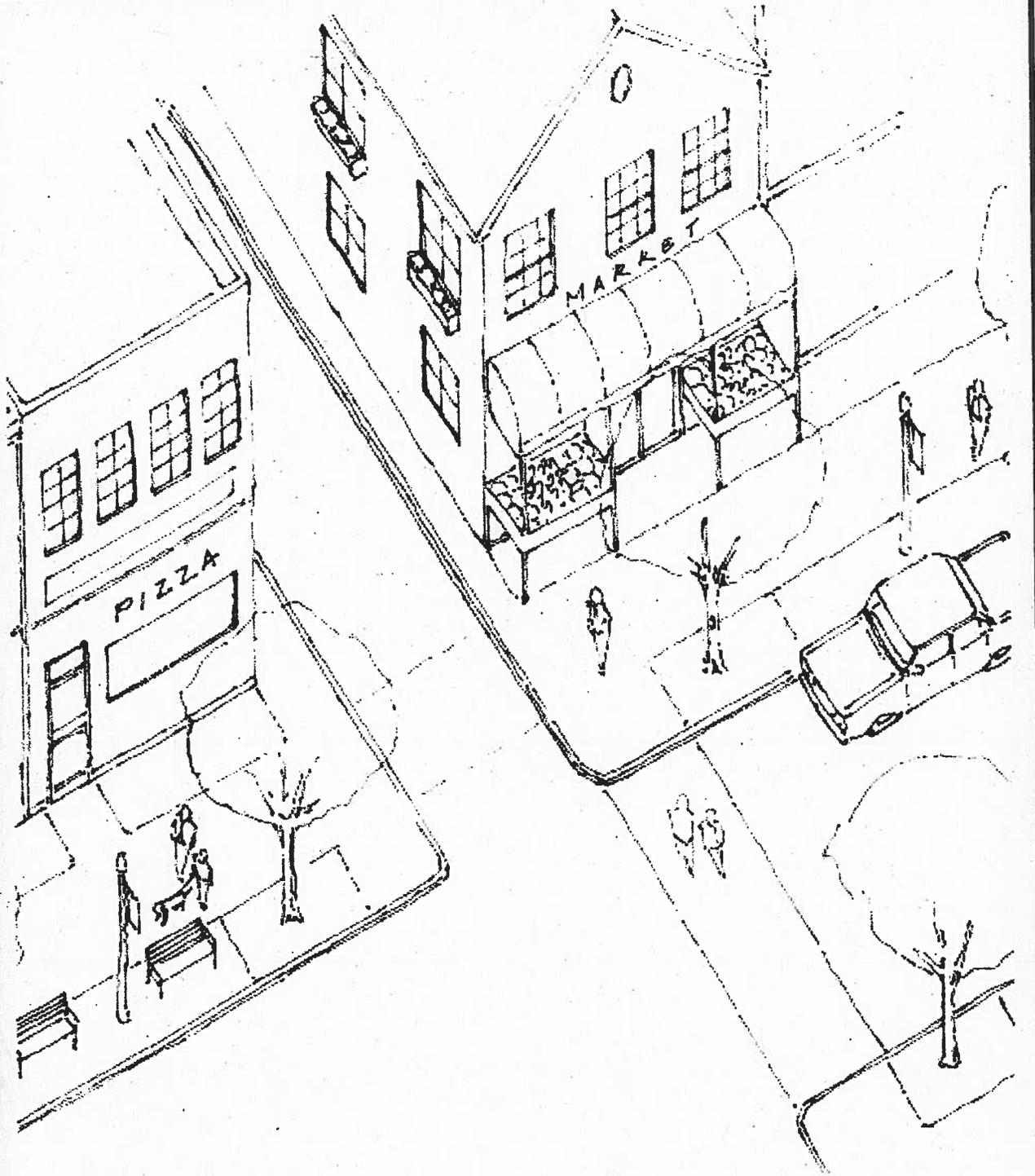


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James M. Harkins
Harford County Executive

EDGEWOOD COMMUNITY PLAN

March 2000

Department of Planning and Zoning

Executive Summary

Harford County initiated a comprehensive revitalization strategy for Edgewood in 1999 to improve the physical, social, and economic conditions within the community. This strategy includes the development of an Edgewood Community Plan to guide the revitalization efforts. The first element of the Plan, articulated in this document, focuses on the physical development of the community.

This document contains six components: (1) Introduction, (2) Character Description, (3) Plan Development Process, (4) Community Plan, (5) First Steps and (6) Next Steps. The Introduction highlights the purpose of the plan and establishes a link to other planning documents. The Character Description section outlines key physical and demographic qualities of the community. The Plan Development Process section reviews the history of local planning efforts and community participation tools. The Community Plan section is the focal point of the document and features land use, transportation, and design concepts that will guide the physical development of the community. The First Steps section affirms the State of Maryland's and Harford County's commitment to the Edgewood area by highlighting funded projects intended to stimulate neighborhood revitalization efforts. Finally, the Next Steps section defines the actions and measures necessary to continue implementation of the plan.

To initiate development of this Plan, Harford County held a "Community Visioning Workshop" in May 1999 at the Edgewood Senior Center. Anton Nelessen, an internationally acclaimed community designer, led this innovative workshop, using his patented Visual Preference Survey (VPS) and mapping exercise with the workshop participants. The results of the Community Visioning Workshop were then synthesized into a concept plan for the physical redevelopment of Edgewood. The new concept for redevelopment was presented and reviewed in a Town Meeting and two work sessions with extensive public outreach and community participation.

The Edgewood Community Plan illustrates how the physical fabric of Edgewood can be rewoven from the existing automobile-dependent land use pattern into a network of pedestrian-, bicycle- and transit-friendly neighborhoods and "Main Streets". The overall concept includes the redevelopment of nine traditional neighborhoods, each containing a small core of civic, commercial, office and parkland, surrounded by a mix of housing types and open space. A central core for the community is established by focusing a mix of uses, including civic, commercial, residential, office, and green space in the heart of the community. The central core and neighborhoods are linked by tree-lined pedestrian and bicycle-friendly streets to two main commercial districts.

The Edgewood Community Plan promotes a mix of land uses in residential and non-residential areas in order to attract the physical development necessary to achieve the community's vision and Harford County's goal for community revitalization. Based on community preferences and tempered by marketability, the Plan refines the land use pattern and classifications to encourage traditional neighborhood and Main Street development.

Building on the existing transportation strengths in the community, the Plan focuses on incorporating safe, convenient pedestrian, bicycle and transit options into the current system to provide alternatives to dependence on the automobile for all trips. Compact, mixed-use building forms allow the accessibility necessary for successful walking, cycling, and transit networks.

An important component of the revitalization and redevelopment of the Edgewood community is the creation of a positive pedestrian experience through design and property maintenance. Although redevelopment of selected properties will enhance a portion of the built environment, careful property management and quality design standards will be necessary to improve and augment the revitalization efforts.

Based on the strategies and recommendations of this Plan, specific actions must be initiated to implement the ideas and philosophy presented in this document. Such strategies include zoning code changes, additional planning efforts, and ongoing review and use of relevant programs.

The zoning code changes include a Commercial Revitalization District that will provide incentives for the U.S. 40 commercial areas and an Edgewood Overlay District to provide opportunities for mixed-use development. Additional planning efforts include a transportation analysis of proposed land use changes, landscaping, property and stormwater management standards, and development of the social and economic elements of the Edgewood Community Plan.

Ultimately, this plan depends upon both private and public support for ongoing revitalization efforts. Harford County has developed the concepts and tools for implementation of the community's vision for Edgewood. It is critical that continued efforts are made by all partners at the Federal, State, and local level to enhance the built environment, through capital improvements, grants, and private investment.

Table of Contents

I. Introduction	1
II. Character Description of the Community	3
III. Development of the Edgewood Community Plan	10
IV. The Edgewood Community Plan	14
A. Land Use	16
B. Transportation	23
C. Design and Appearance	29
V. First Steps	38
VI. Next Steps	39

I. Introduction

In 1999, Harford County initiated a comprehensive revitalization strategy for Edgewood to improve the physical, social, and economic conditions within the community. Since a positive physical environment is fundamental to creating the best climate for renewal, Harford County, in cooperation with the community, has prepared a local plan to guide future development.

The Edgewood Community Plan illustrates how the physical fabric of Edgewood can be rewoven from the existing automobile-dependent land use pattern to a network of pedestrian-, bicycle- and transit-friendly neighborhoods and "Main Streets". The Plan articulates this exciting new direction for Edgewood and offers guidelines and tools to be used to improve the physical development and redevelopment of the community.

The Plan is based on a participatory planning process, which encouraged the involvement of all stakeholders and sought to build consensus on the community's future direction. Through an innovative community visioning workshop, Town Meeting, and several work sessions, residents and business leaders were personally involved in crafting this plan. It is hoped that this level of participation and involvement will pave the way for legislative action on zoning, design standards, and property maintenance in order to create the best physical climate for Edgewood's revitalization. As Harford County's comprehensive revitalization strategy is further developed, social and economic elements will be added to the Plan.

The Edgewood Community Plan represents the first community-level plan developed by Harford County. It is driven by the community's vision of itself and will be used to guide future development decisions. The document includes six sections: a character description of the community, a discussion of how the Plan was developed, the Plan (which incorporates the community vision, detailed discussion of land use, and some proposed design guidelines), "First Steps" underway, and "Next Steps" which outline actions needed to implement the Plan. It is a living document, which will be expanded and updated regularly to strategically guide the Edgewood Revitalization Program.

Consistency with the 1996 Harford County Master Plan and Land Use Element

The Harford County Master Plan seeks to preserve the character of the County by providing adequate locations for development within a bounded "Development Envelope". The Plan's primary goal is to protect the integrity and economic vitality of both the area within the Envelope and the rural area surrounding it. The Edgewood planning area is centrally located within the Development Envelope and was chosen as the first to develop a community-level plan. The Edgewood Community Plan outlines further specifications of the Land Use Plan and will be used to guide future land use and development decisions.

Consistency with Maryland's Smart Growth and Neighborhood Conservation Initiative

The State's Smart Growth and Neighborhood Conservation Program encourages balanced growth within already developing areas in order to revitalize older communities, protect environmentally sensitive areas, and use existing infrastructure. The Edgewood planning area is designated a State Priority Funding Area (PFA), which enhances its standing for State redevelopment funds.

Consistency with the Harford County Consolidated Plan

The Harford County Consolidated Plan outlines a comprehensive revitalization strategy for the Edgewood community, which includes the identification of key areas for redevelopment and revitalization. The Edgewood Community Plan provides the framework and the context for the physical redevelopment identified in the Consolidated Plan as critical to the revitalization of the community.

