

2009 – 2015 Comprehensive Plan  
Town of Bel Air, Maryland

*March 2009*



# 2009 – 2015 Comprehensive Plan

## Town Of Bel Air, Maryland



*March 2009*

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**Bel Air Planning Commission  
Resolution**

Be It Resolved that the attached Plan is approved this 5<sup>th</sup> day of  
February, 2009.

  
Phillip Raub, Chair  
Bel Air Planning Commission

I hereby certify that the attached Resolution and Comprehensive Plan were adopted  
and approved by the Bel Air Planning Commission on February 5, 2009.

Attest:   
Phillip Raub, Chair  
Bel Air Planning Commission



RESOLUTION NO. 905-09

A RESOLUTION ADOPTING A REVISED COMPREHENSIVE PLAN

**WHEREAS**, Section 3.05 of Article 66B, the Annotated Code of Maryland, directs the Bel Air Planning Commission to make and approve a Plan which the Commission shall recommend to the local legislative body for adoption at six (6) year intervals; and

**WHEREAS**, Article 1, Chapter 10 of the Bel Air Town Code directs the Bel Air Planning Commission to comply with the requirements as stated in Article 66B, Section 3.01, et seq, as amended from time to time; and

**WHEREAS**, Article 1, Chapter 165 of the Bel Air Town Code incorporates by reference the Town of Bel Air Comprehensive Plan; and

**WHEREAS**, the Planning Commission has completed its review of the 2002-2008 Comprehensive Plan, satisfying all state requirements for review and public hearing, and submitted a revised 2009-2015 Comprehensive Plan, meeting the “Visions” established by the State of Maryland as enumerated in Section 1.01 of Article 66B, the Annotated Code of Maryland; and

**WHEREAS**, the revised Plan, as shown in Exhibit A, provides guidelines for growth and development for the next ten (10) years and incorporate goals, objectives, and an overall work program to meet the community’s development needs.

NOW, THEREFORE, BE IT RESOLVED by the Board of Town Commissioners that the Comprehensive Plan of the Town of Bel Air, attached hereto and incorporated herein as Exhibit A, be adopted in accordance with Article 66B of the Annotated Code of Maryland.



INTRODUCTION: February 17, 2009  
PUBLIC HEARING: March 2, 2009  
ENACTMENT: March 16, 2009  
EFFECTIVE: March 16, 2009

AYES: Commissioners Carey, Hanley, Hopkins, Reier and Preston

NAYES: None

ABSENT: None

A handwritten signature in black ink, reading "Robert M. Preston", is written over a horizontal line.

Robert M. Preston, Chairman  
Board of Town Commissioners

A handwritten signature in black ink, reading "Joyce A. Oliver", is written over a horizontal line.

Joyce A. Oliver, Town Clerk



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# I Chapter I



## Purpose And Role Of Plan

### *A.* **Purpose Of The Plan**

The Comprehensive Plan process provides an opportunity to look at the broad view of land use and public services, adopting goals and objectives needed to guide the Town's day to day decisions about development, financing, sequencing of public improvements and regulatory needs. This provides the private sector with information needed to understand where the community is headed in terms of social, economic and transportation initiatives. It also outlines how the Town will use public investment and land development controls, which eventually impact private landowner decisions. By providing a sound factual base for land use decisions and establishing a base line for public policy, the Plan provides guidance and direction for all future development, whether within the Town boundaries or in the areas of Harford County which surround Bel Air.

### *B.* **Public Participation**

This Plan update was developed with extensive public participation and involvement. The update process was initiated using a visioning technique in which State, County and local representatives, Bel Air residents and business representatives were invited to an all day retreat to discuss each element of the existing Plan and to focus on the Town's needs for the future. A second workshop was held for individuals unable to attend the all day session. Following these meetings, the Planning Commission analyzed the results of the discussion groups and organized a series of workgroups to develop more detailed understanding of the issues related to land use, housing, transportation, community facilities, economic development and historic preservation. Additionally, staff members worked with the State and County to develop the newly required Municipal Growth Element and the Water Resource Element of the Plan. Each of the workgroups developed recommendations for Planning Commission consideration in preparation of the final plan revision. In addition, public meetings were held during the Plan update process to assure that the Plan reflected the interests, values and desires of the citizens of Bel Air. The success of the Plan rests with how well these ideas and visions are expressed in the Plan for the future of Bel Air, and how the Plan is used to monitor ideas and visions over time.



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## **C. Legal Basis Of The Plan**

Article 66B of the Annotated Code of Maryland, Zoning and Planning, provides broad planning and zoning enabling legislation to counties and municipalities. Article 66B specifies that it is the responsibility of the Planning Commission to develop an approved Plan and then forward that Plan to the legislative body. In Bel Air, the Bel Air Board of Town Commissioners have final approval authority. The Plan is a policy guide for the Planning Commission and the Board of Town Commissioners as they assess the location, character and extent of proposed public and private development within Bel Air. The Plan's policies and recommendations are implemented over time through the decisions of the Planning Commission and the Bel Air Board of Town Commissioners. These decisions include annexations, rezonings, subdivision of land, and the location and construction of public improvements. Upon adoption, the Plan is to be used by the Planning Commission as it reviews all proposed development plans to determine conformance with the goals and objectives, policies and recommendations included in the Plan. In addition, the Town's zoning and subdivision ordinances and other land use regulations will be amended to be consistent with the adopted Plan. Article 66B requires that the Plan be reviewed and updated every six years and that it include the following elements: Land Use, Municipal Growth, Transportation, Community Facilities, Water Resources, Sensitive Areas and Land Development Regulations. Other elements may be included as determined by the local jurisdiction. In Bel Air, the Plan also includes economic development, housing and historic preservation elements.

## **D. How To Use The Plan**

This Plan is to be used as a guide for all land use and development decisions within the Town. It provides the framework and basis for the review of zoning and subdivision applications, public facilities investments and other land use and development actions. Thus, the Plan guides both public actions and private development decisions. This Plan is organized in ten elements or chapters which follow this introductory section. These elements are as follows:

- Land Use Element
- Municipal Growth Element
- Transportation Element
- Community Facilities Element
- Water Resources Element
- Sensitive Areas Element
- Land Development Regulations Element
- Economic Development Element
- Housing Element
- Historic Preservation Element



When assessing development proposals, a good starting place is to consult the Land Use Plan Map and Major Thoroughfare Map which provide broad guidance for the development of land and access to it. The reader should then consult each element of the Plan for recommendations and policies that may impact and apply to their neighborhood or proposed development applications or regulation changes.

## *E.* **Visions**

State law requires that each jurisdiction implement certain visions through the Comprehensive Plan. These are as follows:

1. Development is concentrated in suitable areas
2. Sensitive areas are protected
3. In rural areas, growth is directed to existing population centers and resource areas are protected
4. Stewardship of the Chesapeake Bay and the land as a universal ethic
5. Conservation of resources, including a reduction of resource consumption is practiced
6. To assure the achievement of items 1 – 5 of this section, economic growth is encouraged and regulatory mechanisms are streamlined
7. Adequate public facilities and infrastructure under the control of the County or municipal incorporation are available or planned in areas where growth is to occur
8. Funding mechanisms are addressed to achieve these visions

In addition to the State visions which are used to develop policies, procedures, goals and objectives for the various elements, the Town also includes a vision for each of the elements based on the most appropriate and desirable pattern of development as it has been identified by local citizens. The Plan's inclusion of these visions and recommendations are intended to assure a better quality of life, as well as quality development for the Town of Bel Air.



# *II* Chapter 2



## Land Use

### *A.* Vision

The Town of Bel Air will concentrate development in a manner that ensures a safe, attractive, economically viable land use pattern that sustains a balance between the town's traditional, small town character and the inevitable growth and development inherent in Bel Air's role as the County seat.

