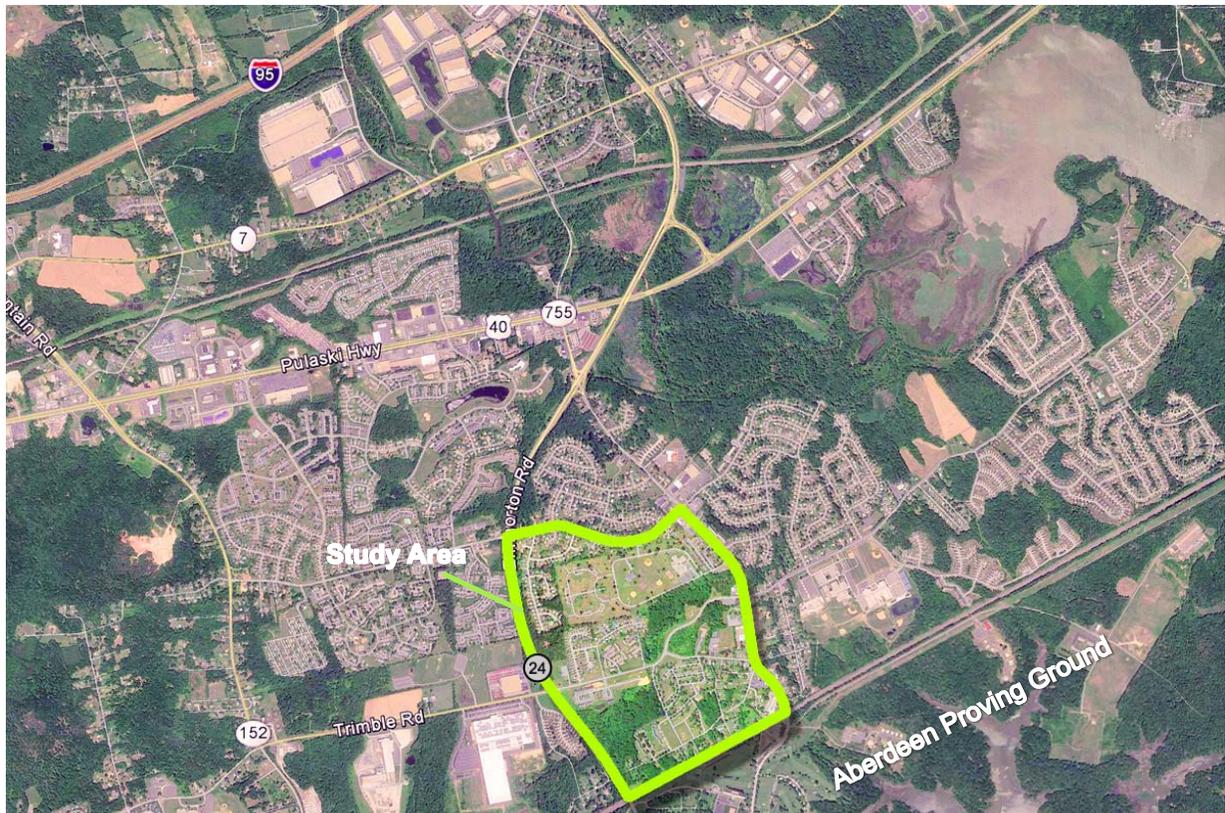


Figure 1. Study Area within Harford County, Maryland

In lieu of examining the entire Edgewood community, this particular “Small Area” was chosen for three primary reasons:

1. Aberdeen Proving Ground is the largest employer in Harford County and thus an essential component of its economic vitality. The biological, chemical, and medical research missions of APG (those located on the Edgewood side) are primed for significant growth over the coming years. The Edgewood community has a unique opportunity to both support and benefit from these growing missions, if poised to do so. Funding for this study was provided by the Office of Economic Adjustment, an agency within the Department of Defense that supports communities impacted by Federal installations, such as APG. Recommendations that help to build a mutually beneficial relationship between APG and the Edgewood community should also be supported by this office.

2. Despite convenient access to US Route 40 and I-95, the study area is “off the beaten path” because MD Routes 24 and 755 essentially “dead end” into APG. The widening of MD Route 24 into a divided highway in the mid-1990s decreased traffic on MD Route 755 causing many businesses to eventually close and decreasing the need to come to this area of the County. Creating positive change in the study area will require a joint effort between the County, community, and APG and thus it became the focus of this study.

3. Harford County owns two significant properties within this study area: the 28-acre Washington Court property along Cedar Drive and the 11-acre parcel on Nuttal Avenue. Both of these properties were surplus army housing complexes owned by the Federal Government and sold to the County in the 1990s. Both sites are currently vacant as the complexes have since been demolished.

## Plan Organization

This Small Area Study is organized into five parts: Introduction; Vision; Key Findings; Small Area Plan Themes; and Implementation Plan.

[Part I, Introduction](#), provides an overview of the planning process, public participation, and relevant context.

[Part II, Vision](#), presents a new Vision statement for the Edgewood Community.

[Part III, Key Planning Considerations](#), summarizes the challenges and opportunities that face the Edgewood community, including those findings discovered as part of the Economic Analysis.

**Part IV, Small Area Plan**, is the heart of the Plan and its recommendations. It is organized into four themes. This section presents goals and objectives and recommendations for each thematic area, as well as maps depicting the key recommendations. Themes for the Edgewood Small Area Study are as follows:

1. **Building for the Future (Future Land Use);**
2. **Green and Growing (Public Realm Plan);**
3. **Making Connections (Multimodal Transportation); and**
4. **Positive Impressions (Creating positive community relationships and marketing).**

**Part V, Implementation Plan**, sets forth detailed strategies for implementing the Edgewood Small Area Plan, including a list of priority projects.

### Planning Process and Public Participation

The development of this Plan was guided by a multifaceted four-month planning process intended to maximize stakeholder input and result in a detailed action plan as shown in Figure 1. The public was invited to participate in several stages of the Plan's development. Summaries from each session can be found in the Appendix.

**Edgewood SAS Committee:** Harford County appointed a 11- member Committee to guide the development of the Small Area Plan. The Committee was comprised of business owners, representatives from the Maryland Department of Commerce, Aberdeen Proving Ground, County Council, Office of Economic Development, and community organizations, and Harford County School District. The Committee met a total of five (5) times to provide input on the development of the plan and discuss options for implementation.



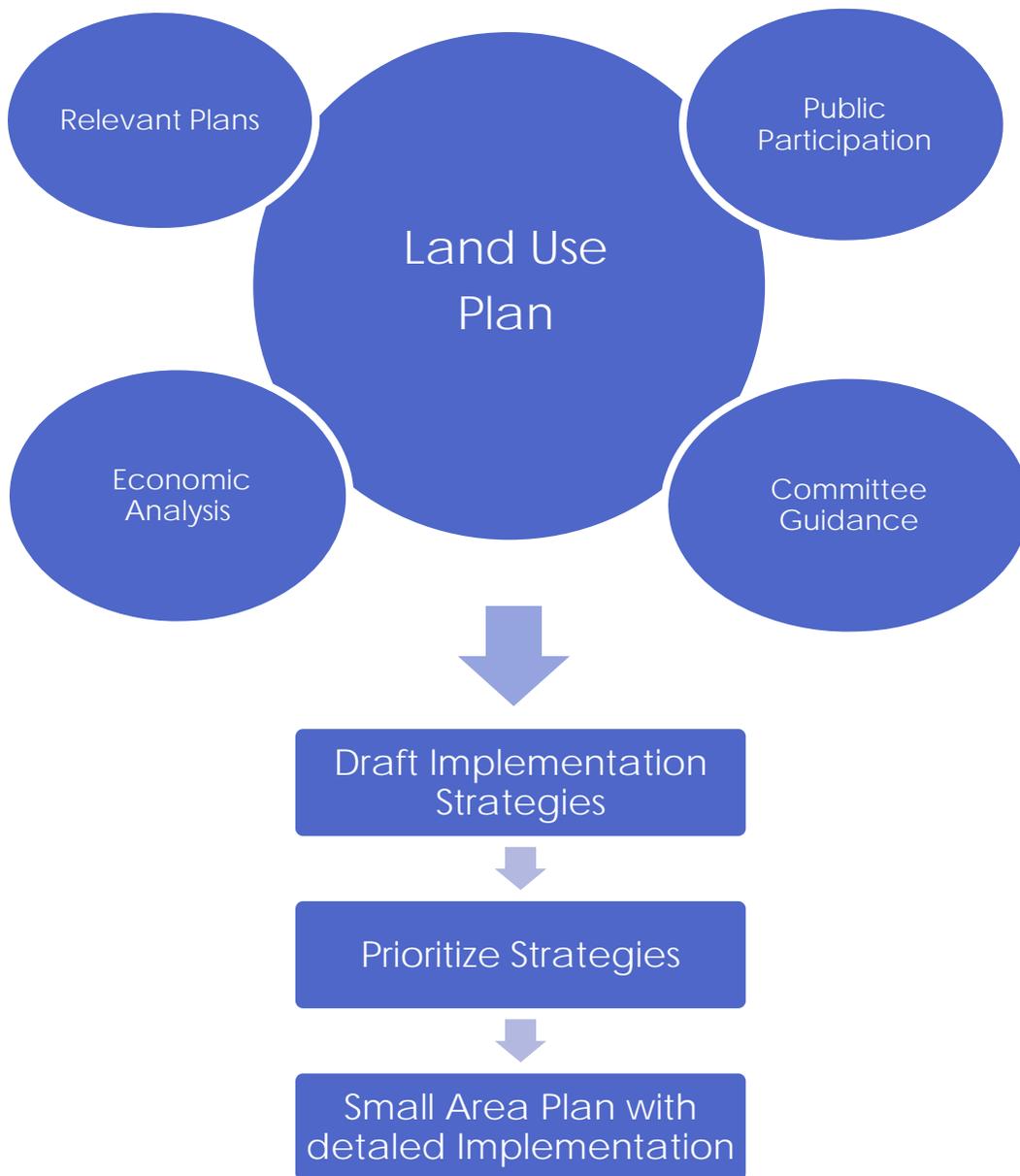
*The community provided input on their priorities at the July 18<sup>th</sup> Visioning Session*

**Economic Analysis:** As part of the planning process, an economic analysis was conducted. The market analysis entailed a review of existing materials pertaining to the APG and Edgewood, MD areas, a brief analysis of existing economic and demographic trends, and deeper dives into three specific real estate markets: Retail and Service Commercial Space, Professional Office Space, and Residential offerings. This information was then supplemented by a review of current commuting patterns associated with the Edgewood zip code area, and the Stakeholder

interviews as discussed below. A complete copy of the Economic Analysis is included as an appendix to this report.