II. Character Description of the Community

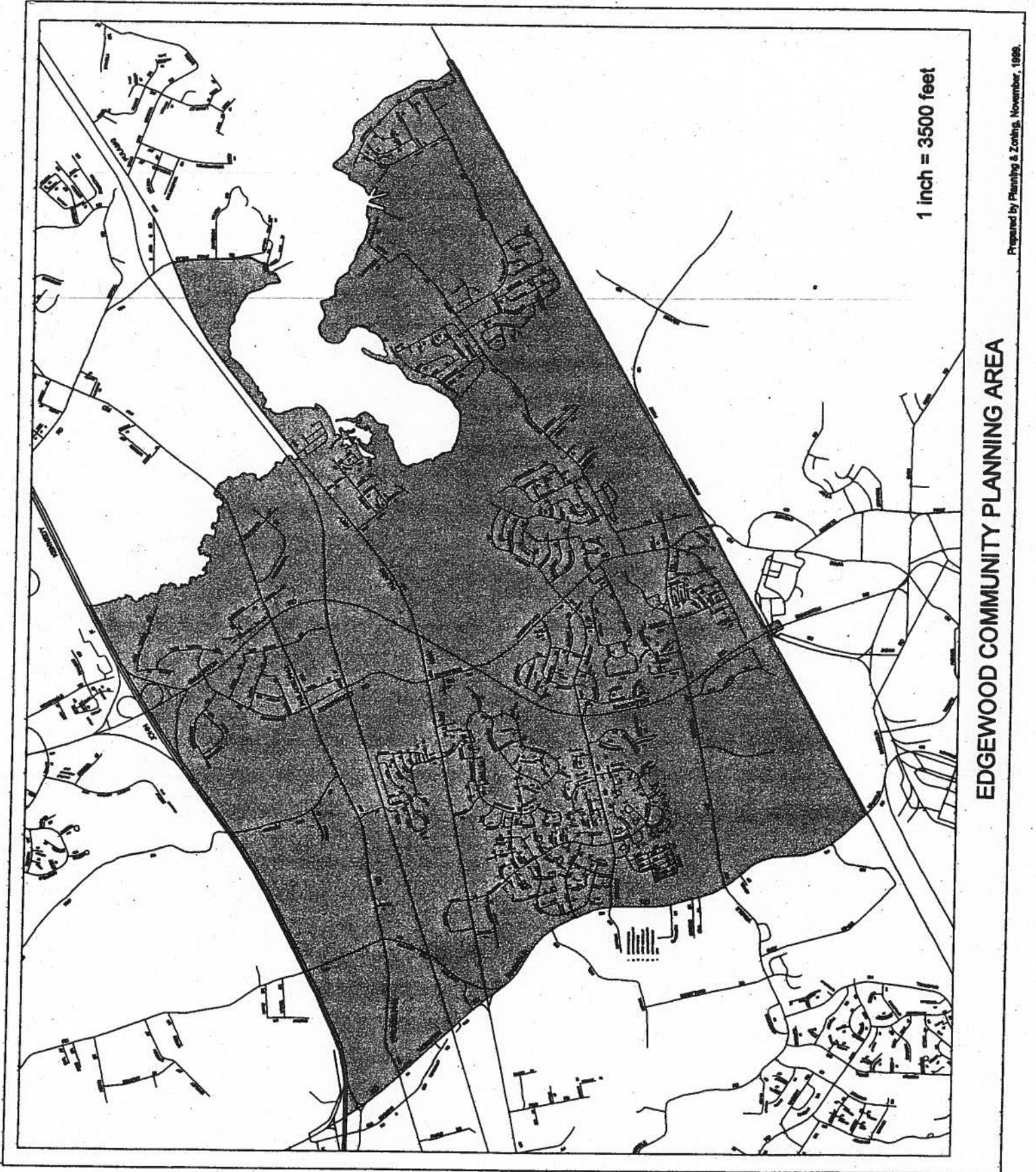
General Area Description

The community of Edgewood is located in Harford County's "Bay Corridor", which contains the County's earliest settlements along Philadelphia Road (MD Route 7) and Pulaski Highway (U.S. Route 40), and is bordered on the southeast by the Chesapeake Bay. The Edgewood planning area is bounded by I-95 to the north; Route 152 to the west; the Edgewood area of Aberdeen Proving Ground to the south; and the Ha Ha Branch of the Otter Point Creek and the Bush River to the east. (Refer to Edgewood Community Planning Area Map)

Historic Features

Edgewood's early settlement was driven by the location of a major rail line through the community in 1835 (now Amtrak) and the Army installation at Edgewood Arsenal in 1917-18. A village, containing a hotel, post office, tavern, and general store, developed in close proximity to the train station, fueled by the influx of military personnel and their families. The development of Pulaski Highway (U.S. Route 40) in the 1930s and '40s increased mobility and facilitated the post-World War II suburban migration to the area. Commercial and industrial uses became concentrated on the corridor as large-scale residential communities developed. This concentration of new uses left few historic sites remaining in the community. These sites are listed in Harford County's comprehensive inventory of historic sites.

HA-185	Hanson Farmhouse	Trimble Road
HA-1671	Hotel	2129 Old Edgewood Road (site)
HA-1672	Old Post Office	2125 Old Edgewood Road
HA-1673	Store	106 Old Edgewood Road
HA-1674	Tavern	2122 Old Edgewood Road
HA-1675	House	2120 Old Edgewood Road
HA-1676	Store	2118 Old Edgewood Road



1 inch = 3500 feet

EDGEWOOD COMMUNITY PLANNING AREA

Natural Features

The community of Edgewood encompasses approximately 6,118 acres. It is part of two distinct geologic provinces: the Piedmont Plateau, and the Coastal Plain. The northern 15% (925 acres) of the community is located in the Piedmont, with the remaining 85% (5,193 acres) in the Coastal Plain along the Bush River.

Edgewood is drained principally (5,224 acres) by Winters Run and its tributaries and to a lesser extent (894 acres) by tributaries of the Little Gunpowder River. The major surface water of this community is Winters Run and its estuarine portion, Otter Point Creek.

Although Edgewood is a predominantly urban community, it contains an extensive wetland system and woodlands (1,738 acres or 28% of the area). Most of these woodlands are concentrated in the floodplain and wetlands of Winters Run and Otter Point Creek. The most common type of woodland is a wetland type composed of red maple, sweet gum, river birch, and willow.

The land area within 1,000 feet of tidal waters is designated Chesapeake Bay Critical Area. Twenty percent or 1,235 acres of Edgewood is so designated. This area is divided into three Land Management Areas depending upon the level of development intensity in 1985, when the State Critical Area Law was enacted. These land management areas are defined as Resource Conservation (RCA), Limited Development (LDA), and Intensely Developed Areas (IDA).

Transportation

The area is served by several major roadway facilities including I-95, MD 24, MD 7, MD 755, MD 152 and U.S. 40. Other major roadways in the transportation network include Trimble Road, Hanson Road, and Willoughby Beach Road. Trimble Road provides a connection between the Edgewood and Joppatowne communities. Willoughby Beach Road provides access into the Otter Creek peninsula.

Harford County Transportation Services (HCTS), the Maryland Mass Transit Administration (MTA), and MARC provide transit service within the community. HCTS

operates Route 2, a fixed bus route from Joppatowne via Edgewood to Bel Air, and Route 6 that provides service through Edgewood to Aberdeen via Riverside. The MTA operates a bus route along U.S. 40, while MARC provides rail service to Baltimore and Washington, D.C., during peak morning and evening periods. There are also Park and Ride lots located at the interchanges of I-95 and MD 24, and I-95 and MD 152.

Land Use/ Land Cover

The Edgewood planning area is primarily residential with a mixture of homes ranging from apartments and small cottages to large waterfront dwellings. The residential uses are concentrated between MD 152 and MD 755, south of U.S. 40 and north of Trimble Road and on the Willoughby Beach peninsula. The land uses along U.S. 40 can be characterized as large retail uses and shopping centers with some smaller restaurants and other businesses. This area includes older shopping centers such as the Edgewater Village Center as well as one of the newest shopping centers, the Woodbridge Village Center. The area also includes a number of industrial parks and employment areas such as Harford Industrial Park, Clayton Business Station, Fashion Park, Lakeside Business Park, and Emmorton Business Park, mainly concentrated north of U.S. 40 and south of I-95. To the south of the community, Edgewood has direct access to the U.S. Army Base at the Edgewood Arsenal of the Aberdeen Proving Ground.

Zoning

Current zoning within the Edgewood planning area ranges from low to medium density residential on the Willoughby Beach peninsula (R1 and R2) and at the Woodbridge Center to higher density residential (R3 and R4) at Cedar Drive and the Edgewater Village and Windsor Valley areas, west of MD 24. Commercial and industrial zoning is concentrated along MD 24, U.S. 40 and MD 7 (B3 and C1) and higher intensity industrial zoning (I1) on Trimble Road. Lower intensity commercial zoning (B2) is concentrated on MD 755, and scattered throughout (B1) the community to serve local convenience needs.

Enterprise Zone

The major business corridors in Edgewood (U.S. 40, MD 24, MD 755, MD 7) are included in the Edgewood-Joppatowne Enterprise Zone. This designation promotes economic expansion of business and employment development through the use of State and local tax credits.

Development Patterns of the Edgewood Area

Most of the new residential development activity in the Edgewood area has taken place in the Willoughby Beach Road corridor. Otter Creek Landing and Lord Willoughby's Rest are two of the major subdivisions located on Willoughby Beach Road.

The non-residential development activity in the Edgewood area has taken place at several of the industrial parks in the community. Clayton Station, Lakeside Business Center, Emmorton Business Park, and Fashion Park contain a significant number of warehouses and distribution facilities. There has been some minor redevelopment activity along the Route 40 corridor of primarily retail and office uses.

Proposed non-residential development (that has County approval but is not yet constructed) includes two warehouse facilities at the Lakeside Business Park, and a hotel/restaurant proposal and three flexible office/warehouses at Emmorton Business Park.

Water and Sewer

Public water and sewer services are provided in this area by Harford County. Adequate water supply is available from Harford County's Abingdon Water Treatment Plant. Most of this area lies within the First Zone for water distribution and adequate water pressure can be obtained in the Edgewood area with the existing system of transmission mains and water tanks.

Community Facilities

The area is served by four elementary schools (Edgewood, Deerfield, Old Post, and Magnolia), two middle schools (Edgewood and Magnolia) and two high schools (Edgewood and Joppatowne). After-school programs are available at the local schools,

the Edgewood Boys and Girls Club on Cedar Drive, and the Recreation/Police Activities League (PAL) Center in Edgewater Village Shopping Center.

The County maintains six parks (Edgewood Park, Edgewater Park, Flying Point Park, Winters Run Park, Willoughby Beach Landing, and Tydings Park) in the area. Fire and emergency medical services are provided through a volunteer program at Joppa-Magnolia and Abingdon Fire Companies. Community and health services are available at centers in Edgewater Village Shopping Center and on Trimble Road. The Harford County Sheriff's Office operates a police sub-station on Gateway Drive and coordinates with the Maryland State Police on crime and safety strategies for the community.

Several regional facilities are also located in Edgewood, including the Flying Point Marina on Otter Point Creek, the Edgewood Senior Center on Gateway Drive and the Edgewood Library Branch on MD 755. The Edgewood Library is currently undergoing a major expansion, which will include Harford Community College (HCC) classrooms. HCC also offers coursework at the Aberdeen Proving Ground and the Edgewater Village Shopping Center.

Demographic Data

The Edgewood planning area encompasses 10% of the County's current total population and approximately 32% of the Bay Corridor population. The median household income for this area in 1989 dollars is \$32,236.

Demographic Trends 1990 to 1998

	1990	1998	% change
Population	21,556	23,917	+ 11%
Households	7,376	8,412	+ 14%
Labor Force	11,457	12,621	+ 10%

Employment Trends 1995 to 1998

	1995	1998	% change '95 -'98
Retail Employment	2,370	2,443	+ 3%
Non-Retail Employment	2,854	3,179	+ 11%
Total Employment	5,224	5,622	+ 8%

*Source: Dun & Bradstreet Employment database: these are the most recent employment data available.