### *B.* Background

Bel Air's regional accessibility and centrality, existing infrastructure, civic role as the County seat and its historic character have all rendered the Town a suitable and desirable location for the concentration of development.

The degree of development concentration in Bel Air is a question of balance. Some of the greatest assets of the Town – its accessibility, small town charm, historic structures, and single family neighborhoods – make it vulnerable to an over-concentration of development. This Element seeks to:

- retain Bel Air's unique sense of place
- sustain the Town's strengths
- address its problems over the next decade
- stress the importance of Bel Air's identity as the County seat and the cultural center of Harford County.

### **Trends: Annexation 2002-2008**

Between the Town's previous Comprehensive Plan in 2002 and this 2009 Plan, Bel Air has grown modestly in size through several annexations (see Table 1). The primary annexations of the past six years incorporated state highway rights of way adjacent to previously annexed parcels. These annexations simplified jurisdictional authority for local law enforcement units. Bel Air is now approximately 1,892 acres or 2.9 square miles in area. These annexations are further discussed in the Municipal Growth Element of this Plan.



## Visual Character

Bel Air boasts a walkable scale, with the center of old Bel Air easily accessible by many of its residential neighborhoods. The continuous grid of streets allows easy walking and bicycling to the old core area. This accounts for the very high percentage of workers (16% to 17%)<sup>1</sup> who walk to their jobs from nearby neighborhoods. The adjacency of two and three story old Bel Air homes to quiet, tree-lined single family neighborhoods is one of the most striking and valued contrasts in Town.

**Table II-1  
Town Of Bel Air Annexations  
2002 – 2008**

<b>Resolution #</b>	<b>Date</b>	<b>Property</b>	<b>Acreage</b>	<b>Land Use Designation</b>
109	2003	Aref Talanezhar	.283 acres	Commercial
110	2003	Harford Day School	3.4795+ acres	Institutional
115	2005	Route 24	7.66 acres	Commercial
116	2005	Route 22	7.35 acres	Commercial
117	2005	Route 924	3.07 acres	Commercial
118	2005	115 S. Kelly Avenue	0.257+ acres	Commercial
119	2005	Frontier Development	0.9458+ acres	Commercial

*Note: All annexations have been conditioned on no special treatment as to taxes or services. Zoning designation was determined at the time of annexation and all development must comply with all Development Regulations requirements.*

The historic core of the Town Center is lined with continuous, close-knit facades of Main Street and some side streets, providing a charm and consistency of scale. Further to the north, along Rock Spring Avenue/Route 924 and Hickory Avenue, the main north/south entrance roads into Town are lined with single family homes. Many have been converted to commercial uses but still retain a small town residential character. Also marking some of the entry routes into Town are several major, permanent open space settings, such as the Heavenly Waters Park, Bel Air Memorial Gardens, Rockfield Park and the rural edge in the County, east of Moores Mill Road.

Along and in between the gridded street pattern of Main Street and Hickory Avenue are homes renovated as law offices, the Courthouse, Town and County municipal buildings, the central library and several schools and restaurants. The Town also has several strong identifiers which are less positive. These include the unrelieved expanse of strip retail along Route

<sup>1</sup> 2000 Census, "Work in Bel Air Town, Maryland"



1 – with limited visual amenities, architectural cohesion or consistent scale – as well as overhead utilities and a jumble of competing signage. These factors contribute to an unpleasant arrival along Route 1.

Lying in between the positive and negative characteristics described above are some transitional, fragile situations that are undergoing redevelopment, such as some properties along Route 1, South Main Street and the Town Center. These areas have extensive surface parking, functionally obsolete structures and uses or the beginnings of conversion from residential to commercial uses. Careful management and design is a particular challenge in this planning effort.

At the other end of the spectrum, the Route 24 corridor, which was developed in the 1990's using an overlay district approach, provides an attractive commercial entrance and showcases a modern medical complex and hospital, blending the new development with the older development within the Town. The use of low profile signage, high quality landscaping and architectural controls help to create design consistency and provide unifying elements for the corridor.

A key goal of this element is to capitalize on the positive characteristics of the Town, mitigate or overcome the negative ones and shape transition areas into community assets. Work groups and Comprehensive Plan Subcommittees consistently emphasized the need for architectural review authority for all Town districts.

## **C. Inter-relationship With Other Elements And Jurisdictions**

### **Land Use**

Because Bel Air is the County's government and commercial center, and is embedded at the crossroads of the northern end of the County's development envelope, the Town cannot be viewed in isolation. Map II-1 Existing Land Use – 2008, shows existing land use in Bel Air and land use in an area in the Greater Bel Air Area – GBA (land within one mile of the Town's boundaries); Table 2 quantifies these acreages. Map II-2 Proposed Land Use - 2008, shows minimal change projected over the timeline of this Plan.

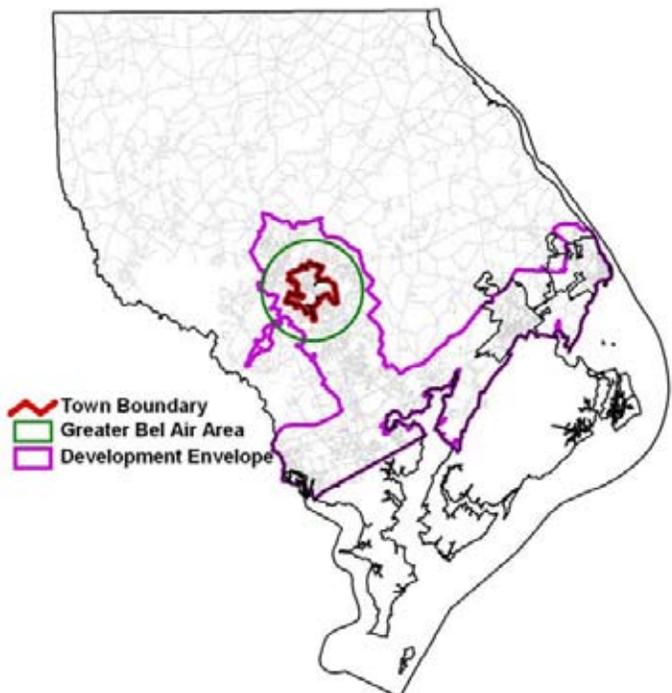
While the Town is relatively small in size, it boasts several very distinctive neighborhoods and commercial corridors. Residential uses run the gamut from historic Victorian neighborhoods to 1950's workers housing to mixed areas of townhouse and single family units. Over the past ten years, the Town added several over 55 condominium communities along with the traditional garden apartment areas. This mix of housing opportunities serves area citizens



well. However, limited land availability and aging residential stock will necessitate a different type of development in the future, either as infill or redevelopment.

Bel Air's function as a government center and its growth as a medical center in recent years are responsible for an ever increasing institutional land use component. This trend is expected to continue. Support service uses and commercial uses extend along the major transportation corridors serving Bel Air. These corridors vary greatly in style and function. The Town Center area provides a mix of government, legal and financial office uses, mixed with small scale boutique shopping opportunities. The Route 1 Corridor provides large scale commercial opportunities that developed incrementally over time. These uses are going through significant transition, requiring re-evaluation of the scale and type of uses, and the impact on roadways. The Route 24 Corridor is more cohesive, in that design standards were in place when development occurred and development proceeded over a relatively short timeframe. Varied land uses and limited land availability establish a major challenge for the future of land use in town. It is expected that infill and redevelopment of parcels to meet residential, commercial and institutional needs will be the focus for the next ten years. Since there is very little industrial land in Town, growth in this sector is not expected to be significant.