**Visioning Session:** On July 18, 2017, the County hosted a Visioning Session asking the community to share its opinions on various aspects and elements of living within Edgewood. The Open House was held at the American Legion on MD Route 755. Nearly 100 residents, business owners, government officials, school district officials attended.

Figure 2. Planning Process Overview



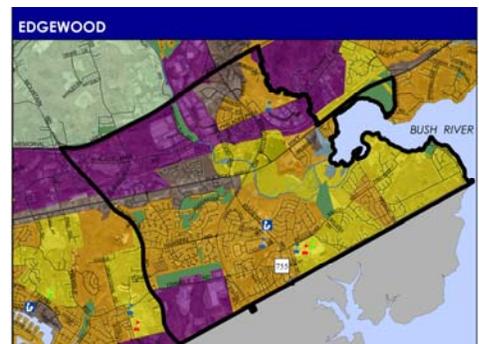
**Stakeholder Interviews:** As part of the Economic Analysis and Land Use components of this study, stakeholder interviews were held with a wide array of community groups, business representatives, APG representatives, County officials, real estate and development industry representatives, the Sheriff's office, and others. The purpose was to advise the consultant team and committee on key elements of the plan, provide a "reality check" for economic data, and shed light on potential growth and development within the Edgewood community and Study Area. A total of 23 organizations or departments, business owners and community stakeholders were interviewed in July and August 2017.

**Community Forum:** On September 12, 2017, a Community Forum was held at Edgewood Middle School. The public was invited to learn about the summary of the economic analysis and comment on the emerging land use scenarios for development within the study area. More than 50 people attended and offered an array of comments and revisions to the proposed plans.

### Relevant Plans

In addition to feedback from the Steering Committee, public, and key stakeholders, the County's recently adopted Comprehensive Plan, HarfordNEXT, addresses the regional context for Edgewood, including goals and objectives.

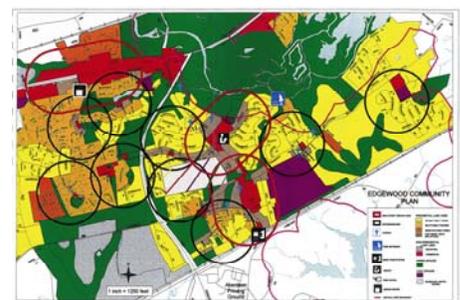
**Harford NEXT:** Shown right, is the Existing Land Use within the Edgewood Planning Area as shown in the adopted HarfordNEXT plan. Edgewood is located within the County's Development Envelope and the Plan promotes sustainable infill and redevelopment in the area, including mixed use development, transit oriented development, supports the development of a wide range of housing, and innovative development techniques. This Small Area Study is intended to build upon the county's goals and objectives for the Edgewood Area.



*Fig. 3 Existing Land Use*

### Edgewood Community Plan (2000):

The Edgewood Community Plan envisioned a series of 9 compact walkable neighborhoods, "main street" along Route 755 and mixed use neighborhood centers at the train station and the intersection of Hansen Road and Rt 755. The Plan triggered the creation and adoption of the Edgewood Neighborhood Overlay District (ENOD) within the Harford County Zoning Ordinance. The ENOD was intended to enable and encourage the desired development. However, this has failed to occur for a variety of reasons.



*Fig. 4. Community Plan Map (2000)*

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## II. EDGEWOOD COMMUNITY VISION STATEMENT

### VISION

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Edgewood is a respected and desirable community rooted in its safe, walkable neighborhoods; diverse opportunities for recreation, education, and entertainment; and a unique partnership with the world class biological, chemical and medical research at the Aberdeen Proving Ground.

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### III. KEY PLANNING CONSIDERATIONS

The Edgewood community has many challenges and opportunities that this Small Area Study will address. Through the synthesis of available data, existing conditions, public input, demographic review, and economic and real estate analysis, the following issues rose to become key considerations in developing the plan:

#### VACANT LAND, LACK OF RETAIL AND ENTERTAINMENT OPTIONS, AND LOSS OF ECONOMIC VIABILITY

Driving along the Route 755 corridor, it is apparent that commercial properties struggle to remain open and viable, particularly south of Willoughby Beach Road. These vacancies occur even as stakeholders lament the lack of restaurants, shops, entertainment opportunities, and family-oriented activities. Outside of Edgewood Plaza at Hansen Road and Edgewood Road, there is a visible lack of retail establishments and thus choices for residents. The issue seems to lie in the decreasing amount of pass through traffic over time, the lower income of existing residents (as compared to surrounding areas), and lack of flexibility in the County's zoning and development codes.



*Vacant property along Route 755*

The lack of retail and entertainment options poses greater issues for APG as thousands of employees leave the base and often the Edgewood area to find a place to eat lunch or gather after work. Studies find that the quality of place and convenience are important factors in the next generation's choice of place to live and work. The lack thereof in Edgewood creates a challenge for APG (discussed further below), but also the loss of economic opportunity within the Edgewood area.

Finally, the largest vacant parcel within the community is the 28-acre County owned Washington Court. Slated for residential development just at the onset of the Great Recession, this centrally located parcel is not visible from the main roadways, but residents know it is there and anxiously await its development. The community and County would like to boost the long term viability of all of these properties, ensuring the efficient use of land, stable tax revenues, and employment base, while addressing the visual blight and unwelcoming appearance that they currently create.

### APG STRUGGLES TO RETAIN YOUNG WORKFORCE

The Edgewood side of Aberdeen Proving Ground focuses on biological, medical, and chemical research, and is slated to grow significantly over the coming years. This growth poses challenges both to the installation, in terms of facilities, but also in terms of workforce recruitment and retention efforts. Discussions with representatives from APG reveal that while they can recruit the young talent needed, the challenge is in retaining them at the Edgewood installation. This is due to a variety of reasons, but many center on the lack of desirable housing and neighborhood options within the Edgewood area. These options include a variety of housing types, but more importantly are situated within an area that offers a concentration of restaurants, shops, entertainment outlets, and fitness options with walking distance. A substantial number of APG's current employees are commuting from urban areas, where this lifestyle can be sustained. Exacerbating APG's workforce demands is the expectation that a significant retirement "wave" will also occur in the coming years.

### LOWER HOME VALUES AND LACK OF INVESTMENT

Per review of the demographics and as verified by the Stakeholder interviews, home values in Edgewood are the lowest in Harford County. The 2011-15 American Community Survey reports that Edgewood has a median home value of \$171,100, while the median in Harford County was \$278,500. The County's sewer, water and school impact fees are flat across the County, putting developers in Edgewood at a significant disadvantage in comparison to new development in the surrounding area because Edgewood homes are very difficult to sell at a price point that covers the cost of land, development, and fees.

### LACK OF OPEN SPACE AND RECREATIONAL OPPORTUNITIES

A strength of the Edgewood area is its geography and proximity to the Bush River and the preserved natural areas, both public and private that can be found there. However within the study area, residents emphasized the need for more recreational opportunities and green spaces. Opportunities within the study area are limited to the playgrounds and ball fields at the Edgewood Elementary School and Boys & Girls Club site. These are not easily accessible to all residents of the community due



*Flying Point Park, Edgewood MD*

to lack of road or pedestrian connections to the southern part of the study area. The fields are also in need of some maintenance and upkeep to create an inviting feeling and sense of security. There is no centrally located open space to host informal gatherings, festivals or other events that contribute to the community's positive sense of identity and connectedness.

### EDGEWOOD TRAIN STATION IS UNDERUTILIZED

According to MARC, approximately 300 riders per day take the train from Edgewood Station. The vast majority of these riders are departing from Edgewood and traveling to Baltimore and Washington D.C. Ideally, more APG employees would be able to use the train, however, schedules are not convenient for arriving in Edgewood at normal workday hours and once a commuter does arrive there are challenges in reaching the final destination- whether in Edgewood or on APG. This is due to lack of shuttle service (a previous shuttle run by APG has been discontinued due to funding cuts); a disjuncture between train and bus schedules, and a lack of sidewalks within the train station area, although the State Highway Administration (SHA) is currently addressing this along Route 755. Public comments surrounding this issue also highlight lack of weekend schedule for workers who work non-traditional hours or shift work.

### HOUSING CHOICES FOR SENIORS

The population across the nation is aging and with it demands for new types of housing and services will continue to rise. Within Edgewood, there are few options for current residents looking to age in place and stay in their community. This demand poses an opportunity for new development in the study area. While there are a diversity of housing choices within the Edgewood area- ranging from older single family detached housing, a variety of army surplus multi-family options and newer townhomes, quality in some of these options is lacking.

### NEGATIVE PERCEPTIONS OF THE COMMUNITY AND SCHOOL SYSTEM

Edgewood carries a negative stigma within the region that deters investment and new residents from locating within its boundaries. This negative reputation primarily stems from a small area within the larger community, but has cast a shadow over the community as a whole. Repeatedly, stakeholders and members of the public reported that Edgewood is unfairly characterized as unsafe and that this viewpoint is unbalanced and does not reflect the majority of the community. In addition, strengths of the Edgewood school system, such as the International Baccalaureate magnet program, have gone unrecognized and the system is considered by many to be less than desirable. Improving this negative reputation will be one of the most challenging and ongoing hurdles to overcome in revitalizing the area.