III. Development of the Edgewood Community Plan

History of Local Planning Efforts

The Edgewood Community Plan builds on previous local planning efforts in the community. Triggered by the State of Maryland's planned improvements to MD 24, a design charrette was held in 1993 to develop concepts for an Edgewood Business Corridors Plan. This planning effort created an Edgewood Streetscape Plan and a demonstration project on U.S. 40 at Edgewater Village/Starlight Plaza Shopping District. The demonstration project included the installation of sidewalks, streetlights with community logo banners, street trees, and a bus shelter with accent plantings, all made possible by a partnership of State, County, and community stakeholders.

During the development of the 1996 Master Plan and Land Use Element, Harford County staff worked with the Edgewood Planning Council, a volunteer advisory group representing a cross-section of the community, to provide a local perspective on the County's land use policies. The Land Use Element outlines the following community priorities for future development: revitalization of the MD 755 corridor according to a "Main Street" theme, quality redevelopment of vacant and/or underutilized parcels, protection of sensitive areas, and provision of adequate public services and facilities.

In 1997, Harford County worked with the Edgewood Planning Council to develop a concept plan for the 26-acre surplus military housing site at Washington Court on Cedar Drive. Harford County wanted to make the best case for acquisition of the site in a "clean and green" condition. Several work sessions and a community-wide meeting were held, and a concept plan was developed which included community, recreational and educational/training facilities, surrounding a "community green".

The Edgewood Planning Council developed a Vision Statement in 1998 as a basis for guiding future community development. The Edgewood Vision Statement and Community Report established goals to improve the quality of life, image, housing, public services, economic development, educational opportunities, recreation, environmental protection, and public safety. In addition, the report highlighted the lack

of a community center and reiterated the goal to redevelop Edgewood Road (MD 755) according to a "Main Street" theme in order to create a vibrant, pedestrian-friendly community gathering place.

In order to facilitate this redevelopment, (in 1999) the Edgewood Planning Council also worked with Harford County on the development of a "Main Street" planning study of the MD 755 corridor. The plan included the identification of major components of a "Main Street" theme, inventory of unimproved and underutilized sites, compilation of existing market data, an analysis of potential economic viability of land uses, and preparation of a preliminary plan/funding strategy.

Community Participation Tools

To initiate development of the Edgewood Community Plan, Harford County held a "Community Visioning Workshop" in May 1999 at the local Senior Center. Anton Nelessen, an internationally-acclaimed community designer, led this innovative workshop, using his patented Visual Preference Survey (VPS) and a mapping exercise with the workshop participants.

Visual Preference Survey (VPS)

The purpose of a Visual Preference Survey is to develop consensus on the physical character, appropriate intensity, street types, and design vocabulary desired by the community for their future development. Workshop participants evaluated, on a scale of -10 to +10, a range of images that illustrated the visual, spatial, and functional qualities of Edgewood's existing development and alternative approaches to land use and design. The negative images represent places and building conditions that are inappropriate and unacceptable. Top rated images are the key to market success and improved quality of life in Edgewood. The written and vocal feedback of participants is then used to begin to define a consensus vision for future redevelopment.

Mapping Exercise

In order to further develop these ideas, workshop participants gathered in six small groups to work with base maps. It is generally recognized that a convenient walking distance ranges up to one-quarter mile, or roughly a five- to ten- minute walk. The work groups used a Neighborhood (circle) template representing this distance to trace locations of existing neighborhoods and suggested logical locations for new "walkable" neighborhoods within the community.

Workshop participants were then asked to consider the design qualities of traditional "Main Streets". Research shows that the Main Street experience is limited to a 1,000- to 1,200-foot walking distance, so the groups worked with Main Street (oval) templates, sized to represent this distance, plus a five-minute walk, to graphically represent where the main commercial service areas should be located in the community.

After discussion of priority issues, each group then mapped their perceptions of valuable natural areas, stressed intersections, building deterioration, and priorities for streetscape improvements, bicycle pathways, and traffic calming measures in the Edgewood community.

The results of the Community Visioning Workshop were synthesized and an exciting new context for the physical redevelopment of Edgewood emerged. In order to test the new concepts for redevelopment, a Town Meeting and two work sessions were also held, with extensive public outreach and community participation in the process.

The results of the public process indicate that participants wish to encourage opportunities for quality redevelopment of the community. These opportunities include traditional neighborhood design concepts, which incorporate the protection of the natural environment and increased transportation options.

Guiding Principles

Smart Growth – Harford County supports community development that is located in defined growth areas, enhances established neighborhoods, utilizes existing infrastructure, and preserves sensitive natural areas.

Public Participation - Harford County encourages the participation of all stakeholders in community development efforts, in order to create a “sense of ownership”, foster partnerships, and stimulate positive investment.

Neighborhood Revitalization – Harford County is committed to maintaining the quality of life in established communities by continuing to invest in human capital and infrastructure which attracts and retains a solid mix of residents and businesses.

Sustainable Communities – Harford County recognizes the fundamental relationship between our built and natural environments, and seeks a balanced mix of housing, retail, employment, civic, and natural areas within each community.

Traditional Neighborhood Design – Harford County supports the use of compact, mixed-use, pedestrian-friendly design which can increase social interaction and public safety, and decrease dependence on the automobile for all trips.

Crime Prevention Through Environmental Design (CPTED) – Harford County promotes the inclusion of CPTED principles in site analysis and design in order to make selected lighting, fencing, and landscaping improvements to enhance public safety in communities.

IV. Edgewood Community Plan

Community Vision Statement

Edgewood will offer a high quality of life and sense of unity with its traditional "Main Street", safe neighborhoods, friendly streets, clean environment, well-trained work force, and quality employment and recreational opportunities for young and old.

The overall concept includes the redevelopment of nine traditional neighborhoods, each containing a small core of civic, commercial, office and parkland, surrounded by a mix of housing types and open space. A central core for the community is established by focusing a mix of uses, including civic, commercial, residential, office and green space in the heart of the community. The central core and neighborhoods are linked by tree-lined, pedestrian and bicycle-friendly streets to two main commercial districts.

To encourage the quality redevelopment of the community, the primary components of the plan incorporate land use modifications, transportation enhancements, protection of natural resources and design concepts. Each of these components incorporates the overall "Guiding Principles" of the plan. All of these concepts are further defined to identify the community's preferences in terms of location and design. These concepts are not intended to be parcel-specific but to identify the overall objective in revitalizing residential and non-residential areas.

There are four major focus areas defined within the Edgewood Community Plan. Each of these areas includes opportunities to incorporate a mix of uses that will mutually support each other and foster reinvestment in the community. The four major focus areas are defined as:

Edgewood Center Square – This area includes the surplus military housing site at Washington Court and public lands, currently improved with the Edgewood Elementary School and Boys and Girls Club, on Cedar Drive. Future redevelopment contains a mix of uses including institutional, commercial, office, residential, and green space.

U.S. 40 Commercial Revitalization District – This area includes the properties adjacent to U.S. 40, including the Edgewater Village/Starlight Plaza and Woodbridge Centers. The Plan identifies new concepts for this area such as retail mixed with apartment/condominium uses and design standards for redevelopment.

Edgewood Main Street – This area includes two anchor areas on Edgewood Road, at the Edgewood Plaza/Library on Hanson Road (Main Street North) and the MARC Station on Old Edgewood Road (Main Street South). New uses include two-story retail with apartments, and live-work units, which allow a mix of office/residential uses.

Traditional Neighborhoods – The Plan defines nine “walkable” neighborhoods distributed throughout the community. The existing residential land uses in these neighborhoods range in density from single-family lots to multi-family complexes. New uses incorporate a small center core of retail, office and green space into each neighborhood.

Land Use

The Edgewood Community Plan promotes a mix of land uses in the residential and non-residential areas in order to attract the physical development necessary to achieve the community's vision and Harford County's goal for community revitalization. The Plan refines the land use pattern and classifications to encourage traditional neighborhood and Main Street development, based on community preferences and marketability.

The mixed-use concept includes the location of stores, offices, residences, schools, and recreation spaces within walking distance of each other in traditional neighborhoods with pedestrian-oriented streets. The mix of uses is intended to promote independence of movement, especially for the young and elderly who can conveniently walk, cycle, or ride transit. This pattern of land use also increases social interaction and public safety, through around-the-clock presence of people. Mixed-use examples include a corner store in a residential area, an apartment over a shop, or an office in a residence. Design standards used in tandem with mixed-use zoning can assure compatibility between uses. In order to obtain the optimum benefits of a mix of uses, neighborhoods and centers should be conveniently connected by streets and paths.

The Edgewood Community Plan includes eight land use classifications. They are defined and grouped into layers illustrating the residential, non-residential and green space portions of the Plan. Opportunities for mixed-use redevelopment are incorporated into the residential and non-residential layers.

Residential Map Layer

The development of this plan included an analysis of existing residential land use types. The results indicate that Edgewood contains a wide range of residential options including apartments, single family homes, townhouses and manufactured homes. Included in the residential map layer are the existing and proposed residential communities and a new option for mixed-use development. (Refer to Residential Map)

Single Family Homes

These units are located in the eastern section of the community, along the Willoughby Beach peninsula and Edgewood Road. These single-family communities include Edgewood Meadows, Willoughby Woods, Harbour Oaks, Otter Creek Landing, and the proposed Lord Willoughby's Rest. Single family neighborhoods are also located west of MD 24 at Woodbridge Center and Ashby Place.

Multi-Family Homes

Multi-family housing is concentrated west of MD 24 in Edgewater Village, Windsor Valley, Beacon Terrace, Harford Square, Harford Commons, Sunrise Villas, Seven Oaks and Cedar Grove.



-  SINGLE FAMILY HOMES
-  MULTI FAMILY HOUSING
-  MANUFACTURED HOMES
-  LIVE / WORK UNITS AND OFFICES

RESIDENTIAL MAP

1 inch = 2000 feet



Manufactured Homes

Existing manufactured homes are located at Bauers Drive on Willoughby Beach Road and at Harford Mobile Village, north of U.S. 40.

Live/Work Units

This is a new land use classification identified in the Edgewood Community Plan. Live-work units typically have professional offices on the ground floor with housing above, allowing the owner to live and work in the same location. New opportunities to incorporate mixed-use residential in the form of live-work units are available on Edgewood Main Street, Hanson Road, Willoughby Beach Road, and in neighborhood cores.