Little change is projected for land uses immediately outside of the Town boundaries. With the possible exception of the Route 1 Corridor, south of Bel Air, County land area is developed as a mix of residential and light commercial. Some of the vacant land in the Route 1 Corridor south of Bel Air's boundary is zoned for commercial uses. These parcels have significant environmental constraints and redevelopment could impose potential transportation problems. Any development in these areas should be monitored by the Town to minimize impacts on the Town's transportation network and economy. Similarly, land use categories within the Town boundaries show minimal change. Since most of the Town is developed, the only changes noted on the proposed land use map (Map II-2) are in transition areas and on parcels that are currently split zoned. These are recommended in response to concerns related to compatibility between uses.



The Town's proposed Land Use Map (Map II-2) divides the Town into eight land use categories. These uses are defined in Table 11-2:

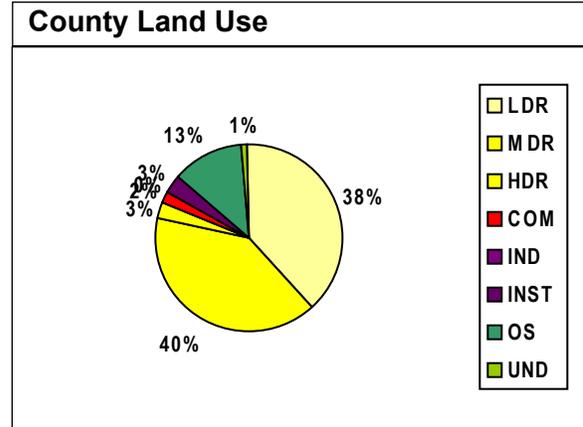
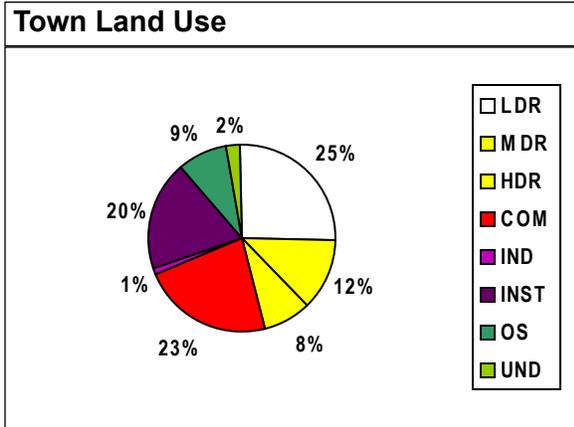


**TABLE II-2  
Land Use Categories**

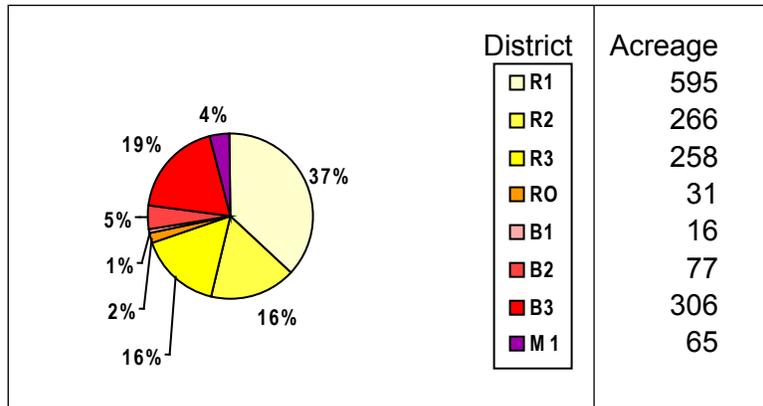
LDR – Low Density Residential	Properties in this category are primarily single family detached houses at densities of no more than 4 units per acre. This designation also includes some community service uses and institution uses.
MDR – Medium Density Residential	Properties in this category are generally single family houses or attached units, such as townhouses and semi-detached dwellings. Again, the category includes community service uses and some institutional uses. Density is limited to no more than 5 units per acre for single family houses and 14 units per acre for townhouse units.
HDR – High Density Residential	Properties in this category include apartments and condominiums, as well as community service uses and institutional uses. The density permitted in this district may not exceed 14 units per acre for townhouse units and 30 per acre for housing to the elderly or apartment developments.
MU - Mixed Use	Properties in this category are generally located along arterials. They provide for an orderly transition and buffer between residential and commercial uses.
COM – Commercial	This category includes business, institutional, service establishments and residential/mixed use categories located in the B-1, B-2 and B-3 districts in the Town. Development intensity is based on zoning, setback and parking requirements.
IND – Industrial	Properties in this category include those engaging in manufacturing, processing, creating, repairing, renovating, cleaning or assembly of goods, merchandise or equipment. Development intensity is based on zoning, setback and parking requirements.
INST – Institutional	This category includes uses such as schools, post offices, health care facilities, churches and community centers. Development intensity is based on zoning, setback and parking requirements.
OS – Open Space	Properties in this category include both passive and active recreational space.
UND – Undeveloped	Properties in this category include vacant land that may or may not be developable, but does not qualify for open space, since properties are held under private ownership.



**TABLE II-3  
Town And County Land Use**



**TABLE II-4  
Town Zoning By Acreage**





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## ***D.* Issues And Opportunities**

### **Issues**

Bel Air is a multi-faceted community, comprised of generally close knit residential neighborhoods surrounding the old town center commercial district. Strip commercial development lines Route 1 and Route 24, and the Upper Chesapeake Medical Center is also in the Route 24 corridor. While each of these areas is distinctive, each is inter-connected with the surrounding community. This interdependence highlights certain issues and problems related to Town development. For example, the Town Center governmental, legal and financial complex and the medical complex provide a strong economic engine for the community. Along with strip commercial development on major roads, those major employers also create significant traffic congestion and circulation problems that impact nearby neighborhoods. To balance these conflicts, land use decisions need to include mechanisms to minimize traffic congestion, provide alternative transportation options, such as bike and pedestrian trails and improved transit, and assure the adequacy of parking facilities within the community.

The Town Center (the Main Street/Bond Street Corridor) has traditionally been the heart of the community, providing a wide variety of services and entertainment facilities. With the increased development in the Route 1 and Route 24 corridors, both within the Town and outside of its boundaries, Bel Air needs to focus on maintaining the viability of the Town Center as a primary service and entertainment area. Nearby residential areas need to be carefully monitored to assure adequate maintenance of aging neighborhoods and to preserve threatened historical properties.

While issues related to maintaining the stability of existing neighborhoods and commercial areas are of paramount importance, the Town must also be conscious of new development impacts and needs. As described in the Municipal Growth Element, new development will generally take the form of redevelopment of existing property. This presents potential for both positive and negative impacts on the community. The challenge will be to assure that new development minimizes increased traffic congestion and impacts on local services, such as schools, parks, water and sewer facilities and overall public safety facilities.

### **Opportunities**

The Route 1 Corridor is in the process of transforming from a highway oriented retail/automobile corridor to a mixed use urban thoroughfare. New developments include the lifestyle center (a mix of upscale retail and entertainment establishments) at Harford Mall, the BB&T Bank headquarters building and the expansion of Pete's Cycle to a two story retail center. A



detailed economic development strategy for the Route 1 Corridor was completed in 2005. A prioritized improvement plan based on this study is underway as of 2008.

Other significant land use consideration is the expansion of Aberdeen Proving Grounds (APG) as a result of Base Realignment and Closure (BRAC) process. In addition to the projected population increase related to the Base expansion, many related issues must be considered. The new mission of the facility will focus on science and technology. Many civilian workers will be located at APG along with attendant contractors who will need office space and related services in the area. A shortage of class A office space, and a lack of adequate meeting space and conference facilities are among the identified issues in this area. As the Town proceeds with development of new office and retail facilities to meet projected needs, there is also a concern about preserving the community's appearance and ambiance. This can be done in many ways, but needs to be a factor in the Town's expansion plans. New and infill development must be sensitive to existing development, particularly historically significant properties.