## **REAL ESTATE MARKET ANALYSIS SUMMARY**

In assessing the needs and challenges of the community, a Real Estate Market Analysis was conducted in order to ground the desires of the community in feasible and realistic expectations

for future development. Recommendations from the Edgewood Real Estate Market Analysis conducted in concert with this small area study, concluded the following (See appendix for full report):

- While the Harford County **retail market** is strong, the market in Edgewood has been weak and there is opportunity for new retail businesses, particularly restaurants.
- Anecdotal evidence has shown that APG workers and residents both struggle with the lack of restaurant and dining options and that more such businesses in the area could help to attract passersby and APG commuters to stay in Edgewood during and after work, allowing them to support local businesses.
- The demand for office space in Harford County as a whole, and in Edgewood, is low. There is little demand for such space unless the development is tailored specifically to a certain tenant. Opportunities here could stem from the health care industry and APG, as discussed below.
- It should be noted that this study did not take into account potential growth at APG. Such growth could present some opportunity for office development in Edgewood, whether in the greater Edgewood area or available space along the MD Route 755 corridor. This space could attract defense contractors who benefit from being in the immediate vicinity of the installation. Further analysis on the impacts of potential growth at APG should be considered.
- Overall Edgewood has a healthy **housing** market with lower price points for the region. There is potential demand for senior housing from residents who wish to age-in-place in the community, but supply is lacking. There is a tight market for multifamily options, which could pose an opportunity for development in the study area. These options include new housing that could attract the young workforce from APG or seniors looking to age in place within the Edgewood community.

## PART IV. SMALL AREA PLAN THEMES

The Small Area Study categorizes the recommendations into four themes. Each subsection presents key background issues before presenting goals and objectives for each thematic area, a map depicting key recommendations and explanation for the choice, as well as a path forward.

Themes for the Edgewood Small Area Study are as follows:

- (1) **Building for the Future;**
- (2) **Green and Growing;**
- (3) **Making Connections; and**
- (4) **Positive Impressions.**

Each of the following sections addresses one of these themes, providing background, goals, and mapping and discussion of recommendations. The next section will focus on implementation, first prioritizing projects that will directly impact the study area into priority and secondary tiers. Then projects that will benefit the Edgewood community as a whole, but only indirectly impact the study area are listed.

## 1. BUILDING FOR THE FUTURE

This small area plan relies heavily on the premise that the future land use of key parcels within the study area can act as catalysts for positive change in the community as a whole. The “building for the future” theme is essentially the future land use plan for the Edgewood Small Area and provides background and existing conditions for the study area, outlines goals and objectives, and suggests recommendations for future land use.

### EXISTING CONDITIONS:

Washington Court- A vacant 28-acre parcel owned by the County since the mid 2000s. It is centrally located within the study area, but does not have direct access to either of the main arteries serving the area (Routes 755 and 24). It is surrounded by single family detached residences to the north, west, and south. To the east is the Boys and Girls Club property, Edgewood Elementary, and several ballfields. The site was previously approved for residential development prior to the Great Recession.



*Aerial view of Washington Court*

Train Station area- Edgewood train station is located directly north of the rail line, which forms a visual separation between the federally owned APG from the Edgewood community. The train station was redeveloped in 2012 and has a small parking lot to the north, which houses a pavilion formerly used for the Edgewood community farmers market. The train station is generally surrounded by one to two story commercial uses to the north and east, including the adjacent Boxcar restaurant. The western side is primarily characterized by low density residential, woodlands, and a couple of nonconforming business uses interspersed.

Nuttal Avenue- The County owns a vacant 11-acre parcel on the north side of Nuttal Avenue, that at one time housed army personnel. Evidence of the former surplus army housing remains on the western half of the parcel, while the eastern half is wooded. Surrounded by medium density residential uses to the north and west, and low density residential to the south, there has been much discussion about converting this land into a County park. Repurposing this parcel has been considered difficult because Nuttal Avenue is a dead-end street, creating an unwelcoming and untamed sense to the area. In addition, the lack of curbs, sidewalks, and parking are inconsistent with the other areas of Edgewood. Due to the rail line, the parcels on the south side of Nuttal Avenue are deep for Edgewood standards, with many shared driveways

Route 755/Edgewood Road Corridor- According to longtime residents, Edgewood Road was a sustainable commercial corridor hosting a wide range of businesses that fulfilled residents daily needs as well as those of APG contractors and visitors, who primarily used the Edgewood Road gate to access the installation. However, in the 1990s, Route 24 was widened into a divided highway, and Route 24 became the primary access to APG for visitors. At the same time, access to Nuttal Avenue was closed off, and thus circulation within the study area was stunted. The resulting decrease in traffic eroded the support for businesses along Edgewood Road resulting the vacancies and underutilized sites that front the corridor today. The State Highway Association is currently implementing a streetscape improvement project for the corridor which includes sidewalks, curb cuts, and some landscaping. While primarily a commercial corridor, there are several multifamily complexes located along the corridor and closer to the intersection with Hanson Road that are in need of upgrade and maintenance.

Residential Areas - Most neighborhoods within the Small Area Study and outside of the areas listed above appear to be stable and fully occupied. There is a mix of single-family detached, townhouse, and apartment complexes, some originating as army housing. Some of the typical issues found in this type of aging neighborhood include the need for traffic calming on neighborhood streets and the need for additional maintenance and repair of commonly owned assets, such as signage. Most of these neighborhoods are not anticipated to change greatly as a result of this study, though revitalization and reinvestment in other parts of the study area will help to bring reinvestment and increased housing values in line with the rest of Harford County.

## *GOALS AND OBJECTIVES*

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Promote development of the County-owned Washington Court property in a manner that will stimulate positive change in the study area and support the Edgewood community vision.

Identify and promote reuse/redevelopment of abandoned and/or underperforming commercial properties along Route 755.

Maximize development potential surrounding the train station.

Provide vibrant and diverse opportunities for employment, education, recreation, entertainment, housing, and shopping needs of current and future Edgewood residents.

- Promote flexibility and responsiveness to current and future market conditions, thus minimizing vacant and underutilized commercial properties, promoting redevelopment, and maximizing economic development opportunities and tax revenues;
- Promote a concentrated mix of uses surrounding the Edgewood train station;
- Enhance the viability of existing commercial enterprises along the corridor through additional “rooftops” and close proximity to customers;

- Provide new housing opportunities in the form of independent living units, multifamily rental units, townhouses and stacked townhouses in close proximity to services;
- Encourage land uses that will support the missions of APG;
- Promote opportunities for job training and creation that will raise the standard of living for Edgewood residents; and
- Promote a higher standard of design through design standards that focus on elements of both site and building design.

## RECOMMENDATIONS

Figure 5 depicts the proposed future land use plan for the Edgewood study area. The narrative is followed by a table, figure 6, summarizing the general character and intensity for each category, and the next section of the report includes more details on design guidelines and best practice examples.

**MIXED USE AREAS** (shaded purple on Figure 5)

### Washington Court:

Future Land Use Recommendation: *A mixed-residential neighborhood comprised of multifamily dwellings, townhomes, stacked townhomes, and open spaces that offers the amenities and price points that will appeal to the younger workforce being recruited by APG, as well as singles and empty-nesters looking to age in place within the Edgewood community.*

Why residential?

The findings of this study conclude that residential, specifically, a mix of higher density and multifamily rental units, are the best option for the Washington Court tract. Here's why:

- High density residential development (townhouse or multifamily dwellings) is in demand because it is attractive to multiple generations, particularly young, singles and the aging Baby Boomers that make up a large proportion of the residential market.
- While a mix of ages would be preferred, there are significant benefits to providing housing for a younger workforce including:
  - They fulfill a current (and increasing) workforce need for APG and thus support those missions.
  - This younger population tends to be less deterred by issues (real or perceived) of safety.
  - They may have less immediate concern with the rankings and reputation of the school district.

- This is an opportunity to attract the next generation of Edgewood homeowners and families.
- The train station, convenience to APG, and price point could be considerable advantages to this population.

### **Boxelder Road/Trimble Road**

Future Land Use Recommendation: Small scale commercial/ mixed-use

Why? This intersection is currently occupied by a place of worship and single-family residence. A commercial use on this property would have high visibility from Route 24, potential access from Trimble Road (church only), as well as potential access from Boxelder Road (a neighborhood residential street). Most importantly however, the northern parcel is within convenient walking distance from the proposed Washington Court mixed-residential neighborhood and could serve those new residents, as well as APG traffic.