Non-residential Map Layer

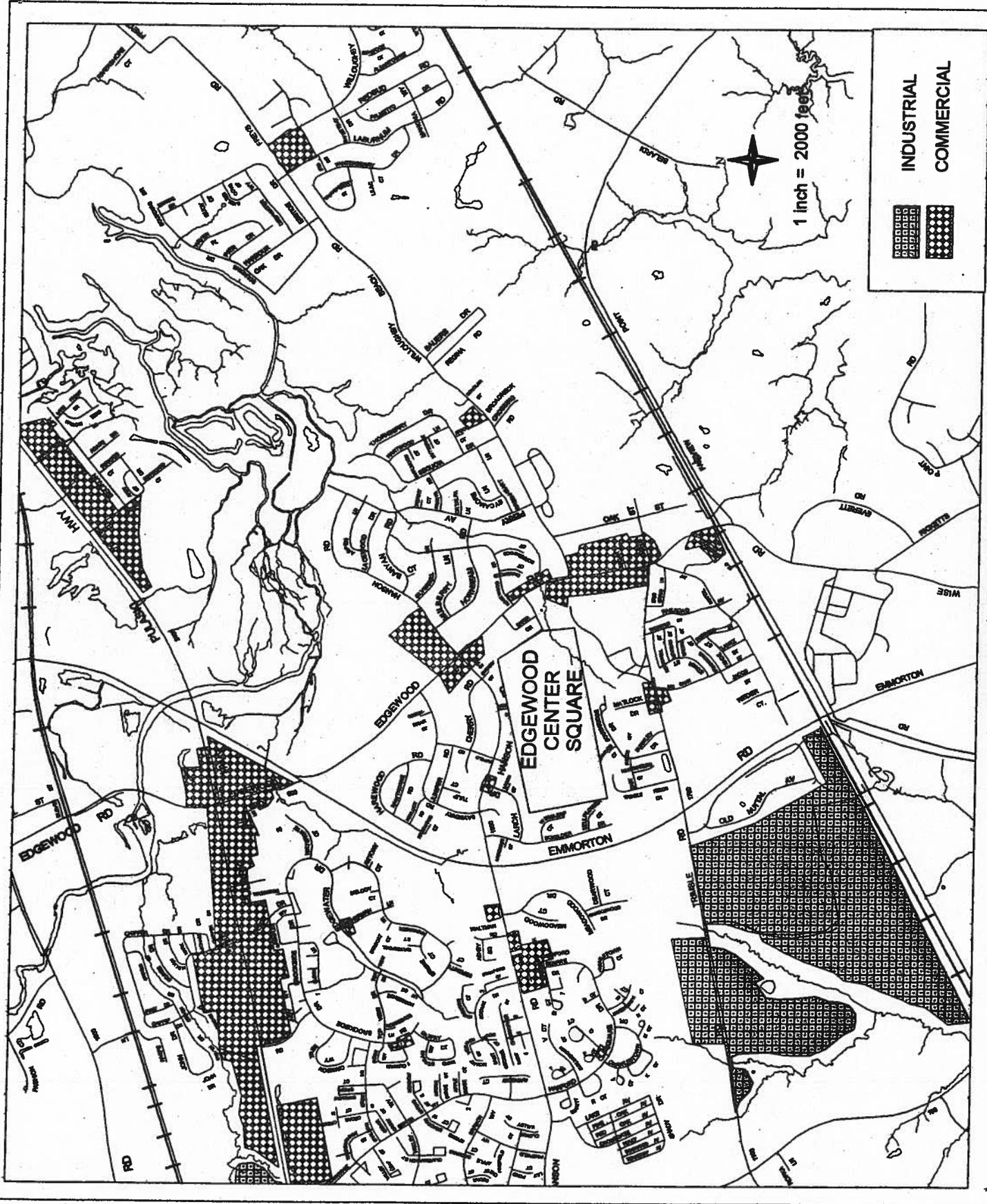
The non-residential portion of the plan contains the commercial and industrial uses that are existing or planned within the community and new opportunities for mixed-use development. (Refer to Non-Residential Map)

Commercial

The main existing commercial areas are located on U.S.40 and Edgewood Road (MD 755). The Edgewood Community Plan identifies new opportunities for mixed-use commercial redevelopment at the Rt. 40 Commercial District, Edgewood Main Street, and in the traditional neighborhood cores. A typical mixed-use commercial building is a two-story structure, with retail on the ground floor and apartments on the second floor.

Industrial

The major industrial area within the non-residential portion of the Plan is located at the Harford Industrial Park on Trimble Road. Opportunities for future expansion and development are available at this industrial park, as well as the Lakeside Business Park within the larger Edgewood planning area.



1 inch = 2000 feet



INDUSTRIAL



COMMERCIAL

NON-RESIDENTIAL MAP

Green Space Map Layer

The green space portion of the Plan builds on the environmentally sensitive areas and significant parkland within the community by focusing on the preservation, enhancement, and linkage of green space within the community. The components of the plan include existing environmentally sensitive areas, priority areas for street trees, and potential community open space. (Refer to Green Space Map).

There are over 223 acres of County-owned parks throughout the area including waterfront parks, recreation fields, and passive open space. The environmentally sensitive areas are concentrated in the north and east portions of the community.

Two rare habitats of significance are located in this area. Of special note is Otter Point Creek, a large wetlands complex of forested shoreline, tidal wetlands, non-tidal wetlands, and open waters. This site is owned and managed by the Isaac Walton League and is a significant part of the Chesapeake Bay National Estuarine Research Reserve. The second rare habitat, Willoughby Woods, is a forested wetlands complex on the Willoughby Beach peninsula. It is the largest remaining wooded tract along the Bush River shoreline and represents perhaps the largest woodland containing vernal pools in the County. These wetland habitats and forested shorelines provide an oasis for many plants and animals, including a number of rare plant species.

The Edgewood Community Plan promotes the stewardship of these significant natural areas, enhancement of community open space, and extension of green space into the built environment. The Plan focuses on the addition of small green spaces within each neighborhood core and identifies priorities for street tree locations to enhance linkages throughout the community.



1 inch = 2000 feet

GREEN SPACES MAP

Prepared by Planning & Zoning, November, 1989.

Transportation

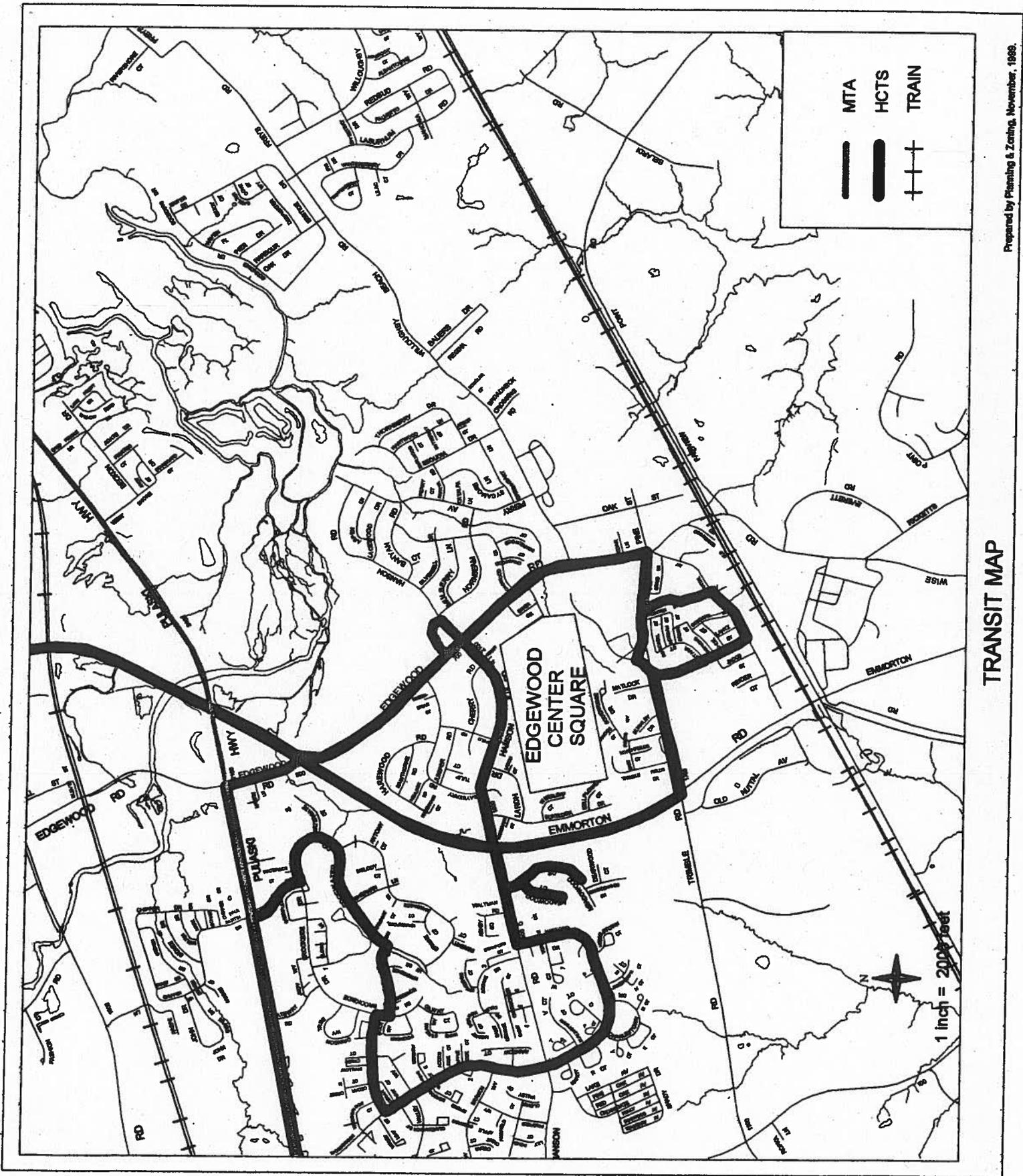
The Edgewood Community Plan promotes compact, mixed-use community development, connected by a multi-modal transportation system. Building on the existing transportation resources in the community, the Plan focuses on incorporating safe, convenient pedestrian, bicycle and transit options into the current system.

A multi-modal transportation system provides safe, convenient walking, cycling, and transit options as alternatives to the automobile. Compact, mixed-use building forms allow the accessibility necessary for successful walking, cycling and transit networks.

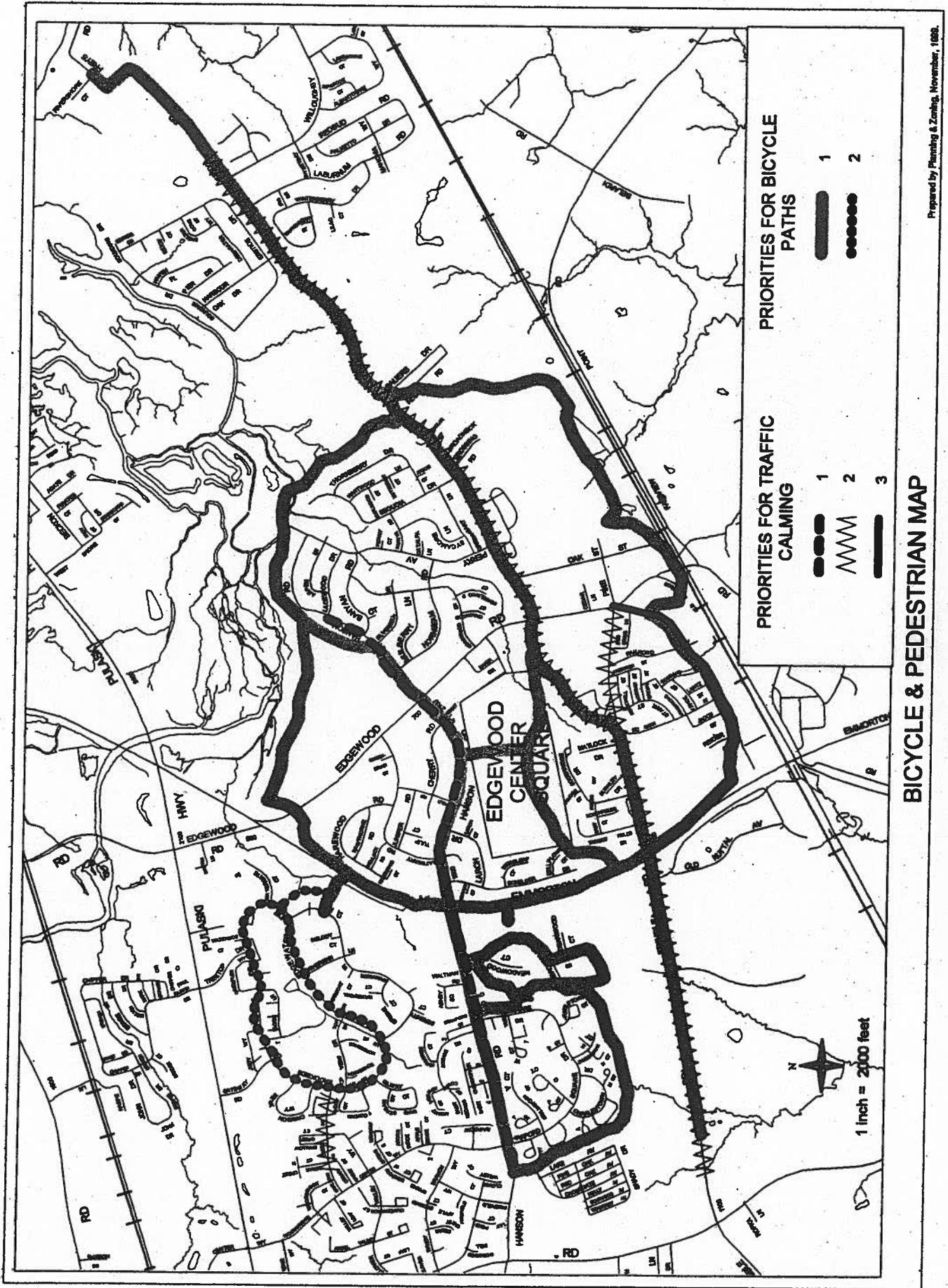
A multi-modal system can reduce traffic congestion, air pollution and traffic speeds and will help create more "livable" communities.