The Town should investigate the possibility of enhancing the community's visual appearance through the use of architectural guidelines and by encouraging specific uses that will enhance the long term viability of the community. These would include entertainment facilities to spur activity in the downtown on the evenings and weekends, medical facilities that complement the existing hospital complex, mixed use retail and commercial in the Town Center area to minimize the impacts on traffic and congestion, encouragement of overnight accommodations and development of senior housing opportunities in close proximity to Bel Air.

These uses have been identified as lacking within the community and may be achieved to some extent through redevelopment. However, such opportunities may also require annexation. Annexation opportunities are described more fully in the Municipal Growth Element of this Plan. From a land use perspective, the Town recognizes that it has a limited ability to meet specific needs, such as large scale meeting space; hotel/conference facilities within the current Town boundaries. There is also a concern that development outside of the Town boundaries could create serious negative impacts if not implemented in a sensitive manner. The Town will need to monitor proposed uses, particularly in the commercial corridors leading into Bel Air. These issues along with the need to create attractive gateways into the community should be a significant part of the Town's long term development review process.

In many instances, growth can be a positive factor for the community. The continued expansion and projected improvements at the Harford Community College educational complex, the HEAT Center and the proposed Towson University expansion will provide increased opportunities for area citizens. The Town should continue to work closely with these institu-



tions to encourage a long term partnership and to provide educational, cultural and recreational opportunities for Bel Air's residents.

In many ways, the Town is in an enviable position. Located in the center of a thriving, attractive and vibrant community, development options remain strong even with the flagging national economy. It will be increasingly important to guide projected development by encouraging the use of sustainable (or "green") building practices. These activities, along with continued protection of environmentally sensitive areas and an emphasis on development and maintenance of open space amenities will enhance the Town's appearance and help implement its vision for the future.

## *E.* Goals And Objectives

**Goal 1:** Provide a balanced mix of commercial, industrial, residential, recreational and public land uses to meet the needs of the community.

### *Objectives:*

1. Encourage use of sustainable development practices
2. Protect environmentally sensitive lands and encourage environmentally sensitive building practices
3. Emphasize benefits of living near your workplace.
4. Increase and ensure open space and recreational opportunities for new and existing development
5. Support existing industrial and commercial land uses
6. Identify land use deficiencies and develop incentives to encourage development to satisfy land use needs
7. Encourage development of overnight accommodations and/or a conference center to meet projected demand



**Goal 2:** Support development of Bel Air as the governmental, financial, medical and cultural center for the County.

***Objectives:***

1. Encourage growth of medical facilities and supporting service uses
2. Reinforce the image of the Town Center as the focal point for governmental, medical, financial, commercial, social, cultural, educational and recreational activities in the County
3. Develop partnerships with Harford Community College and similar facilities to maximize potential for Town and area colleges.
4. Encourage development of entertainment facilities, such as a movie theater and/or, cultural arts center
5. Coordinate government consolidation and expansion programs to assure adequate, efficient service delivery
6. Actively work with County, State and private property owners to assure redevelopment of vacant properties resulting from government facility consolidation programs.

**Goal 3:** Preserve the appearance, function and integrity of the Town's residential and commercial districts while emphasizing compact development that is sustainable and reduces the community's carbon footprint.

***Objectives:***

1. Protect transition between commercial and residential areas
2. Minimize intrusion of commercial uses in neighborhoods
3. Protect, maintain and improve existing housing stock and neighborhoods
4. Improve visual quality and image of the Town of Bel Air
5. Provide adequate open space and park areas throughout the community
6. Identify and upgrade existing substandard areas
7. Assure that new developments and redevelopment are compatible in scale with surrounding uses



8. Encourage incorporation of sustainable materials, alternate energy sources and retention of green space in new construction and renovation.
9. Encourage mixed use development and adaptive re-use to minimize impacts of new development and redevelopment.

**Goal 4:** Maintain and enhance the quality of life of the Town's citizens by providing appropriate land use patterns that respect inter-relationships of varied land uses.

***Objectives:***

1. Identify and enhance Bel Air's existing assets
2. Identify land use needs and potential opportunities to ensure complimentary land uses and development patterns
3. Optimize overlay district regulations to achieve desirable land use patterns
4. Provide the opportunity for mixed use development based on market demand and availability
5. Enhance the image and sense of arrival to the Town at each entry point
6. Ensure compatibility of renovated structures and developments with the existing land uses

**Goal 5:** Preserve the character, identity and vibrancy of Bel Air in an increasingly urban Harford County setting.

***Objectives:***

1. Focus on attractive, appropriate redevelopment of land along the Town's main transportation corridors (Routes 1, 22, 24)
2. Develop regulatory tools necessary to achieve quality growth and development
3. Encourage creative redevelopment that blends with existing buildings and land uses
4. Develop green space and pocket parks in redevelopment areas to maintain the area's ambience



5. Initiate programs and regulations that address inherent conflicts between differing land uses
6. Preserve the Town Center as the historic core of the community
7. Respect the inter-relationships of varied land uses
8. Identify mechanisms to encourage annexation of properties along the gateway corridors to the Town

**Goal 6:** Strengthen coordination of planning efforts with the State, County and local municipalities.

***Objectives:***

1. Provide for logical, fiscally sound growth through annexation and redevelopment programs
2. Work with the County and State to achieve Smart Growth goals, such as promoting infill and redevelopment, supporting commercial and industrial land uses in Bel Air, and maximizing use of existing infrastructure
3. Coordinate policies with the State, County and applicable private parties to assure development and maintenance of adequate public facilities needed to support planned development
4. Coordinate land use and development with current and projected transportation system
5. Work with Harford County on land use and development plans for the Fallston/Route 1 corridor to assure coordination and compatible development

**Goal 7:** Balance land use demands related to the BRAC initiative with the need to protect the quality of life of the existing community and to improve long-term community development.

***Objectives:***

1. Identify mechanisms and tools necessary to provide long-term, high quality development and attractive public spaces
2. Emphasize redevelopment of vacant and underutilized properties to achieve the highest and best use



3. Provide cultural programs and amenities consistent with needs of current and newly relocated residents
4. Address transportation needs associated with BRAC as it affects Bel Air and the surrounding community
5. Establish design requirements to assure quality development