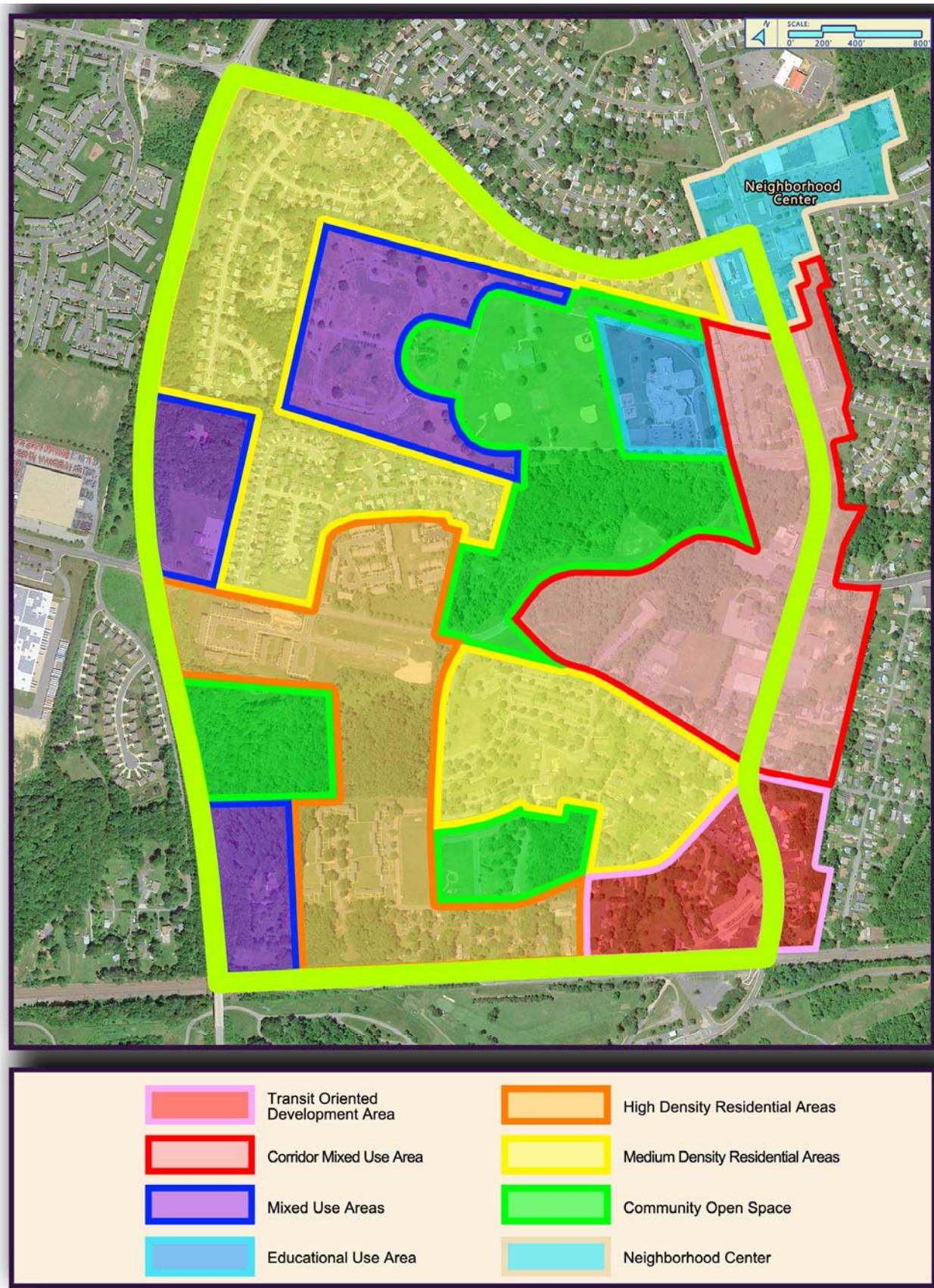


Fig. 5. Building the Future Map

- New housing projects could be promoted by the County as housing for new teachers, police officers, firefighters, and others essential personnel; enabling them to live in the communities they serve. (To more actively support this goal, the County should consider housing assistance programs targeted to these populations.)
- More “rooftops” will help to attract new businesses and to support the existing ones.
- In regards to retail, there are already numerous vacancies on Route 40 and along the Route 755 corridor. The lack of visibility from a main corridor would be challenging for any type of retail establishment that relies on pass through traffic in addition to the surrounding residential.
- While the committee, residents, and consulting team was and continues to be “open” to the idea of a primarily commercial mixed use development with office space at Washington Court, the feasibility of such a development was not supported by the Real Estate market Analysis. According to that analysis, office demand in Edgewood is low, and while there is a lack of high quality, Class “A” office space in Edgewood, the obscured location, and indirect access are not ideal for this use. Admittedly, the analysis did not assess the potential growth at the Edgewood APG in coming years and thus the unique competitive advantage of locating office space in Edgewood should this happen.
- Key design characteristics of the envisioned Washington Court resemble those of a traditional neighborhood development, but with a modern appearance. These design elements include:
  - An interconnected network of streets with short blocks;
  - A mix of at least two (2) housing types, focusing on multi-family rental units with some townhouse, carriage house, and/or independent living units;
  - First floor flex space that could alternately support residential, retail or restaurant space once the market can support such uses;
  - A variety of open spaces that offer amenities (consider a dog park or dog run, multi-use green that could serve as a space for informal gathering and more organized events) (See more discussion under the “Green and Growing Theme);
  - Trails and other pedestrian connections to the Edgewood Neighborhood Center, Route 755, train station, and other proposed commercial areas;
  - A pedestrian oriented streetscape that includes on-street parking, street trees, street lights, sidewalks, and pedestrian amenities; and
  - Landscape buffers that soften the transition from single-family detached housing to the more intense multi-family residential.

### Train Station (shaded red on Figure 5):

Future Land Use Recommendation: A concentration of housing and commercial services within one-quarter to one-half mile of the train station. This type of **transit oriented development (TOD)** promotes a lifestyle where bicycle, pedestrian and transit use are viable alternatives to the car for access to shopping, employment, fitness, dining, and entertainment.

#### Why?

- Emerging demographic shifts make driving less attractive or efficient for many segments of the population. Proximity to the train station could be an attractive residential option for many if housing options and services become available.
- Transit-oriented development for this area was a recommendation in the 2000 Edgewood Community Plan and is supported by the County's Harford NEXT plan.
- Proximity to the APG gates offers the opportunity to attract commuters (employees, contractors and visitors) on their way in, out or during the lunch hour to local services and restaurants, thus capturing these dollars for the local community. These dollars are currently being "leaked" to Aberdeen, Bel Air, White Marsh and elsewhere. Anecdotally, the existing Boxcar restaurant beside the train station is already frequented by this population.
- There is a long term plan to extend the MARC line to the north to connect with the Southeastern Pennsylvania Transit Authority (SEPTA) in Newark, Delaware. This continuous local train (AMTRAK does currently provide this service, but does not stop in Edgewood) connection to Philadelphia increases the convenience and attractiveness of the Edgewood area for development.
- Additional rooftops and commuters could create greater use of the train station and support a more frequent and convenient train schedule, including one that brings commuters and visitors into Edgewood, as well as it takes them out of Edgewood.

### Route 755 Corridor (shaded light red on Figure 5)

Future Land Use Recommendation: Continue the current policy to promote a mix of uses along the corridor, including residential live-work units, institutional, high density residential, commercial, office "hoteling", and retail/restaurant uses. Encourage façade upgrades to existing buildings, and enhance landscaping, lighting, and pedestrian facilities.

#### Why?

- Route 755 is the historic "main street" of Edgewood. Since the widening of Route 24 drew traffic away from the businesses there, it has struggled with vacancies and

- underperforming businesses. The addition of new residential to the area, along with streetscape upgrades, greater flexibility in zoning, and access to the train station, it is hoped that this “main street” function can return to the corridor.
- o The concept of office “hoteling”, where workers reserve a desk for the days they expect to work in the office, could be beneficial and/or attractive to defense contractors for APG who wish to pilot an office in Edgewood without committing to long term or large office space and overhead.

### **Nuttal Avenue Corridor** (shaded red, orange, green and purple on Figure 5)

#### *Future Land Use Recommendations:*

- *Develop the 11-acre Nuttal Avenue parcel as a County park;*
- *Nuttal Avenue should be considered for commercial and/or mixed use at the proposed intersection with Route 24;*
- *Consider transit oriented development from the train station to the Railroad Avenue on the eastern end of Nuttal Avenue; and*
- *Consider medium density residential along the south side of the corridor between the transit oriented development and the commercial mixed-use.*

#### Why?

- The Nuttal Avenue corridor has a touch of an untamed character that is inconsistent with other areas of Edgewood. Much of this comes from the narrow and heavily wooded street itself which dead ends before reaching Route 24. This lack of circulation translates into a lack of visibility for commercial enterprises, limiting the options for the corridor to residential, potentially institutional, or open space. However, if Nuttal Avenue can be reconnected to Route 24, additional consideration could be given to promoting a greater mix of commercial uses along its entire length.
- With a mixed-use commercial anchor along Route 24, high density residential and a park, the remainder of the Nuttal Avenue parcels would gain additional visibility and value and thus could feasibly be considered for nonresidential uses. These nonresidential uses could also be a source of funding for the new road connection.
- Reconnecting Nuttal Avenue with Route 24 is a key recommendation of this plan and is addressed more fully in the “Making Connections” theme.
- The addition of a commercial/mixed-use at the proposed intersection with Route 24 could provide a help to attract employees and visitors from APG just as they leave the installation and become a convenient lunch time or after-work gathering place, such as a coffee shop/bar.

- Home sales at Trimble Meadows to the northwest have been slow. The addition of a County park could help to increase interest in the area, add value to the new homes, and add value to the adjacent apartments, potentially incentivizing upgrades..

**Neighborhood Center** (shaded light blue on Figure 5)

Future Land Use Recommendation: Commercial center.

Why? The intersection of Hansen Road and Edgewood Road/Route 755 already effectively serves as a community center with the library, post office, gas station/convenience store, pharmacy, laundry, and grocery store. The addition of a greater mix of commercial uses, especially restaurants, along with continued façade enhancements, landscaping, and pedestrian accommodations (pronounced crosswalks) would make this area accessible and attractive for proposed residents at Washington Court.

**FIGURE 6. SUMMARY OF FUTURE LAND USE IN THE EDGEWOOD SMALL AREA PLAN**

Area	Recommended Uses
<b>Medium Density Residential</b>	Single family detached
<b>High Density Residential</b>	Single family attached; Multifamily
<b>Route 755 Corridor</b>	Mix of commercial and residential uses; ensure provisions for office "hoteling", live-work units,
<b>Transit Oriented Development</b>	Mix of commercial and residential uses; Promote first floor retail/restaurant uses and office or residential above.
<b>Neighborhood Center</b>	Neighborhood services, retail, and restaurants
<b>Small Scale Commercial MU</b>	A coffee shop/bar that will draw the after work crowd; live-work units; office and retail space
<b>Neighborhood Mixed Use</b>	High density residential: multifamily rental units, townhouses/stacked townhouses with community green spaces

**USES, INTENSITY, AND CHARACTER**

- Figure 7 on the following page depicts the recommended area and bulk regulations for the Future Land Use Categories.
- While each of the key development/redevelopment areas is envisioned to be unique in its character and design, many design elements in fact are shared. A manual of design guidelines for these key areas is found in the Appendix.