The Edgewood community profits from a number of transportation strengths thanks to its close proximity to major highways and the location of a MARC Train Station within the community. The Mass Transit Administration (MTA) operates bus service to and from Baltimore City, while Harford County Transportation Services (HCTS) operates local bus lines through Edgewood, and to and from other points in Harford County. (Refer to Transit Map)

In order to enhance mixed-use development and facilitate a multi-modal transportation network, the Edgewood Community Plan identifies priorities for location of bicycle paths throughout the community. The priority bicycle paths connect major east to west movements from Joppatowne to Flying Point Park and north to south movements from Edgewater Village to the Edgewood MARC station. (Refer to Bicycle & Pedestrian Map)



TRANSIT MAP



PRIORITIES FOR BICYCLE PATHS

1 (Solid thick line)

2 (Dotted thick line)

PRIORITIES FOR TRAFFIC CALMING

1 (Dotted line)

2 (Wavy line)

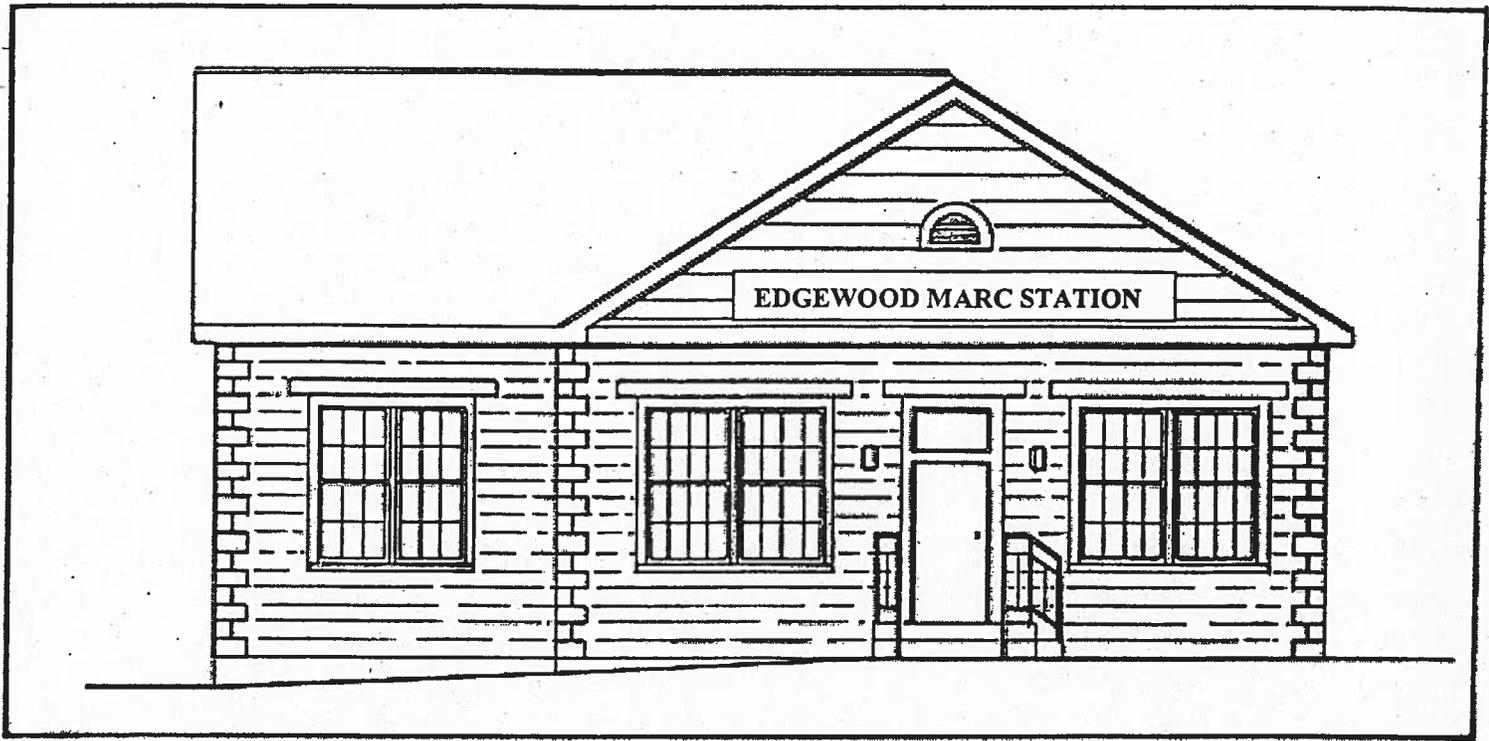
3 (Solid thick line)

BICYCLE & PEDESTRIAN MAP

Prepared by Planning & Zoning, November, 1988.

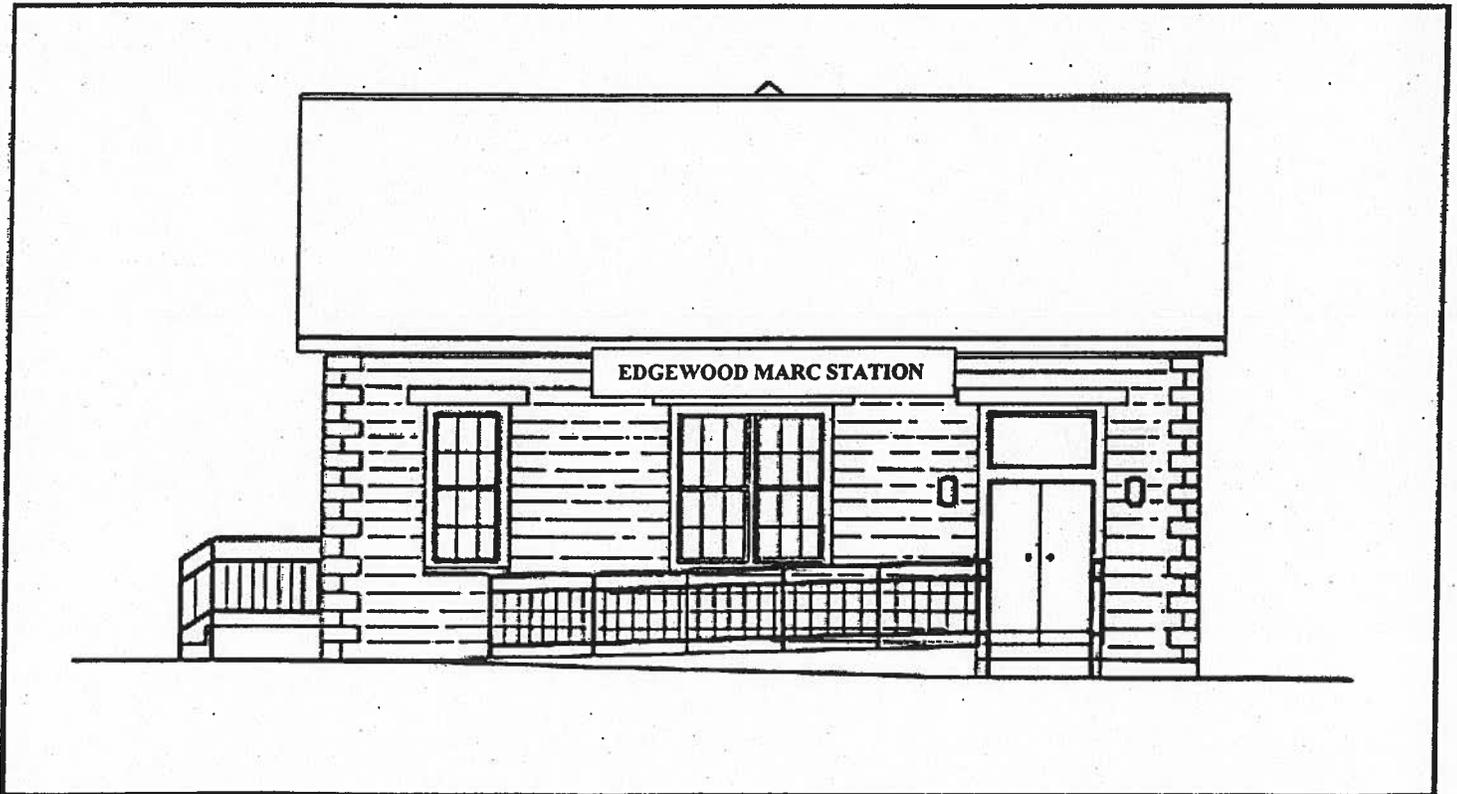
To promote safe bicycle and pedestrian-friendly modes of transit, the Plan highlights the community's priorities for traffic-calming improvements within the area. These improvements include planted islands, roundabouts, and curb bump outs that are designed to pace automobile traffic and encourage shared use of the roads.