**Goal 8:** Promote the annexation of parcels that meet State criteria and provide benefits to the Town.

***Objectives:***

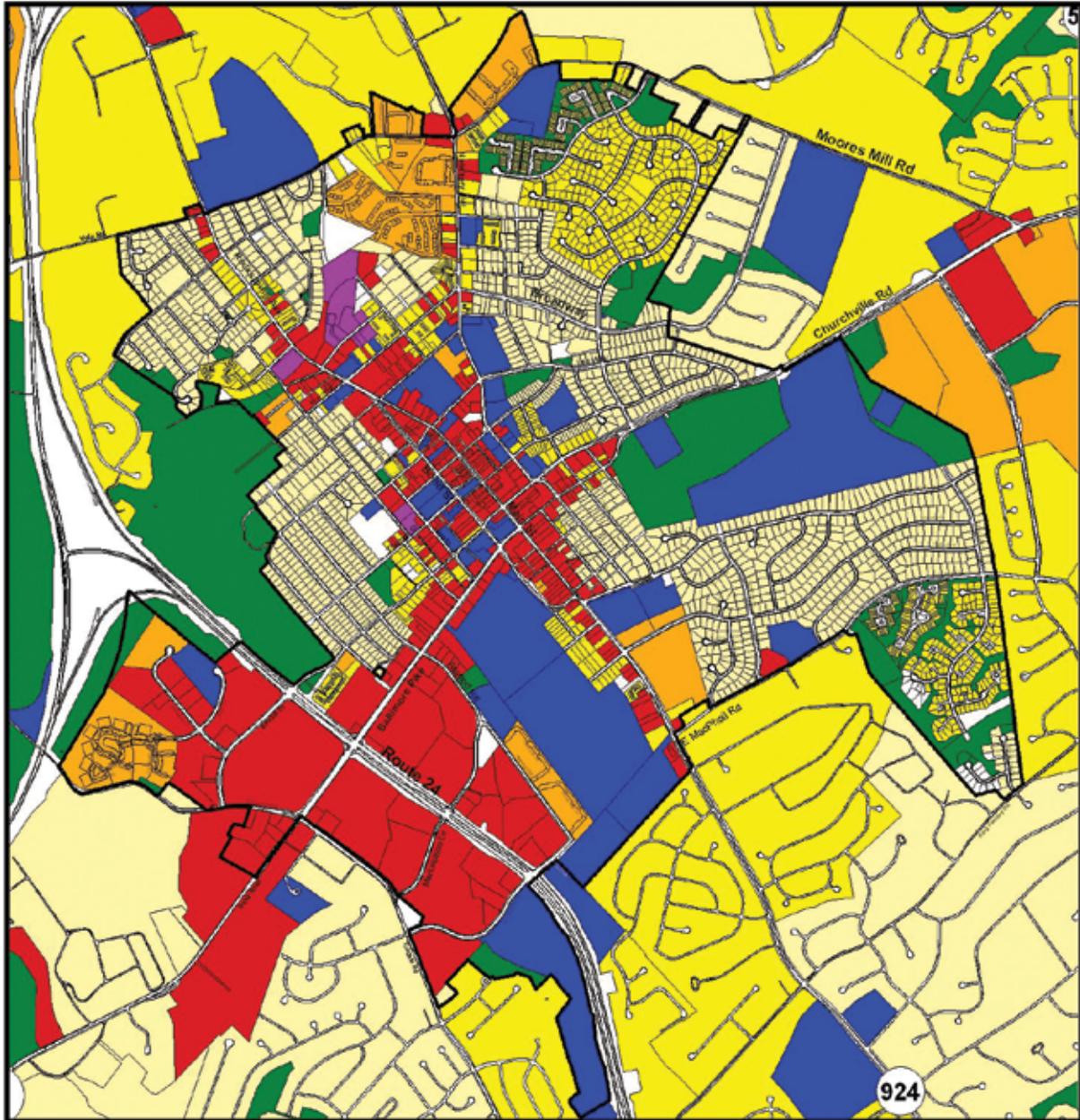
1. Pursue logical growth that assures appropriate, fiscally sound development
2. Encourage land uses and development patterns that enhance the gateways to the Town and benefit current and future Town residents
3. Assure that proposed annexations are consistent with the Municipal Growth Element as described in Chapter III of this Plan.

## ***F.* Implementation Program**

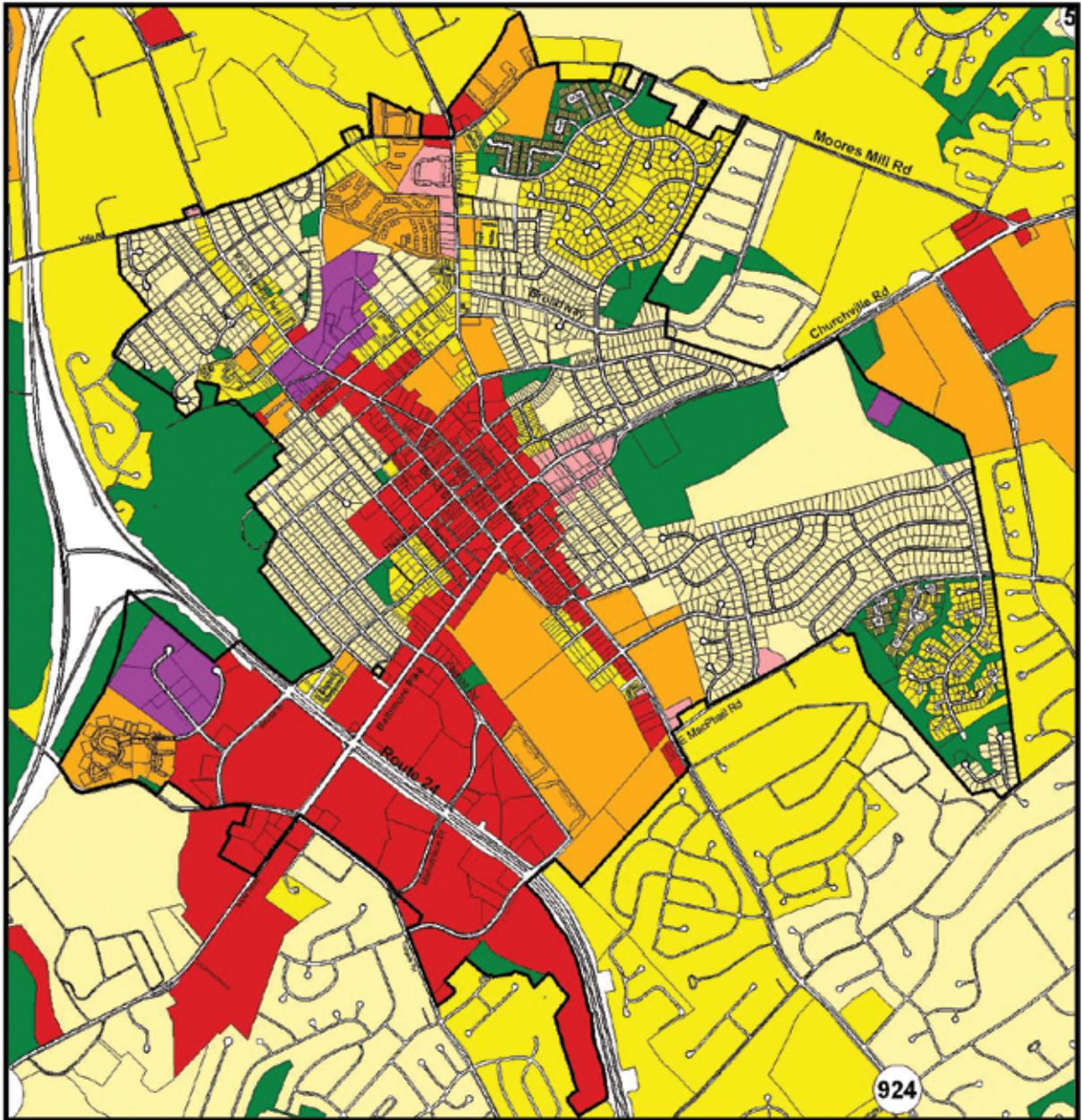
1. Invest in infrastructure improvements, environmentally sound building techniques, transit options, landmark preservation, monuments and parks to emphasize Bel Air's unique character and emphasize a sense of place.
2. Incorporate requirements for sustainable building construction and renovation in Town Regulations; i.e. green roofs, capture and reuse of rain water, high efficiency lighting, recycled building components, environmentally friendly building materials and use of alternate energy sources, such as, solar and wind energy.
3. Encourage retention of Federal, State and County facilities within the downtown core.
4. Develop committee to evaluate and attract accommodations and/or a conference center/hotel in Bel Air.



5. Develop marketing campaigns to encourage people to live near their work and to buy local products.
6. Evaluate form-based zoning and other alternative zoning methodologies that emphasize sound, efficient development patterns.
7. Adopt new zoning regulations that are easier to understand, more efficient and create a streamlined development process
8. Develop an architectural review system to assure quality design.
9. Take a pro-active approach to encourage appropriate land uses and amenities in and adjacent to the Town.
10. Develop a long term annexation strategy to encourage more logical Town boundaries.
11. Evaluate the potential to create incentives for annexation of parcels important to Bel Air's growth and development.
12. Support development of a cultural center and associated services, visual and performing arts programs and facilities.
13. Develop gateway amenities to improve all Town entry points.
14. Evaluate transition zoning areas to assure compatibility between uses.