Figure 7. DRAFT Area and Bulk Regulations for Proposed Future Land Use Categories

Future Land Use Category	Recommended Uses	Mix of Uses	Lot area per DU	Bldg Coverage/ Lot Coverage	Height	Notes
Med Density Residential	Single-family detached	None	7,500 SF	NA	Max: 3 stories	Existing residential neighborhoods
High Density Residential	Single-family attached Multifamily	None	5,000 SF	NA	Max: 3 stories	Existing residential neighborhoods
Route 755 Corridor	Retail/Restaurant Office Entertainment	None required	NA	45%/85%	Min: 2 stories; Max: 4 stories	
	Residential		2,400 SF/DU	NA	Max: 4 stories	
Neighborhood Center	Retail/Restaurant	None required	NA	45%/80%	Max: 5 stories	
Transit Oriented Development	Retail/Restaurant Office Live-work Multifamily	Up to 90% residential	1,600 SF/DU	60%/90%	Min. 3 stories Max: 5 stories	
Small Scale Mixed Use	Retail/Restaurant Office Live-work Multifamily	Up to 75% residential	2,400 SF/DU	40%/80%	Min: 2 stories Max: 3 stories	
Mixed Residential Neighborhood	Multifamily Live-work Stacked townhouse Flex space (retail/restaurant on first floor)	Up to 95% residential; Min 2 dwelling types; 5% flex space; 20% open space	1,800 SF du/ac	45%/80%	Min 3 stories; Max: 5 stories	

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## 2. GREEN & GROWING

A defining characteristic of Harford County and Edgewood is the importance of waterfront access, recreation, and pristine natural areas. While the study area lies within the County's development envelope, there is still ample consideration given to the natural resource constraints as Edgewood's waterfront is located within the Chesapeake Bay Critical Area. The Green and Growing theme focuses on the ability to balance redevelopment and infill with an environmental ethic, while enhancing recreational opportunities for all. This section will highlight important background information, outline goals and objectives, and recommends strategies for achieving the vision.

### EXISTING CONDITIONS:

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- Recreational opportunities within the study area lie mainly along Cedar Drive on properties owned by the Boys and Girls Club and Edgewood Elementary. These consist of active recreation fields and a playground. The fields are in need of maintenance and are not easily accessed by residents in the southern half of the study area, due to lack of street connections, and sidewalks.
- Outside of the study area, there is the Cunion Fields along Trimble Road Park, but these are best accessed by car, as crossing Route 24 is not convenient for most residents in the study area. Additional fields are located at the Edgewood Middle and High School complex. Such fields may be available for public use, but limited to times not scheduled for school district activities.
- In the southern half of the study area (south of Trimble and Willoughby Beach Roads), there are no designated public green spaces or playgrounds.

### GOALS AND OBJECTIVES

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*Provide variety of opportunities for active and passive recreation within Old Edgewood.*

- Locate County parkland within the study area for community benefit.
  - Create more active play space for young families.
  - Enhance existing recreational opportunities.
  - Maximize recreational use of passive open space and resource-constrained lands for trails in an environmentally sensitive manner.
  - Encourage more street trees, landscaping with native plants, and rain gardens to address stormwater and water quality issues.
-

## RECOMMENDATIONS

Figure 6, Green & Growing depicts the proposed plan for active and passive green spaces within the Edgewood study area with best practice examples.

1. *Consider moving ahead with plans to develop the Nuttal Avenue parcel as a County Park for the benefit of Edgewood residents.*

Amenities to consider at the park include a pavilion with picnic tables and grilling area, parking areas, multi-use trail, and fitness cluster.

2. *Consider building trails on the county owned green space between Cedar Drive and Willoughby Beach Road.*

The stream corridor and riparian buffers on this parcel help improve water quality and are protected from development. However, an existing, informal trail shows the need for pedestrian access. A natural surface trail would retain the character of the area and not add impervious surface, and should connect to Washington Court and Trimble Meadows in order to increase use and security.

3. *Require a variety of usable green spaces as part of the development of Washington Court for informal community gathering, organized events, and other recreational opportunities.*

A variety of green spaces should be offered as part of the traditional neighborhood development at Washington Court. A large central green should be required, along with other small pocket parks and seating areas. See the design guidelines for more details.

4. *Promote outdoor seating areas for commercial uses along Routes 755 and Route 24 that will enhance the perception of activity along the corridors and eyes on the street, which increase a sense of security, encourage "people watching", and expand dining options.*

Outdoor seating should be encouraged as part of any mixed-use or commercial development in Edgewood, particularly along corridors.

5. *Work with the School District and Boys & Girls Club to enhance the active play fields behind the Board of Education owned Edgewood Elementary.*

These fields will become part of the gateway and create a first impression for the proposed Washington Court development. Potential residents should see an active, well-maintained area that can serve as an extension of their own outdoor common areas.

6. *Consider developing an interactive playground on the south side of the intersection of McCann & Trimble Roads.*

A unique playground, such as one with splash pads, giant legos, or other interactive components would help Edgewood become more family friendly and attract new visitors, increasing its accessibility and helping to mitigate negative perceptions.

7. *Locate a larger green space that could feasibly accommodate community events, such as outdoor movie nights, summer concerts, food trucks, festivals and the like. Such a space should be centrally located to maximize access, have ample parking, and be designed to flexibly accommodate such variety of uses.*



Figure 8. Public Realm Plan

### 3. MAKING CONNECTIONS

The Edgewood community has an enviable framework for multimodal transportation: an interconnected network of streets, the majority of which are lined with sidewalks; a regional rail station, and close proximity to major highways and corridors. The Making Connections Theme seeks to maximize the many transportation and mobility assets within the Edgewood study area for the benefit of the community. This section will highlight important background information, outline goals and objectives, and recommends strategies for enhancing the existing network of streets, sidewalks, trails, and transit.

#### EXISTING CONDITIONS:

- The Edgewood study area is defined to the east and west by two “dead-end roads”: Routes 24 and 755 both terminate behind the Aberdeen Proving Ground gates. Within the study area, these two roads are connected by Trimble Road and Hansen Road (the northern boundary of the study area), though they actually intersect further to the north. Traffic counts are much higher on Route 24, which is a limited access, divided highway intended to provide efficient access onto APG land for visitors and regular employees. Route 755 was the traditional main street for the Edgewood community, and is still the main entrance to APG for contractors.
- The Edgewood Train Station is located at the southeastern corner of the study area, along Route 755 and just outside of the APG gates. The station is served by MARC on a daily basis. Though AMTRAK also utilizes this rail line for its northeast corridor line, it does not stop in Edgewood. According to MARC, approximately 300 riders per day take the train from Edgewood Station. The vast majority of these riders are departing from Edgewood and traveling to Baltimore and Washington D.C. According to resident accounts schedules are not convenient for arriving in Edgewood at normal workday hours and once a commuter does arrive there are challenges to reaching their final destination. Bus schedules are not coordinated with the trains and do not cover APG due to security issues. A previous shuttle run by APG was stopped for low use and funding cuts. Public comments surrounding this issue also highlighted lack of weekend schedule for workers who work non-traditional hours or shift work.
- Sidewalks are found throughout the study area with great consistency in newer developments. The areas most lacking in sidewalks are the older areas such as that surrounding the train station and along Route 755, though this particular corridor is currently being addressed by the State Highway Association.
- The 2000 Community Plan designated bike routes along Trimble Road, Willoughby Beach Road and Edgewood Road/Route 755. These routes are important for access to regional destinations, but have no marking or signage to indicate sharing the road or other safety measures.

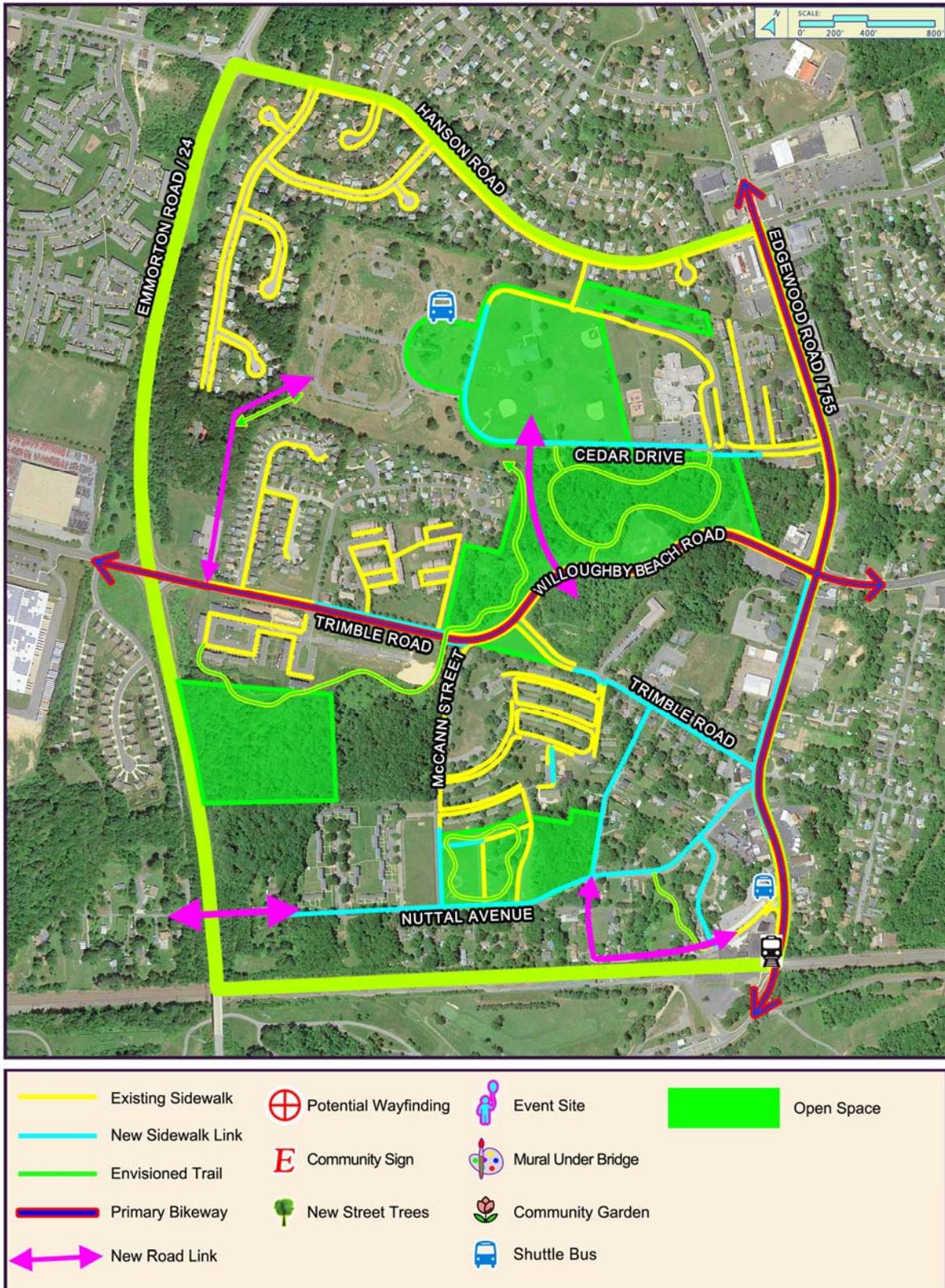


Fig. 9. Making Connections Map

## GOALS AND OBJECTIVES

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*Maximize opportunities for people to walk, bike and use public transit for recreation and transportation.*

- Consider new street connections within the study area in order to increase visibility and support for local businesses, enhance access to the train station, and boost the attractiveness of development opportunities.
- Create a safe, convenient network of sidewalks, trails and routes that provide multimodal options for all ages for both recreation and transportation.