Finally, the Plan highlights the redevelopment of the MARC Train site on Old Edgewood Road, to act as a transportation hub for the community and foster revitalization of Edgewood Main Street South. The renovation of the vacant "post office" on Old Edgewood Road is essential to creating a user-friendly MARC Train Station in order to increase transit ridership and foster revitalization efforts. The new station will enhance redevelopment opportunities in the original village center of Edgewood, increase pedestrian and bicycle linkages to the station, and complement the current planned station and streetscape improvements in the area. (Refer to MARC Concept Plan and Site Development Plan)



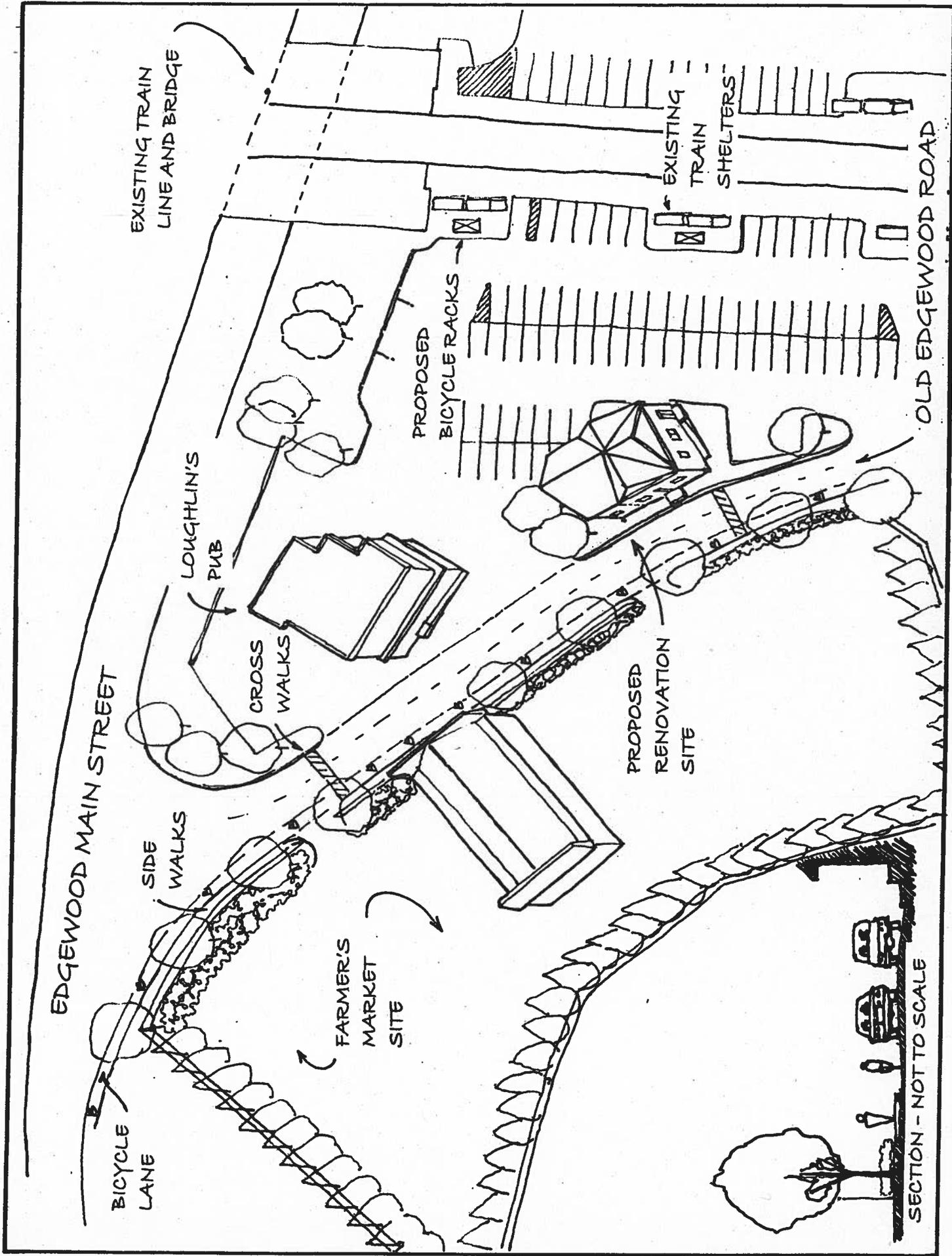
CONCEPT PLAN - West Elevation
Proposed Renovations

Scale: 1/8" = 1'-0"
North 



CONCEPT PLAN - South Elevation
Proposed Renovations

Scale: 1/8" = 1'-0"
North 



SITE DEVELOPMENT PLAN
 Axonometric

Scale: 1" = 50'-0"
 NOT TO SCALE

Design and Appearance

The Edgewood Community Plan recognizes the important role the streetscape plays in the community's image and civic life. Therefore, the creation of a positive pedestrian experience through design and property maintenance is an important component of the revitalization and redevelopment efforts in the community. Although redevelopment of selected properties will enhance a portion of the built environment, property management and quality design will have to be sustained in order to improve and augment the revitalization efforts.

The public realm concept refers to the cultivation of a lively street life. This can be accomplished by designing private and public spaces that foster a "sense of place" and informal social contacts. A quality public realm includes a diverse mix of well-maintained public and private buildings, which front directly on the street, and streetscape elements such as sidewalks, furniture, lighting, landscaping, and public art. Selective placement of design elements can be combined to create a safe, pedestrian-friendly public space.

Design criteria will be an essential part of the needed zoning code changes and redevelopment activity. As part of the implementation process each component of this plan will incorporate the following design criteria and maintenance standards:

Pedestrian-friendly streetscape

A pedestrian-friendly streetscape means providing design elements that create a positive, human-scale environment. It includes planning safe transportation routes and access points for people as well as for automobiles.

WINDOWS ORIENTED
TOWARDS THE ALLEY,
ALLOWING FOR
COMMUNITY SURVEILLANCE

PARKING BEHIND
THE BUILDINGS

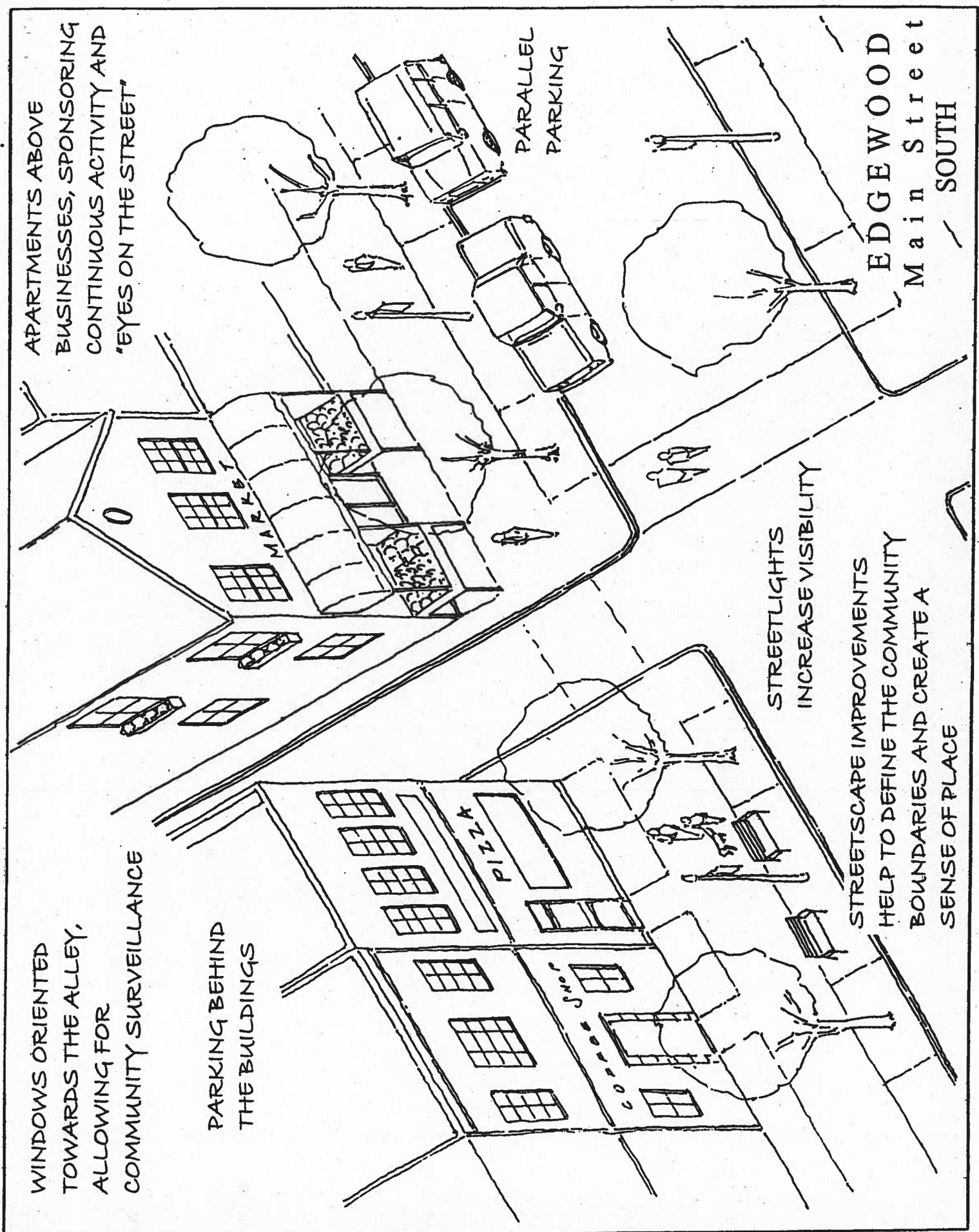
APARTMENTS ABOVE
BUSINESSES, SPONSORING
CONTINUOUS ACTIVITY AND
"EYES ON THE STREET"