 <p>TOWN BEL AIR</p>	<h3>Existing Land Use</h3> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<p>~ Town Boundary</p> <p>Land Use Classifications</p> <ul style="list-style-type: none"><li>Low Density Residential</li><li>Medium Density Residential</li><li>High Density Residential</li><li>Institutional</li><li>Commercial</li><li>Industrial</li><li>Open Space</li><li>Undeveloped</li></ul>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map II-1</b></p> 
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 <p>TOWN BEL AIR</p>	<h3>Proposed Land Use</h3> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<p> Town Boundary</p> <p><b>Land Use Classifications</b></p> <ul style="list-style-type: none"><li> Low Density Residential</li><li> Medium Density Residential</li><li> High Density Residential</li><li> Mixed Use</li><li> Commercial</li><li> Industrial</li><li> Open Space</li></ul>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map II-2</b></p> <p>0 400 800 Feet</p> 
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 <p>TOWN BEL AIR</p>	<b>Proposed Overlay Districts</b>	<b>Overlay Districts</b>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map II-3</b></p> 
	Town of Bel Air Comprehensive Plan 2009-2015	<ul style="list-style-type: none"><li> Route 1</li><li> Town Center</li><li> Transition</li><li> Route 24</li><li> Gateway</li><li> Town Boundary</li></ul>	



# *III* Chapter 3



## Municipal Growth Element

### A. Vision

Plan for the physical and population growth of the Town of Bel Air through the year 2025 by identifying the Town's desired future boundaries and the public facilities necessary to accommodate future residents.

### B. Past Growth Patterns

Between 1980 and 2008, the Town of Bel Air's population grew by approximately thirty seven percent (37%) as shown in Table III-1. At the same time, Harford County experienced more rapid population growth, due in part to the growing economy and high housing costs in the Baltimore metropolitan area. Since 2000, the Town's population growth has been considerably slower than growth in the 1980s and 1990s, reflecting the cooling economy.

**TABLE III-1  
Population Growth, 1980-2007**

Population		Bel Air <sup>1</sup>	Harford County <sup>2</sup>
	1980	7,814	145,930
	1990	8,860	182,132
	2000	9,722	218,590
	2008	10,681	249,753
Change, 1980-2008	Number	2,867	103,823
	Percent Change	37%	71%
	Annual Increase	1.12%	1.94%
Change, 1990-2008	Number	1,821	67,621
	Percent Change	21%	37%
	Annual Increase	1.04%	1.77%
Change, 2000-2008	Number	959	31,163
	Percent Change	10%	14%
	Annual Increase	1.18%	1.68%

Sources:

1: 2002 Bel Air Comprehensive Plan

2: Maryland Department of Planning



## Land Use Change

Since 2002, the Town's supply of residential land has remained stable, as shown in Table III-2. Most population growth during that time period has been accommodated by infill development in the Town's existing neighborhoods and its revitalized downtown area (part of which is described as commercial in Table III-2). The most significant change has been approximately 75 acres of commercial and institutional development.

While infill development has generally been adequate to accommodate recent population growth, Bel Air has annexed a limited amount of land in recent years. Between 1995 and 2001, the Town annexed seven parcels of land totaling approximately 29 acres, the largest of these being the 14.6-acre Upper Chesapeake Medical Center property. Since 2001, the Town has annexed three parcels totaling approximately six acres (one at the corner of Baltimore Pike and Tollgate Road; an enclave parcel on Kelly Ave; and another parcel along Moore's Mill Road). In addition, the Town annexed portions of the right of way of Routes 22, 24 and 924 to close its boundaries and clarify police jurisdiction.

**TABLE III-2**  
**Land Use Change, 2002-2008**

Land Use	2002		2008		Change	
	Acreage	% of Total	Acreage	% of Total	Amount	Percent
Residential	737	39%	738	39%	1	0%
Commercial	337	18%	363	19%	26	8%
Industrial	20	1%	17	1%	-3	-16%
Institutional	308	16%	356	19%	48	16%
Open Space	139	7%	138	7%	-1	-1%
Undeveloped	63	3%	39	2%	-24	-38%
Other	264	14%	222	12%	-42	-16%
<b>Total</b>	<b>1,869</b>		<b>1,874</b>		<b>5</b>	



### C. Population Projections

The Town’s projected population through 2025 is shown in Table III-3. Bel Air’s population is expected to grow more than fourteen percent (14%) during that time period, from approximately 10,681 in 2008 to 12,221 in 2025. During the same time period, Harford County is expected to grow by approximately twelve percent (12%).

**TABLE III-3  
Population Projections**

Year	Population
2008	10,681
2010	10,957
2015	11,656
2020	12,046
2025	12,221
<b>Change, 2008-2025</b>	<b>1,540</b>
<b>Percent Change, 2008-2025</b>	<b>14%</b>
<b>Annual Increase, 2008-2025</b>	<b>0.8%</b>

Of the 1,540 new residents expected by 2025, approximately 1,146 would be “natural growth,” added through infill development within current municipal boundaries and new development on undeveloped land expected to be annexed by the Town. In addition, the Town expects to annex land containing approximately 394 residents (see Section E for a discussion of annexation). Assuming a household size of 2.05 people in 2025, the Town’s projected population growth equates to approximately 560 new residential dwelling units (in addition to any existing units annexed by the Town) by 2025.

These projections reflect past growth trends in Bel Air (Table III-2) and the availability of land, tempered by the 2008 recession and the availability of future water and sewer capacity.



## *D.* Future Land Needs

Projected population growth will require infill development or redevelopment of land within the Town's existing boundaries, and could require some additional land outside of current boundaries. This section characterizes those land use needs.

### Residential Zoning

Table III-4 shows the development capacity of each zoning district within the Town of Bel Air by zoning classification.

**TABLE III-4  
Residential Zoning Capacity 2008**

<b>Zoning District</b>	<b>Description</b>	<b>Maximum Density (DU/acre)<sup>1</sup></b>	<b>Density Yield (DU/acre)<sup>2</sup></b>
R-1	Low Density Residential	4.8	3.6
R-2	Medium Density Residential	11.0	8.3
R-3	High Density Residential	15.4	11.6
R-O	Residential - Office District	15.4	11.6
B-2	Central Business District	15.4	11.6
B-3	General Business District	15.4	11.6

*1: Includes 10% bonus density*

*2: Assumed to be 75% of the maximum density, as per MDP's Models and Guidelines #25.*

The Town of Bel Air has very little undeveloped land available. As of 2008 approximately 2.4% of the total land area in the Town (39 acres) was undeveloped. Approximately half of that area is already approved for a combination of single-family and multi-family residential development totaling approximately 275 units. It is anticipated that most if not all of the remaining undeveloped properties will be developed for residential use (refer to Map III-1 at the end of this Chapter). This includes some residential development in the Town's commercial areas (R-O, B-2, B-3) as part of a mixed-use option. A limited number of residential units are expected to be built in these districts as part of the projected redevelopment of older commercial districts.



## Development within Existing Corporate Boundaries

Table III-5 shows the development capacity of each zoning district within the Town of Bel Air’s 2008 corporate boundaries. Based on these capacities, the Town of Bel Air can accommodate an additional 137 residential units (280 residents) within its existing corporate boundaries, in addition to the 275 units of “pipeline” development described above. Pipeline development has been approved at a higher density than reflected in the typical zoning yields listed in Table III-2. This reflects the presence of senior housing (permitted by zoning at densities of up to 30 units per acre), and/or other bonuses and incentives offered by the Town.