## RECOMMENDATIONS

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Map 3 depicts the proposed plan for maximizing multi-modal opportunities within the Edgewood study area.

*1. Promote and advocate for a new street connection between Nuttal Avenue and Route 24.*

As discussed under the Building the Future, the lack of connection between Nuttal Avenue and Route 24 creates a sense of “no mans land” in the southwest corner of the study area, limiting development options for Nuttal Avenue, cutting off a direct connection to the train station and the Route 755 businesses, and creating a route by which visitors entering and leaving the APG installation effectively by-pass Edgewood. By rezoning the parcels along this proposed new street connection, interested developers can share funding for the project.



*2. Require a new street connection between Cedar Drive and Willoughby Beach Road as part of the Washington Court development.*

The existing entrance onto Cedar Drive from Route 755 is uninviting and would deter potential residents, until the owners of the existing apartment complexes can be incentivized to upgrade and renovate. Until such time, the main entrances to the new development should be from Hansen Road and Willoughby Beach Road. Not only is this entrance more inviting, but the connection allows more direct access to the southern part of the study area, with its planned parks and to the existing train station. Pedestrian access along the road is essential as the informal trail currently being used on the county-owned land speaks to the demand for access to the ball fields, playground and Edgewood Elementary.

3. *Consider a new road connection between Railroad Avenue and Old Edgewood Road.*

Whereas new road connections proposed above would increase circulation within the study area, a new road connection between Old Edgewood Road (currently dead-ends at the Train station parking lot) and Railroad Avenue could potentially extend the usable transit oriented development designated land use area and allow greater circulation at and around the train station itself. In lieu of a road, an off-road multi-use trail should be considered to create a more efficient route between Nuttal Avenue and the Train Station for those coming from the western side of the study area.

4. *Require sidewalk connections and distinctive crosswalks as part of infill and redevelopment to fill in the gaps, especially within the immediate vicinity of the train station, neighborhood center, and Route 755 corridor.*

Creating a network of sidewalks, trails, multi-use paths, and bike lanes that allow people to reach employment, recreation, play, home, and other destinations without having to drive has become a strategic goal for many municipalities across the nation. Communities with greater opportunities to walk and bike are projected to be more attractive to future residents and businesses, while providing greater benefits for health and sustainability.

5. *Enhance bus connections to the train station.*

A repeated challenge stated by residents who use the train station was the disconnect between the bus and train schedules in terms of efficient use of time and convenience. There is a need for better coordination of schedules, as well as the consideration of a shuttle that could access APG facilities. Current arrivals to the train station have no convenient way of getting onto the base as walking is too far and there is no shuttle. Consideration to a car share, bike share or shuttle in the future could increase usage of the train station by employees and contractors, especially if the availability of other services (restaurants, dry cleaning, etc.) were in the immediate area.

6. *Provide on-road bicycle facilities, including signage and other design treatments.*

Current County plans for bike routes focus on regional routes that require safety improvements and/or routes that serve high priority destinations, such as the train station or Flying Point Park, first. The Edgewood Community Plan focused such routes along Route 755, Trimble Road, and Willoughby Beach Road. These routes are still supported by the community as priority destinations include the train station and Flying Point Park.



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## 4. POSITIVE IMPRESSIONS

One of the most challenging aspects of revitalization and renewal in the Edgewood community will be turning negative public opinion and (mis)perceptions around. This section addresses the goals, objectives and strategies that can be used to reintroduce the public to the Edgewood area and create more opportunities for positive impressions.

### GOAL AND OBJECTIVES

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*Define and implement opportunities to present Edgewood pride, host community events, and build a positive image in the greater community.*

*Nurture unique partnerships that will strengthen Edgewood's resilience and community ties.*

- Host community events that encourage neighbor to neighbor interactions and invite the larger community in to "get to know" Edgewood.
- Enhance the appearance of the corridors and public/semi-public areas through beautification, including street trees, landscaping, and signage.
- Foster constructive communications and education between agencies and organizations that represent various aspects of Edgewood to the public, including the School District and Association of Realtors.
- Market the positive side of Edgewood.

### RECOMMENDATIONS

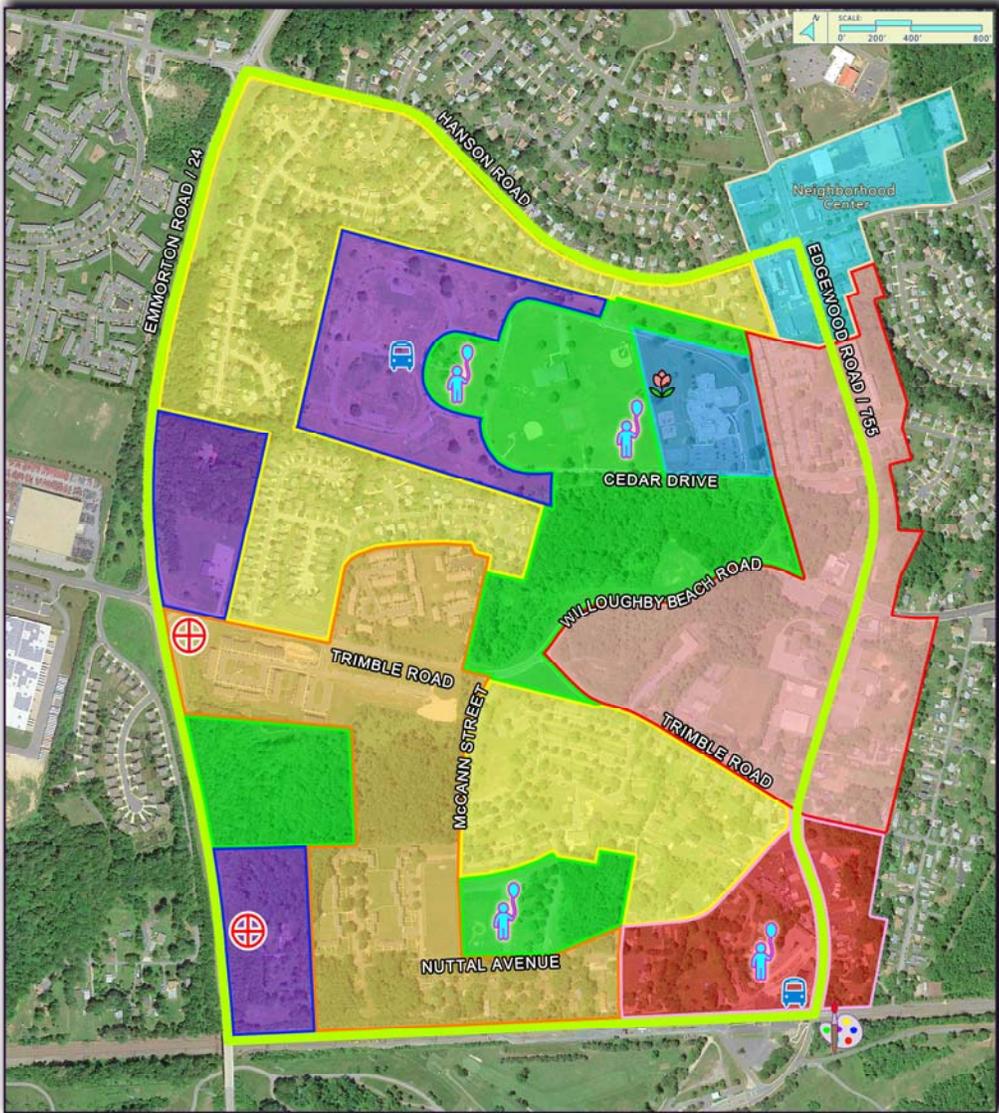
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1. *Utilize new open spaces to create unique community events (summer concerts, movie nights, food trucks) that will attract positive press (make sure to increase police presence and invite the press) and attract different segments of the population into Edgewood:*

- Start small (ribbon cutting for Nuttal Avenue park, movie night with food trucks).
- Ensure additional police presence (perhaps on bikes) during events.
- Review zoning policies for temporary uses to permit "pop-up retail" to fill vacant commercial spaces and events.

2. *Work with the School District and/or local artists to create a mural on the train overpass. Consider incorporating Edgewood themes and history.*

3. *Develop a flyer touting the assets that are in Edgewood, including Flying Point Park, Izaak Walton League lands, MARC, affordability, access to Baltimore, Philadelphia, targeting potential residents and can be distributed through APG, realtors, etc.*
4. *Develop a community champion and Plan Implementation Committee to “carry the torch” regarding the Small Area Plan, and oversee marketing efforts, and organize events, recruit and organize volunteers, talk to business owners, etc.*
5. *Facilitate a dialogue between the Harford County Public Schools and Harford County Association of Realtors in order to better promote the successes of the HCSD (International Baccalaureate program, etc.) to potential residents.*
6. *Work with Harford County Community College to locate a satellite campus in Edgewood (though not necessarily in the study area) to create more accessible job training opportunities.*
7. *Facilitate resident access and involvement in County and School District activities, such as public meetings, etc. that may be a challenge for residents to attend and voice concerns and comments.*
8. *Continue dialogue with APG on joint marketing opportunities, development and marketing of workforce housing choices (particularly at Washington Court).*
9. *Work to expand police presence/community policing in and around the study area and create a sense of security for visitors and residents alike.*
10. *Consider a community wayfinding or informational signage program:*
  - *Replace the aging welcome to Edgewood sign at Willoughby Beach Road and Route 755 with a well landscaped electronic messaging sign that promotes community events.*
  - *Consider a gateway or train station sign at the proposed street connection between Route 24 and Nuttall Avenue.*



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## EDGEWOOD DEVELOPMENT: A COMPILATION OF BEST PRACTICE EXAMPLES

This case study is intended to provide an understanding of how other communities have addressed similar issues to those faced by Edgewood.