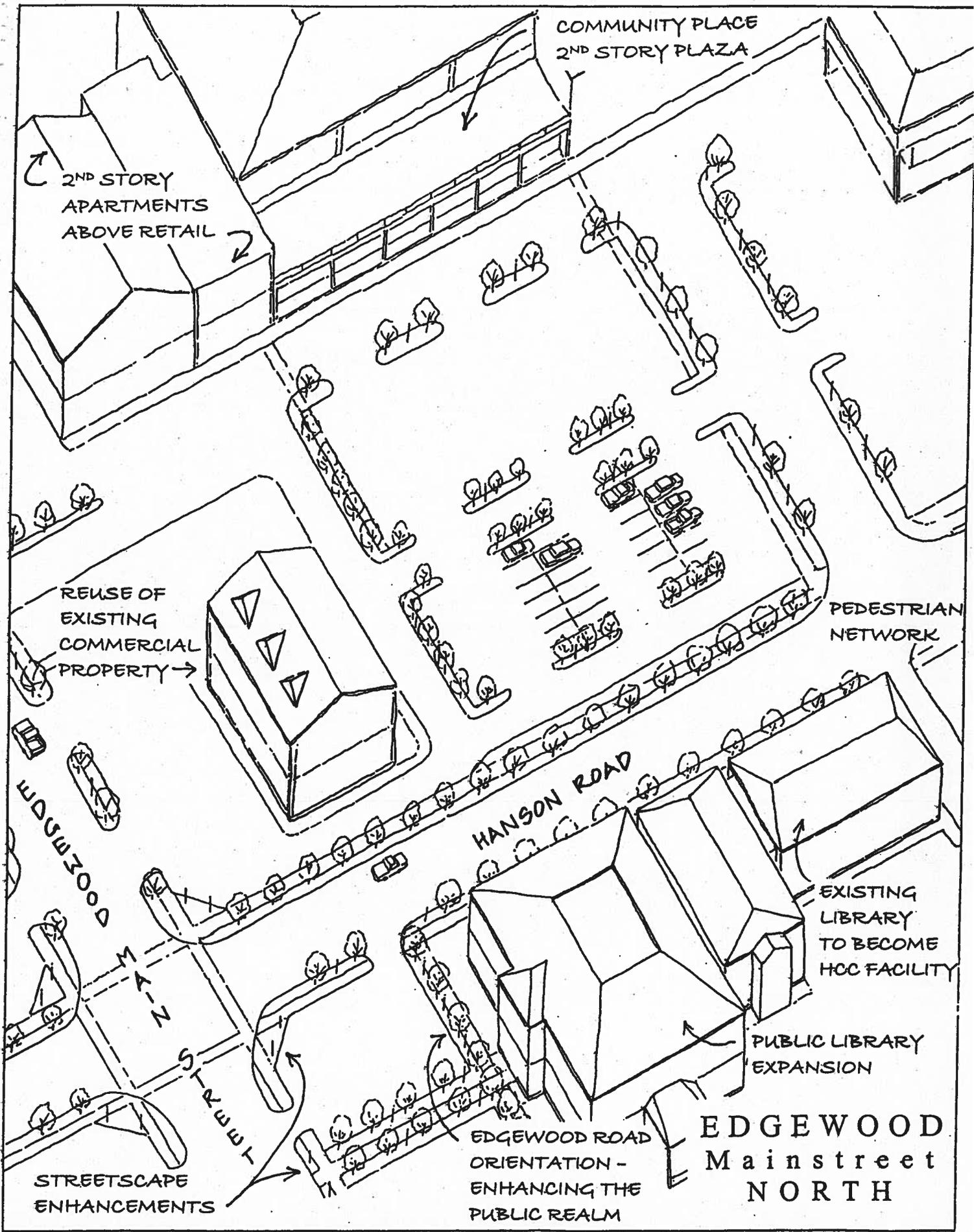
PARALLEL
PARKING

STREETLIGHTS
INCREASE VISIBILITY

STREETSCAPE IMPROVEMENTS
HELP TO DEFINE THE COMMUNITY
BOUNDARIES AND CREATE A
SENSE OF PLACE

EDGEWOOD
Main Street
SOUTH





COMMUNITY PLACE
2ND STORY PLAZA

2ND STORY
APARTMENTS
ABOVE RETAIL

REUSE OF
EXISTING
COMMERCIAL
PROPERTY →

PEDESTRIAN
NETWORK

HANSON ROAD

EXISTING
LIBRARY
TO BECOME
HCC FACILITY

PUBLIC LIBRARY
EXPANSION

EDGWOOD ROAD
ORIENTATION -
ENHANCING THE
PUBLIC REALM

EDGEWOOD Mainstreet NORTH

STREETSCAPE
ENHANCEMENTS

Design elements * which foster a pedestrian-friendly streetscape include the following features:

The Proportions of the Streetscape – The relationship of building height to street width defines the proportion of the street space. Ratios from 1:1 to 2:1 (building wall height: street width) are used to create spatial enclosures most comfortable for the pedestrian.

Setback, Build-to-Line – Height, width, massing, and setback of structures from the street all play a role in defining the streetscape. An established build-to-line, which determines where the majority of the primary facades should be located, creates a sense of visual continuity and enclosure.

Street Tree Planting Area – The street tree planting area is an extension of the park system into the built environment of the community. Typically it is planted with trees at intervals of 20 to 30 feet, depending on the tree species.

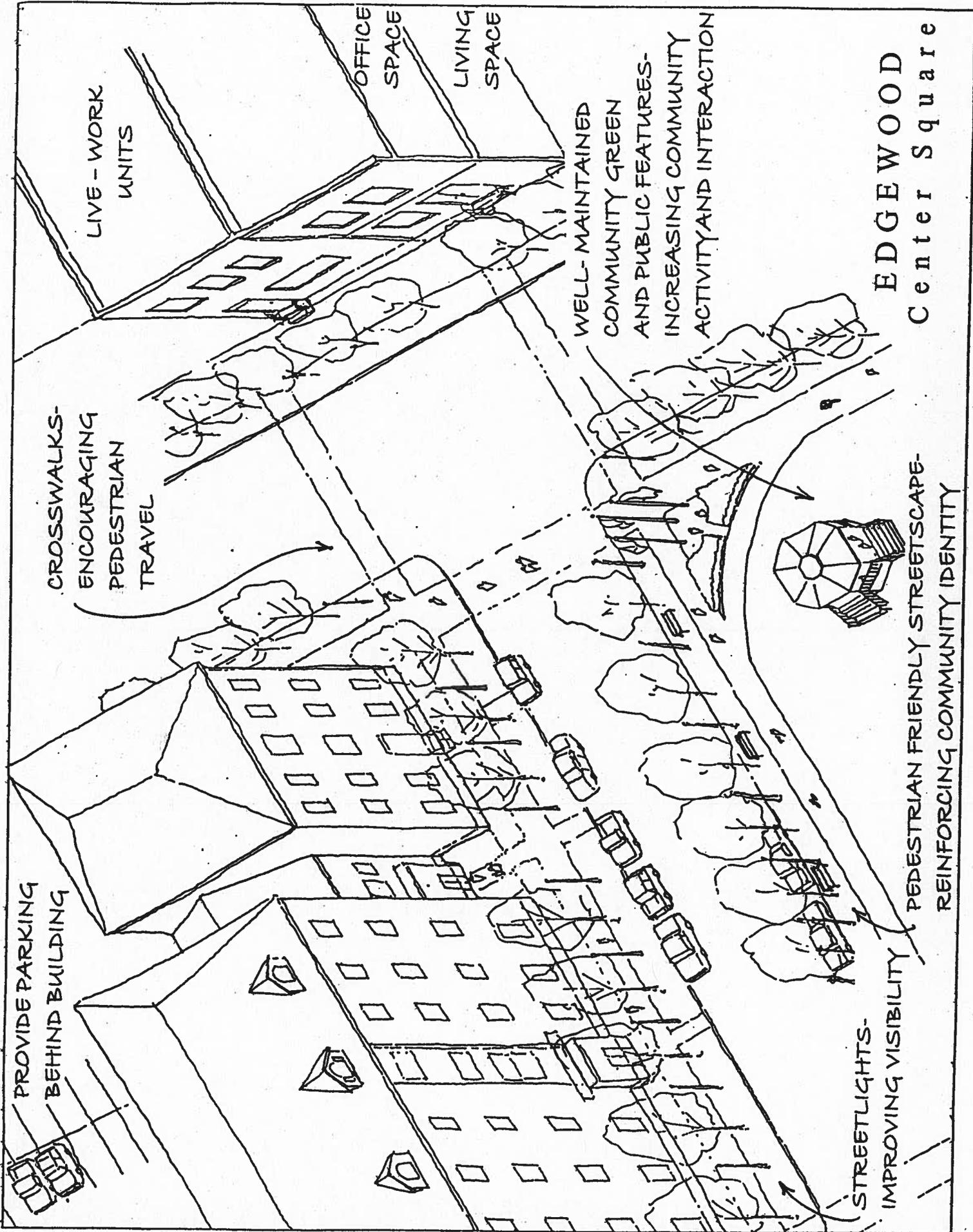
Street Furniture and Streetlights – Street furniture and streetlights complement the form and function of the street. Furniture and lighting is scaled to the speed of the pedestrian.

Screening of Parking Lots – Parking lots are screened from the street with fencing, hedging, or walls. The interior of the parking lot contains planting strips or islands that visually break up the lot into smaller increments.

Street Speeds - Traffic calming improvements, such as planted islands, curb bump outs, and traffic circles lower vehicular speeds and increase pedestrian and vehicular safety.

Parallel Parking – Parallel parking is encouraged in front of retail, mixed-use and multi-family buildings.

* From Visions For A New American Dream, Anton Nelessen, 1993



PROVIDE PARKING
BEHIND BUILDING

CROSSWALKS-
ENCOURAGING
PEDESTRIAN
TRAVEL

LIVE - WORK
UNITS

OFFICE
SPACE

LIVING
SPACE

WELL-MAINTAINED
COMMUNITY GREEN
AND PUBLIC FEATURES-
INCREASING COMMUNITY
ACTIVITY AND INTERACTION

STREETLIGHTS-
IMPROVING VISIBILITY

PEDESTRIAN FRIENDLY STREETSCAPE-
REINFORCING COMMUNITY IDENTITY

EDGEWOOD
Center Square

Crime Prevention through Environmental Design (CPTED)

CPTED focuses on changes to the design, layout and lighting of buildings, playgrounds, parks, streets, parking lots and other public spaces to increase public safety. CPTED builds on four key strategies:

Territoriality – People protect territory that they feel is their own and have a certain respect for the territory of others. Fences, pavement treatments, art, signs, good maintenance, and landscaping are some physical ways to express ownership.

Natural Surveillance – Placing physical features, activities, and people in ways that maximize the ability to see what's going on discourages crime. Barriers such as bushes, sheds, or shadows, make it difficult to observe activity. Landscaping and lighting can be used to promote natural surveillance.

Activity support – Encouraging legitimate activity in public spaces helps discourage crime. A basketball court in a public park or a community center will provide recreation for youth, make strangers more obvious, and increase active natural surveillance and the feeling of ownership.

Access control – Properly located entrances, exits, fencing, landscaping, and lighting can direct both pedestrian and automobile traffic in ways that discourage crime. Strategies also include closing streets to through traffic or introducing neighborhood-based parking stickers.

PAVILION SPONSORS
INCREASED COMMUNITY
ACTIVITY

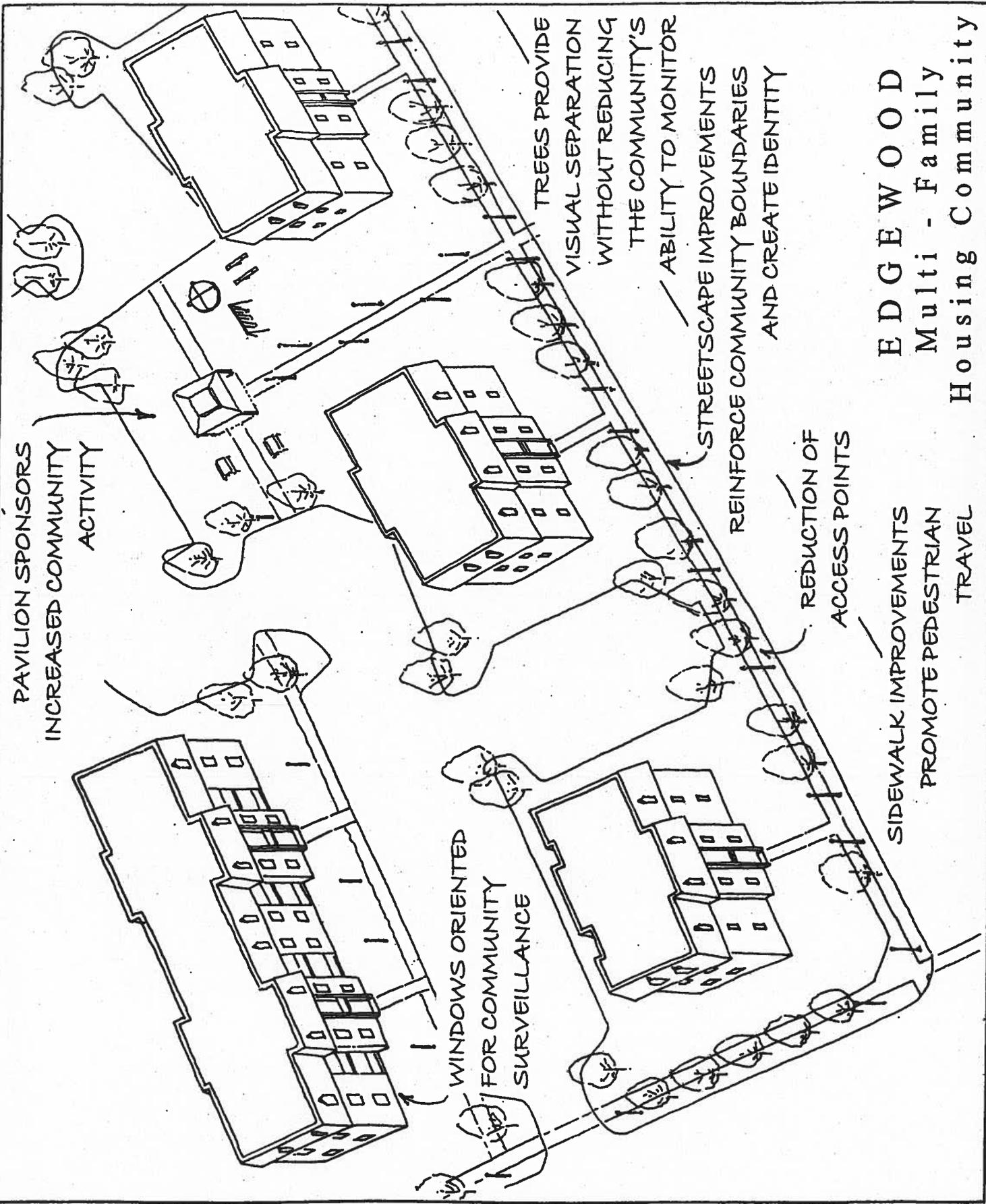
WINDOWS ORIENTED
FOR COMMUNITY
SURVEILLANCE