**TABLE III-5  
Developable Acreage By Zoning Category**

<b>Zoning District</b>	<b>Description</b>	<b>Yield</b>	<b>Acres</b>	<b>Dwelling Units</b>	<b>Population<sup>1</sup></b>
R-1	Low Density Residential	3.6	9	32	65
R-2	Medium Density Residential	8.3	9	74	152
R-3	High Density Residential	11.6	5	62	128
R-O	Residential - Office District	11.6	0	0	0
B-1	Limited Business	11.6	0	0	0
B-2	Central Business District	11.6	6	68	140
B-3	General Business District	11.6	3	37	76
<b>Subtotal</b>			<b>32</b>	<b>273</b>	<b>560</b>
Pipeline Development			16	275	564
Remaining Capacity: Existing Boundaries			16	137	280
<b>Total Capacity: Existing Boundaries</b>			<b>32</b>	<b>412</b>	<b>844</b>

1: Assumes 2.05 residents per unit.

The combination of pipeline and undeveloped land within existing corporate boundaries would accommodate approximately 412 new residential units, containing approximately 844 residents. The remaining 148 units, containing approximately 300 residents necessary to accommodate “natural” population growth would be built on land not yet annexed into the Town.



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## ***E.* Development Beyond Present Corporation Boundaries**

### **Land Needs**

The predominant zoning for the portions of Harford County adjacent to the Town's boundaries is R-2. The nominal yield for this zoning district, depending on the development option chosen, is about four units per acre. To support 148 units (necessary to accommodate projected population growth) the Town could consider annexing approximately 37 acres of developable land with R-2 (or more intense) zoning.

### **Recommended Direction of Growth**

The Land Use Element contains goals, objectives, and implementation strategies related to this element's discussion of annexation options. Should future annexations into the Town of Bel Air be considered, those annexations should serve two primary purposes. First, annexations should accommodate projected population growth and commercial/employment needs through 2025, and should provide a reasonable capacity for growth beyond 2025. Annexing more than the 37 acres described above would also provide Bel Air with flexibility in case future growth rates exceed the projections in Table III-3.

Second, Bel Air should annex properties and areas that simplify the Town's boundaries, so that Town services can be provided in as efficient a manner as possible. In particular, such annexations should incorporate areas that already rely on (but do not necessarily pay taxes to support) Town roads and other public services and facilities.

### **Recommended Future Growth Areas to Be Annexed**

Map III-1 shows the Town of Bel Air's potential annexation areas. These areas contain approximately 79 acres of land that is developable for residential uses (shown in blue). This includes the 50-acre St. Matthews Church property, 29 acres of land near the intersection of Vale Road and the Bel Air bypass, and a few other small properties. As shown in Table III-6, it is expected that these properties could support approximately 325 new residential units (assuming an average zoning yield of slightly more than four units per acre), containing 667 residents.

Because an exact total of 37 acres cannot be obtained (the St. Matthews Church property is a single, 50-acre parcel), the Town may wish to annex more than the required 37 acres—perhaps all 79 acres identified on Map III-1. The excess annexation could accommodate population beyond 2025 (or growth rates in excess of the projections in Table III-3).



The Town also wishes to annex the Bel Air Auto Auction property on US Route 1 south of Town. The Town intends to encourage development of this property for overnight accommodations and/or a convention center (such a facility does not currently exist in Bel Air, nor is there adequate land within the existing corporate boundaries for such a facility). The Town estimates that approximately 700,000 SF of usable space could be built on this property.

**TABLE III-6  
Capacity Of Potential Annexation Areas**

Annexation Area	Acres	Yield	Capacity	
			Units	Population <sup>1</sup>
St. Matthews Church	50	5.0	250	513
Vale Road at Bel Air Bypass	29	2.6	75	154
Subtotal, Undeveloped Areas	79		325	667
Existing Units (see Map III-1) <sup>2</sup>	n/a	n/a	192	394
Bel Air Auto Auction	Commercial Annexation: estimated 700,000 SF after redevelopment			

1: Assumes 2.05 residents per unit, as projected for the Town of Bel Air by MDP.

2: There is no significant infill development capacity in these areas.

In addition to undeveloped land, Map III-1 shows land already developed for residential and nonresidential purposes (shown in gray) that the Town may wish to annex. These areas include the Roland Heights and Oak Ridge neighborhoods, as well as other scattered properties. The neighborhoods described above rely on Town roads, but do not pay Town taxes to support maintenance of those roads. Annexation of this land would therefore simplify the provision of public services. Annexations of developed properties are not intended to provide additional development capacity to accommodate projected growth. The areas shown in gray on Map III-1 contain approximately 383 existing residential units, but have little capacity for infill development. For purposes of this analysis, the Town assumes that approximately half of these units (192 units, containing approximately 394 residents<sup>1</sup>) could be annexed by 2025. These 394 residents are included in the population projections shown in Table III-3.

<sup>1</sup> Although MDP's household size projection for unincorporated Harford County in 2025 is 2.5 residents, this analysis assumes that residential areas adjacent to Bel Air would have the same household size (2.05 residents in 2025) as units within the Town.



## ***F.* Impacts On Community Facilities And Services**

In addition to consuming land, new development also places new demands on public services provided by the Town and Harford County. This section describes those impacts. A more detailed description of these facilities is provided in Chapter V, Community Facilities.

### **Public Schools**

Bel Air is served by two Elementary Schools, two Middle Schools, and two High Schools. Projected population growth will increase the number of students attending these schools. The 2007 Harford County Annual Growth Report uses the following factors to estimate the number of new students that will be generated by development:

**TABLE III-7  
Average Student Yield, Harford County**

	<b>Elementary</b>	<b>Middle</b>	<b>High</b>
Single-Family	0.31	0.16	0.2
Townhome	0.23	0.11	0.14
Apartment/Condominium	0.05	0.02	0.02
Mobile Home	0.13	0.05	0.07
<b>Total</b>	<b>0.72</b>	<b>0.34</b>	<b>0.43</b>

*Source: Harford County DPZ, 2007 Annual Growth Report*

Current residential development in Bel Air is approximately forty one percent (41%) single-family, twenty percent (20%) apartment, and thirty nine percent (39%) townhouse. Assuming that projected development follows this trend, the 560 new housing units in Bel Air would generate the following number of new students:

**TABLE III-8  
New Students In Bel Air 2008-2025**

	<b>Total</b>	<b>Annual Increase</b>
<b>Elementary</b>	107	6
<b>Middle</b>	53	3
<b>High</b>	66	4
<b>Total</b>	<b>226</b>	<b>13</b>



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## **Elementary Schools**

In the 2008/9 academic year, Bel Air Elementary School had 493 students, ninety nine percent (99%) of the state-rated capacity. The County projects that Bel Air Elementary School will have 523 students by 2016/17, placing it at one hundred five percent (105%) of capacity.

Homestead/Wakefield Elementary School has 880 students, ninety seven percent (97%) of the state-rated capacity. The County projects that enrollment will reach 906 students by 2016/17, placing it at one hundred percent (100%) of capacity.

The six additional students per year from projected development in Bel Air are likely a component of County elementary school enrollment projections. The county is aware of these projections and is currently redistricting existing schools and constructing Shucks Road and Vale Road Elementary Schools (outside of Town boundaries) to alleviate enrollment pressures.

## **Middle Schools**

Bel Air Middle school currently has 1,249 students, ninety five percent (95%) of the state-rated capacity. The County projects that enrollment at Bel Air Middle School will increase to 1,260 students by 2016/17, ninety six percent (96%) capacity.

Southampton Middle School is located in close proximity to the Town and serves Bel Air residents. There are currently 1,295 students enrolled, eighty four percent (84%) of the state-rated capacity. The County projects that enrollment will decline to 1,170 by 2016/17, seventy six percent (76%) of the school's capacity.

The three additional students per year from projected development in Bel Air are likely a component of County middle school enrollment projections.