### CLAYMONT, DELAWARE

Claymont, Delaware is a small, unincorporated community in northern New Castle County with a strategic location overlooking the Delaware River and along AMTRAK's Northeast Corridor. In 2000, in the early 1900's Claymont was home to Worth Steel Company and many of its neighborhoods were constructed by the company as housing for the workers. Claymont's "main street", US Route 13, was a bustling main street until the construction of I-95 and I-495 cut the community into thirds and drew traffic away from its downtown and the businesses.

In 2000, the Claymont community coordinated with New Castle County to undertake a revitalization plan. By that time, the community struggled with many of the same challenges facing Edgewood today:

- An aging main street corridor (US Rt 13) with retail vacancies yet not enough diversity in shops and restaurants to meet the community's needs;
- Absentee landlords and high rental rates;
- A negative reputation due to higher crime rates in isolated areas; and
- Lower home values than the surrounding community.

Today, Claymont still faces challenges, but many successes have been had as well:

- A key property located along the corridor has been redeveloped into a high density, traditional neighborhood development;
- the reconfiguration of Route 13 into a 2 lane main street with bike lanes, crosswalks, and streetscape amenities;
- a new County library; and
- continued redevelopment along the corridor that has brought new businesses.

Claymont "core": Brookview apartments (left) have been redeveloped into Darley Green (right).



Relevant Tools Used:

#### “HOMETOWN” OVERLAY DISTRICT

As an unincorporated area of a large County, Claymont’s development pattern predated the County’s zoning ordinance. These regulations deterred new investment and injected development into the area with little ability to account for its context. The hometown overlay district was intended to cater zoning regulations to the existing and envisioned conditions of Claymont’s built environment. The hometown overlay addressed the “Core” area, a Transition area and an “Edge” area. Also incorporated into the Overlay District were Design Guidelines that though administered through the County, were reviewed by a community Design Review Advisory Committee.

#### COMMUNITY CHAMPIONS

The Claymont community was lucky enough to have several community champions who not only initiated the planning process, but assertively and continually advocated for the implementation of those plans. These included a County Councilperson, a Claymont Community Coalition, and the Claymont Renaissance Development Committee which evolved into the Claymont Renaissance Development Corporation and the Design Review Advisory Committee, an advisory committee to New Castle County regarding applications for development.

As an unincorporated area, Claymont had a County Council representative who was passionate about land use, smart growth, and revitalization for the area. This Council person pushed for the grants needed to start the planning process, but did not stop there. He organized meetings with the State Department of Transportation,

#### TAX INCREMENT FINANCING

As part of the redevelopment of a key 67-acre parcel in the center of the Overlay District, the County instituted a Tax Increment Financing District to off-set the costs of new infrastructure, primarily sewer and water lines. This was the first time that a TIF was used in the state of Delaware.

#### ECONOMIC DEVELOPMENT CORPORATION

The Claymont Renaissance Economic Development Corporation evolved from the Redevelopment Plan Committee. Its mission is to:

- Increase employment, support existing businesses, attract new businesses including retail, restaurants and entertainment;
- Focus on connecting community and civic assets, and creating a attractive place where people could live, work, shop, learn, and worship;
- Promote an attractive, friendly and pedestrian-oriented environment.
- Stimulate educational, arts, cultural activities and events;
- Encourage collaborative efforts with community organizations and surrounding areas; and,
- Attract an increasing number of visitors from throughout the region and beyond.

With the near completion of the Darley Green community and Village Green, community events have begun to be planned that will draw additional visitors into the area, support the new businesses, and increase opportunities for positive community interaction.



## HUNTSVILLE, ALABAMA



Huntsville, Alabama is known as “rocket city” due to its close identification with US space missions, NASA’s Marshall Space Flight Center and the U.S. Army Aviation and Missile Command (AMCOM). Prior to aviation, the then town was known for the location of three arsenals during World War II. After the war, these were consolidated into Redstone Arsenal. In 1948, the arsenal was designated the center of research for the country’s emerging rocket industry. On January 31, 1958, the Army placed America’s first satellite, [Explorer 1](#), into orbit bringing national attention to the arsenal and Huntsville, branding the area as a major center for high technology.<sup>1</sup> In the 1960’s, the Cummings Research Park was developed just north of the Marshall Space Flight Center to house the many industrial companies moving into the area to support the mission of developing the Saturn boosters used by NASA in the Apollo Lunar Landing Program.<sup>2</sup> Today the Cummings Research Park is the second largest research park of this type in the country.

For Edgewood, this concept of being closely identified with Aberdeen Proving Ground and its world class biological, chemical and medical research is an attractive idea that begins with a partnership between the County, local APG officials, and the Department of Defense.

While the emergence of the aerospace industry and subsequent growth of Huntsville occurred more than 50 years ago, when issues of land use were less complex, there may still be lessons for Edgewood in its efforts to redevelop in a manner that supports APG, its missions, and a partnership. These however are more focused on relationship building and joint marketing (both on the Edgewood side and on the APG side) than on land use tools and techniques. During the public participation aspects of the Edgewood Small Area Study, there was a lack of understanding of what APG missions, present and future, consist of and the importance of that

<sup>1</sup> Wikipedia Contributors, “Huntsville, AL” Wikipedia. The Free Encyclopedia, 28 Sept, 2017. Web 5 Oct, 2017.

<sup>2</sup> Ibid.

work in the world at large. The underwhelming outcomes after the 2005 BRAC consolidated services at APG loomed large in the minds of many.

Still, APG would benefit from an improved, vibrant Edgewood that is attractive to both its employees and contractors as a place to live, work, and stay. Edgewood's local businesses and economy would benefit from the support of APG's workforce. The Small Area Plan is a starting point to understand how Edgewood can trigger new investment and redevelopment that will make it a more attractive destination.

## PART VI. IMPLEMENTATION PLAN

The Edgewood Small Area Plan represents a long range vision that will take many years to implement fully. Still there is much that can and needs to be done in the immediate future to bring the vision to life. The implementation strategies listed herein are divided into three categories: short term (1 to 3 years); intermediate (3 to 5 years) and long term (5+ years). Strategies are shown in each table and listed with the agency or organization responsible for its implementation.



This section is organized so that strategies are listed in tabular format, followed by the narrative description. The last section summarizes estimated costs for many of the recommended projects in this Plan.

Figure 11. Short Term/Priority Implementation Tasks

Tasks	Timeframe	Lead
1. Form an Implementation Committee	Short Term	HC
2. Develop and adopt Zoning Ordinance Amendments to the Edgewood Neighborhood Overlay District	Short Term	HC
3. Expedited land development and building permit review (FAST trak and priority review)	Short Term	HC
4. Evaluate a Permit and Impact Fee Grant Program	Short Term	HC
5. Evaluate Tax Abatement for improvements	Short Term	HC
6. Implement a Small Business Façade Improvement Program	Short Term	HC /Implementation Committee
7. Provide educational opportunities for realtors regarding Edgewood Public Schools	Short Term	OED
8. Move forward with plans for Nuttal Avenue Park	Short Term	Parks and Rec
9. Initiate discussions with MTA regarding land at train station	Short Term	HC
10. Initiate discussions with SHA regarding new Nuttal Avenue/Route 24 connection	Short Term	HC
11. Strengthen coordination and marketing with APG	Short Term	HC/Implementation Committee
12. Further study the impact of proposed growth at APG-South, Edgewood	Short Term	HC OED
13. Coordinate with Harford Community College on potential satellite location in Edgewood	Short Term	HC OED

Figure 12. Intermediate Implementation Tasks

Tasks	Timeframe	Lead
1. Evaluate effectiveness and need for Tax increment Financing	Intermediate	HC
2. Consider a Redevelopment Authority	Intermediate	HC
3. Works with Harford County Board of Education to upgrade sports fields at Edgewood Elementary	Intermediate	Implementation Committee; HC
4. Explore housing assistance programs for teachers, law enforcement, APG, etc.	Intermediate	HC
6. Work with SHA to add APG-South (Edgewood) to highway signage	Intermediate	APG/OED/
7. Develop a plan for gateway and wayfinding signage for the Edgewood area	Intermediate	HC /Implementation Committee
8. Approach potential partners for a Train Overpass Mural	Intermediate	Implementation Committee
9. Develop a Marketing Brochure promoting Edgewood’s assets	Intermediate	Implementation Committee
10. Work with potential developer of Washington Court to construct the Cedar Drive/Willoughby Beach Road connection.	Intermediate	HC

Figure 13. Long Term and Ongoing Implementation Tasks

Tasks	Timeframe	Lead
1. Advocate to MTA for improved train schedules and coordination with bus schedules	Long Term	HC
2. Evaluate options for the Nuttall Avenue/Route 24 street connection	Long Term	HC/SHA
3. Work with APG to strengthen community ties and partnership opportunities, collaboration on housing needs, etc.	Ongoing	HC OED
4. Promote the positive side of Edgewood through community events, assets, etc.	Ongoing	HC OED
5. Coordinate community events on open space.	Ongoing	HC
6. Develop the Cedar Drive Trails on County owned land.	Long Term	HC
7. Develop the interactive playground on Trimble Road.	Long Term	HC
8. Facilitate community access to the County and School District, such as public meetings.	Ongoing	Implementation Committee
9. Work to expand police presence/community policing in and around the study area and create a sense of security for visitors and residents alike.	Ongoing	Implementation Committee
10. Collaborate with the Route 40 Business Improvement District	Ongoing	Implementation Committee