TREES PROVIDE
VISUAL SEPARATION
WITHOUT REDUCING
THE COMMUNITY'S
ABILITY TO MONITOR
STREETSCAPE IMPROVEMENTS
REINFORCE COMMUNITY BOUNDARIES
AND CREATE IDENTITY

REDUCTION OF
ACCESS POINTS

SIDEWALK IMPROVEMENTS
PROMOTE PEDESTRIAN
TRAVEL

EDGEWOOD
Multi - Family
Housing Community



Property Maintenance

Healthy, functioning neighborhoods are physical manifestations of community pride. Minimum conditions for the maintenance of exterior property, premises, and structures are required to ensure that revitalization efforts are successful.

Property maintenance guidelines are outlined below:

Exterior structures – The exterior of all structures and premises are maintained in a clean, safe, secure, and sanitary condition in order to prevent blight.

Sanitation – All exterior property areas and premises are maintained in a clean, safe, and sanitary condition free from any accumulation of rubbish or garbage.

Insect and rodent control – Property owners are responsible for the extermination of insects, rodents, vermin, or other pests in all exterior areas of the premises.

Public areas – All sidewalks, steps, driveways, parking spaces, and similar paved areas for public use are kept in a proper state of repair.

Noxious weeds – All areas are kept free from weeds or plant growth that are noxious or detrimental to the public health and welfare.

Storage areas – All open salvage yards and open storage areas are completely screened from surrounding properties.

These principles and concepts are intended to provide standards for community development and revitalization efforts. Each one of these standards may not be applicable to every site. However, the purpose for standardizing design elements in the Plan is to attract quality investment and redevelopment according to the community's preferences.

V. – First Steps

Implementation of the plan will require incremental change over a number of years through both public and private investment. In order to stimulate revitalization efforts, Harford County and the State of Maryland have initiated several capital improvements that are currently in the planning or construction stage.

Edgewood Library expansion to include Harford Community College classrooms	Harford County
Edgewood Elementary School modernization	Harford County
Recreation/Police Activities League (P.A.L.) Center	Joint project of Harford County and the State of Maryland
Lighting and sidewalk improvements at Brookside and Gateway Drive	Harford County
Traffic calming and sidewalk improvements on Hanson Road	Harford County
Station and streetscape improvements at MARC site on Old Edgewood Road	State of Maryland
MD 755 - Sidewalk and bicycle-compatible lanes / intersection enhancements at Hanson Road	Joint project of Harford County and the State of Maryland
Tot Lot Rehabilitation on Brookside Drive	Harford County

VI. Next Steps

The Edgewood Community Plan outlines a vision that will influence future land use policies within this focus area of Harford County. The adoption of this Plan completes one of the many phases of the redevelopment and revitalization efforts established within the Edgewood Community area. However, based on the strategies and recommendations highlighted throughout this Plan, specific actions must continue to be initiated in order to further implement the ideas and philosophy incorporated within this document.

Outlined below are several initiatives that will create the opportunities and incentives to continue the implementation of the Edgewood Community Plan.

Zoning Code Changes

The Plan incorporates mixed-use concepts and modifications to the existing land uses and zoning. These recommendations will require these changes within the existing zoning code in order to provide this flexibility and ensure quality development:

- **Commercial Revitalization District** – Creation of an overlay district for properties adjacent to U.S. 40 to encourage revitalization and redevelopment through incentives not provided in other areas of the County. Flexibility in land uses and standards will be encouraged to enhance appearance and to ensure compatibility with adjacent residential neighborhoods.
- **Edgewood Community Overlay District** – Creation of an overlay district applicable to a defined geographic boundary within Edgewood. This concept would complement and expand the Commercial Revitalization District. This district would retain the current zoning but would add some provisions for flexibility and incorporate standards for uses identified in the Plan, such as Live/Work Units.

Additional Planning Efforts

There will be a need to further investigate and research ongoing issues as identified in the Plan as well as new issues. This Plan addresses the future physical development and redevelopment of the community. Several factors outside the physical environment will complement the recommendations outlined above and enhance the quality of life. These include:

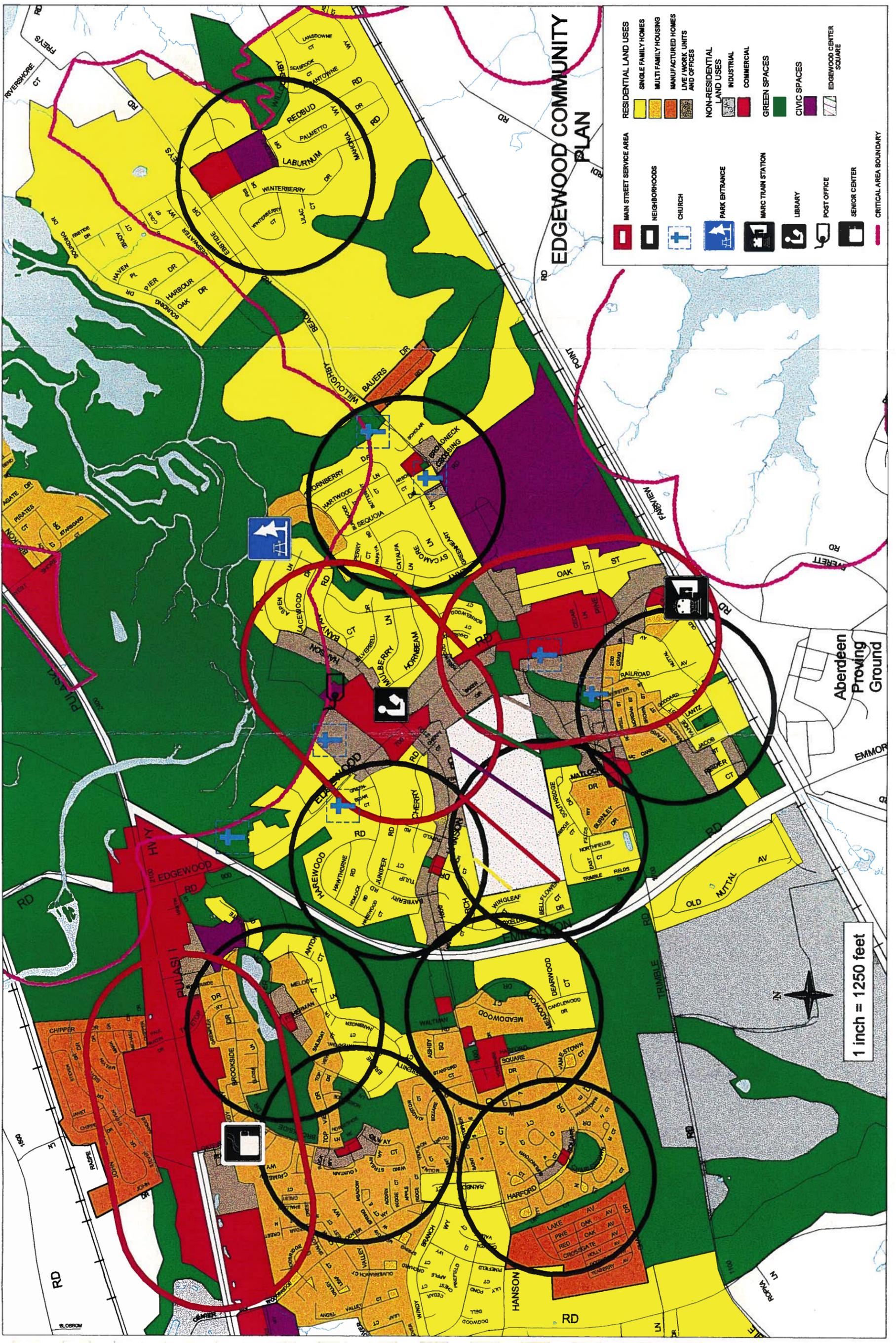
- **Additional Plan Elements** – These plan elements will address the social and economic issues of the Edgewood Community.
- **Transportation Analysis** - In order to address the community's transportation concerns, additional analysis will be needed to determine proper solutions and priorities. A sub-area analysis will help determine transportation impacts based on the potential changes to the land uses in the area.

Regulations and Programs

The implementation of this Plan depends upon a private – public partnership. Property owners, developers, and the County have to commit to providing the opportunities for revitalization and redevelopment in this community. Therefore, a continued cooperative effort will be necessary to ensure both pride in ownership and funding mechanisms.

- **Community Participation** - On-going participation and support by community partners will be a critical factor in the success of the revitalization strategy. The Edgewood Community Council, Rt. 40 Business Association and the Neighbors Involved in the Community of Edgewood (NICE) have been leading the way by investing time and resources on revitalization efforts. It is necessary for other individuals and groups to continue this participation by investing their resources to support the implementation of this Plan.

- **Stormwater Management Regulations** – The revision of these regulations will provide flexibility in improving the design aspects of storm water retention facilities.
- **Landscaping Manual** – The creation of regulations to improve the landscaping with development proposals will provide an avenue to enhance the private – public partnerships particularly with relationship to streetscapes, parking lots, and large buildings.
- **Capital Improvement Program** – Funding for specific projects will be an on-going program in which priorities will have to be identified. As the development of this plan matures, identified County improvements will be prioritized.
- **Property Maintenance Code** – Specific guidelines for exterior property maintenance will be codified. These minimum standards will ensure compatibility between properties and reduce blight conditions in the community.
- **State and Federal Grant Opportunities** – The Federal and State governments have initiated several revitalization and redevelopment programs. The State's Smart Growth policies have increased awareness of and attention to our older existing neighborhoods. Funding mechanisms to improve these areas have been implemented. It will be necessary to investigate and explore each of these mechanisms in addition to enhancing the private-public partnerships.



EDGEWOOD COMMUNITY PLAN

RESIDENTIAL LAND USES		NON-RESIDENTIAL LAND USES	
	SINGLE FAMILY HOMES		INDUSTRIAL
	MULTI FAMILY HOUSING		COMMERCIAL
	MANUFACTURED HOMES		GREEN SPACES
	LIVE/WORK UNITS AND OFFICES		CIVIC SPACES
	EDGEWOOD CENTER SQUARE		SENIOR CENTER

	MAIN STREET SERVICE AREA		PARK ENTRANCE
	NEIGHBORHOODS		MARC TRAIN STATION
	CHURCH		LIBRARY
	POST OFFICE		SENIOR CENTER
	CRITICAL AREA BOUNDARY		

1 inch = 1250 feet