## IMPLEMENTATION TASKS

1. Plan Implementation Committee and Community Champion. Develop a community champion (Whether a person, organization or a committee) to “carry the torch” regarding the Small Area Plan, help market Edgewood and organize events, recruit and organize volunteers, talk to business owners, etc.
2. Zoning Ordinance Amendments. Evaluate the Edgewood Neighborhood Overlay District to ensure it enables and encourages development consistent with the goals and objectives of this Plan. Modifications or a complete overhaul may be necessary to ensure that the district will permit and encourage the uses described herein (TOD, mixed residential, corridor redevelopment, etc.). (A complete Zoning Code Evaluation & Recommendations is included in the appendix). New zoning provisions should enable and encourage:
  - a. Mixed-use redevelopment along Rt 755, particularly within the TOD land use area with heights of 2 to 5 stories;
  - b. Mixed-residential development at Washington Court, with first floor flex space that could eventually house limited retail; a central green;
  - c. Mixed-use along Route 24 at a future intersection with Nuttal Avenue and surrounding the Trimble Rd intersection;
  - d. Allow sidewalk widths to reflect the unique needs of each area within the study area.
  - e. Allow “pop-up” or temporary uses in vacant buildings and on park spaces
3. Expedited land development and building permit review (FAST TRACK or priority review). Harford County already has a program which allows priority projects to receive an expedited review for building permits and land development. This is an important benefit to developers in an area such as Edgewood as it increases predictability and decreases financing time. Edgewood projects, particularly residential projects, with low profit margins will benefit from shortened review time and faster construction.
4. Permit and Impact Fee Grant Program. Consider a County grant program to offer fee assistance or waivers for certain development related fees. This could include reimbursement of a percentage of impact fees (sewer, water, school and/or combination thereof), permit fees, inspection fees, etc. based upon the Small Area Plan goals and objectives. The County’s sewer, water and school impact fees are flat across the County, putting developers in Edgewood at a significant disadvantage in comparison to new development outside of Edgewood because home prices and rents simply do not sell at a price point that covers the costs.

5. Tax Abatement on Improvements. Consider offering short term (5 to 10 year) abatements on County real estate taxes for improvements made to commercial properties along Route 755. While the base (before improvements) tax revenue continues to be collected by the County, the owner is permitted time to repay capital improvement costs to the property before paying taxes at the higher assessment rate. The County could structure the percentage and length of the abatement to reward the first developers at a higher rate than those who choose develop at a later date.
6. Small Business Façade Improvements Program. Consider a façade grants program to help business owners upgrade their facades. This could address a wide range of upgrades such as a new coat of paint, replacement doors and windows, replacement of signage, and addition of landscaping.
7. Facilitate a dialogue between the Harford County Public Schools and Harford County Association of Realtors in order to better promote the successes of the HCSD (International Baccalaureate program, etc.)
8. Nuttal Avenue Park. Move forward on design and construction of the County property along Nuttal Avenue as a park considering the uses that would help attract future residents to the area (i.e., community events, fitness cluster, bocci ball, petanque, dog park) and create a destination for existing residents.
9. MTA land at Train Station. Coordinate initial discussions with the MTA regarding their interest in selling/leasing the air rights over the train station parking lot for transit oriented development. Assess interest, feasibility, and next steps.
10. Nuttal Avenue/Route 24 road connection. Begin discussions with the Maryland Department of Transportation regarding a potential intersection at Route 24 and Nuttal Avenue. Zoning is intended to enhance the development potential of the parcels adjoining the road connection and thus facilitate developer contributions to the project.
11. APG. Continue dialogue between the County and APG regarding land use needs, the ongoing Enhanced Use Lease study, joint marketing opportunities, development and marketing of workforce housing choices (particularly at Washington Court) to potential APG employees, and defense contractors interest in office 'hotel" space.
12. The Economic Analysis did not take into account potential growth at APG. Such growth could present some opportunity for office development in Edgewood, whether in the greater Edgewood area or available space along the MD Route 755 corridor. Further analysis on the impacts of potential growth at APG should be considered.
13. Work with Harford County Community College to locate a satellite campus in Edgewood (though not necessarily in the study area) to create more accessible job training opportunities.

14. Tax Increment Financing. Consider adopting a Tax Increment Financing (TIF) district to be used to support needed infrastructure upgrades, such as the sewer and water at Washington Court or street connection at Nuttall Avenue.
15. Redevelopment Authority. A redevelopment authority is a quasi-governmental agency that has broad powers to plan and implement activities needed to acquire underutilized, deteriorated or blighted properties and prepare them for development in accordance with the goals of the Small Area Plan. In Edgewood a redevelopment authority could serve the community by having the ability to buy and consolidate the many small and irregular parcels in key areas of Edgewood (study area and beyond), particularly along Route 755. There are currently two economic development corporations serving the Edgewood community, whose missions do not include these. Adding a third agency should be carefully considered to ensure missions do not overlap.
16. Work with the Harford County Board of Education to upgrade sports fields at Edgewood Elementary. These fields will be part of the first impression that potential residents and visitors form of Washington Court. Prior to development at the site, the fields should be upgraded to present a better side of Edgewood, as well as better serve the community.
15. Housing Assistance Programs. In order to ensure housing opportunities within Edgewood are available to targeted populations (APG civilian employees, teachers, law enforcement, veterans, and seniors), a variety of housing assistance programs should be considered by Harford County. In addition, "Employer sponsored" or "Live near your work" programs, offer assistance to employees if they buy or improve a house within specific areas.
17. Work with the State Highway Association to advocate for the listing of APG-South on highway signage on I-95, similar to what is seen now for APG-north. This will take a first step in better distinguishing APG-south from the northern counterpart and the work that occurs there and help to identify Edgewood with APG in the public's mind.
18. Gateway and wayfinding signage. The Edgewood community has great presence along the Route 40 corridor with well-maintained landscaped medians and attractive gateway signs. At the intersection of Route 755 and Willoughby Beach Road, there is an older "welcome to Edgewood" sign that is in disrepair that should be removed. New gateway signage that is consistent with that on Route 40 should be studied for appropriate locations within Edgewood, if not the study area. Potential locations include the intersection of Routes 24 and 755, at the intersection of Route 24 and Nuttall Avenue (assuming a new connection), or Route 24 and Trimble Road. Wayfinding signage directing visitors to the train station and other future attractions should also be considered.
19. Train Overpass Mural. Work with School District or local artists to create a mural on the train tunnel; incorporate Edgewood themes and history.

20. Marketing brochure. Develop a brochure promoting Edgewood's assets, including Flying Point park, Izaak Walton League lands, MARC, affordability, access to Baltimore , Philly, etc.
21. Cedar Drive to Willoughby Road Connection. Once appropriate zoning is in place and a developer for the Washington Court property has been found, discussions surrounding the potential road connection should be addressed. This connection could become the preferred entrance to the Washington Court property, as well as Edgewood Elementary and could become a welcoming and attractive entry, as well as improving pedestrian and vehicular circulation in the study area.
22. Advocate for improved train schedules and better coordination between bus and train times. As new businesses and residents come to Edgewood, advocate for more frequent and convenient train schedules from Edgewood station, particularly as MARC service grows and connects to SEPTA regional rail and the Philadelphia region.
23. Evaluate options for the Nuttal Avenue/Route 24 street connection. Even as initial discussion regarding this new street connection are considered a short term task, the project in and of itself is considered to be a long term project, assuming that SHA is in agreement on the benefits of the connection. Different alternatives may be considered, such as a right-in, right out access. The connection is only intended to connect Nuttal Avenue on the east side (within the study area) to Route 24 and is not intended to connect across Route 24 to the west side.
24. Continuous work with APG. Improving the communication, coordination, and partnership with APG-south is a long term prospect intended to benefit both parties. Such communication will help to ensure that the Edgewood community can help to attract and retain the workforce that APG needs for its proposed growth and potential. This report is but a first step to improving housing options, entertainment, and dining options that will make Edgewood a more attractive place to do business.
25. Promote the positive side of Edgewood. Creating and promoting positive Edgewood stories to balance the negative publicity generated by the media is an important step in creating a new identity for the community. The community events discussed in the last strategy may start small but provide a critical foundation for such stories, press releases, facebook posts, etc.
26. Coordinate community events. The lack of family activities was a key criticism of residents during the public input portion of this plan development. While the County cannot simply fulfill this need by create new businesses, the Implementation Committee can form a subcommittee to organize and host events on public spaces. In addition, such events are an opportunity to introduce Edgewood to new faces and provide community interaction. Such events can include summer concerts, food truck festivals, carnivals, and movie nights. The committee should start small (ribbon cutting for Nuttal Avenue park or a

movie night) and ensure that police presence is visible to enhance the sense of security in spite of potential reservations.

27. Develop the Cedar Drive Trails on County owned land.
28. Develop the interactive playground on Trimble Road.
29. Facilitate community access to the County and School District, such as public meetings, etc. that may be a challenge for residents to attend.
30. Work to expand police presence/community policing in and around the study area and create a sense of security for visitors and residents alike.
31. Consider creating a subcommittee of the Route 40 Business Improvement District to focus on the Rt 755 corridor.

FIGURE 14. SUMMARY OF COST ESTIMATES

Project	Cost Estimate
Zoning Ordinance Amendments	\$25,000
Street Connection: Nuttal Ave to Rt 24	\$2,162,060
Street Connection: Washington Court to Willoughby Beach Road (inc. water main)	\$2,811,360
Nuttal Avenue Park*	\$508,990
Cedar Drive Trail and Footbridge*	\$255,400
Upgraded Fields at Cedar Drive*	\$45,000
Trimble Rd Interactive Playground and Dog Park*	\$189,000
Street Connection: Washington Court to Willoughby Beach Road (inc. water main)	\$2,811,360
Street Connection: Old Edgewood Road to Railroad Ave to Nuttal Ave (inc. Railroad Ave pavement)	\$2,221,710

## \* Notes:

1. This is a Pre-Design Cost Estimate, and is subject to change when detailed Construction Documents are prepared;
2. A 15% contingency cost is included in the estimate; and
3. The Cost Estimate is based on 2017 Dollar Values. If improvements are constructed in 2018 or later, a 3% increase should be added to the Cost Estimate for each year after 2017.