## **High Schools**

Bel Air High School currently has 1,380 students, ninety seven percent (97%) of the state-rated capacity. The County projects that enrollment will decline to 1,330 by 2016/17, ninety three percent (93%) of the school's capacity.

C. Milton Wright High School is located in close proximity to the Town and serves Bel Air residents. It has 1,587 students, ninety five percent (95%) of the facility's state-rated capacity of 1,678. Enrollment is projected to decrease to 1,391 by 2016/17, eighty three percent (83%) of state-rated capacity.



The four additional students per year from projected development in Bel Air are likely a component of County high school enrollment projections. The county is aware of these projections and is currently redistricting the attendance area, and building a new Bel Air High School with a slightly increased capacity. The opening of Patterson Mill Middle and High School (outside of Town boundaries) for the 2007-8 academic year has significantly alleviated enrollment pressures on Bel Air schools. Patterson Mill Middle School is currently operating at one hundred four percent (104%) of the state rated capacity of 733 and is projected to operate at ninety one percent (91%) by 2016/2017. The high school utilization data from Patterson Mill shows the school operating at sixty eight percent (68%) of State rated capacity in 2008/2009 with a projected enrollment of 1,257 students or seventy eight percent (78%) of State rated capacity in 2016/2017.

### **Libraries**

An American Library Association standard suggests that there should be 1,000 square feet of library space for each 10,000 population. By that standard, the 49,400 square foot Bel Air Library is adequate for the existing and projected Town population. In 2010, the new Churchville library is projected to open, providing another option and help to meet growing community needs and demand from new populations related to BRAC initiatives at Aberdeen Proving Ground. Library goals and needs are discussed in greater detail in the Community Facilities Element (Chapter V) of this plan.

### **Public Safety**

The addition of approximately 1,146 people over the next twenty years will place additional demands on local public safety and police resources. A national standard used by the International Association of Chiefs of Police (IACP) when calculating needs for police is 2.6 police officers for every 1,000 residents. The Bel Air Police Department currently has thirty one sworn officers and sixteen support persons on staff. Using IACP standards, the Town's police force is adequate to serve 11,923 residents. An additional officer would need to be hired by 2025 to serve the Town's projected population of 12,307 residents.

Due to local concerns about meeting the compliance requirements of the Juvenile Justice Protection Act, the Town intends to expand its police facilities. Additional detail on expansion plans can be found in Chapter V, Community Facilities Element.

Town Fire, Rescue, and EMS services are provided by the Bel Air Volunteer Fire Department (VFD), which services the Town and the greater Bel Air area. The National Fire Protection Association (NFPA) recommends that a jurisdiction the size of Bel Air have fifteen personnel available to respond to a fire within nine minutes. The Bel Air VFD has ten fire suppression



officers and five EMS officers on staff, supplemented by numerous volunteers. Although volunteers are difficult to count, the VFD appears to have adequate staff to serve the Town's current and projected population.

With the community's growth, calls have continued to increase in volume in the last ten years, and volunteers have become even more important in order to meet safety needs. A primary concern cited by the department has been traffic related response issues. Future improvements to the Town's transportation network, as discussed in Chapter IV, should take into account Fire Department needs.

## **Water and Sewer Facilities**

### **Current Inventory**

Water and sewer service is available to all properties in the Town. A detailed inventory of the existing water and sewage facilities and available drinking water supply sources, plus various other descriptive materials and information pertaining to each, is contained in this comprehensive plan's Water Resources Element (Chapter VI), its Community Facilities Element (Chapter V), and the Harford County Water and Sewer Master Plan.

With the exception of approximately fifty residential and several commercial properties, properties in the Town of Bel Air receive water from the Maryland American Water Company, a private utility that owns and operates a 1.4 million gallon per day (MGD) water treatment plant processing surface water obtained from Winters Run and two wells.

Sewage is collected in mains owned and maintained by the Town. The flow passes through metered locations into the County's interceptor mains and is treated at the County's Sod Run Treatment Plant in Perryman. The Sod Run plant is designed to treat an annual average daily flow of 20 MGD and peak daily flows of 52 MGD. Annual sewer flows from Bel Air vary between 1.0 and 1.4 MGD depending upon the seasonal rainfall.

### **Demands Created by Projected Growth**

Winters Run is capable of supplying sufficient water to meet the customer demands of Maryland American Water Company (MAWC), which is contractually obliged to provide water to all properties in the Town of Bel Air. Future annexation within MAWC's service area will not change this relationship. Most of the potential annexation properties shown on Map III-1 would be outside of the MAWC service area, but within the County's water service area.



With very little remaining undeveloped land within the Town, the future increase in sewer demand is expected to be minimal. Assuming full build-out and the gradual redevelopment of some existing properties, an overall growth increase of no more than ten percent (10%) is projected through 2025. In 1999 the Sod Run plant was upgraded to provide adequate capacity to treat the projected wastewater generated by the residential, commercial, and industrial development throughout the County's sewer service area for the next twenty years.

### **Stormwater Management**

The Town's stormwater management system treats stormwater from approximately twenty two percent (22%) of its total acreage. The remaining portions of the Town were built prior to the establishment of SWM standards. The Town's policy is to address SWM as part of redevelopment, and through selected SWM projects.

Additional detail on stormwater management can be found in Chapter VI, the Water Resources Element.

### **Recreation**

The Town is served by a 51 acre community park (Rockfield Park), five neighborhood parks and the Ma & Pa rail-to-trail system. Additionally, parks and recreation facilities are available through joint use arrangements at local schools, and several County parks are within a one mile radius of the Town.

The State of Maryland recommends that jurisdictions provide 30 acres of park and open space land per 1,000 residents, of which fifteen acres should be active recreation uses (parks, recreation facilities, etc). The Town of Bel Air currently has approximately 162 acres of parkland (15 acres per 1,000 existing residents), while nearby County parks provide an additional 458 acres. Town parkland alone does not meet the state's recommended standard for existing or future population (Table III-9). However, the combination of Town and County facilities significantly exceeds the standard.

**TABLE III-9  
Park Facilities Capacity**

	<b>2007</b>	<b>2025</b>
Population	10,681	12,307
Acres per 1000 residents - Town Parks Only	15	13
Acres per 1000 residents - Town and County Parks	58	50



Beyond park acreage, the specific types of recreational facility should be considered. While the Town should continue to investigate opportunities to add parks within its own boundaries, needs exist for specific types of facilities, including a skateboard park and a cultural arts facility. Expansion of the Ma & Pa trail system, and completion of Armory Plaza and Rockfield Park are also priorities. Two new park facilities adjacent to the new elementary schools (see discussion above), which will help decrease pressure on some of Bel Air's parks and recreation programs. Greater detail on park and recreation facilities can be found in the Community Facilities Element (Chapter V) of this plan.

## **G. Financing Of Infrastructure Expansions Needed**

### **Background**

New development in Bel Air will require additional emergency services and hydrant placement improvements, an expanded Police Department, additional recreation facilities, and new school facilities. Many new projects are currently under construction, including a new library and several new schools.

### **Financing responsibilities**

Construction of new public schools in Harford County is funded through general obligation bonds, transfer and recordation fees, state contributions, and funds from current operating revenues (pay-go). The proposed FY 2009 Harford County Capital Budget includes over \$132 million in county funding for twenty nine school projects, the largest in the history of the county. The Capital Budget includes construction/renovation funding for Bel Air High School and Vale Road and Shucks Road Elementary Schools.<sup>2</sup>

In 1993, Harford County began assessing a tax on the transfer of property within the County. Half of transfer tax revenues are dedicated to school construction funding, while the other half is used to fund land preservation efforts. In addition to the transfer tax, Harford County also levies recordation fees to fund improvements in public infrastructure. Recordation revenues go to schools, parks and recreation capital, and water and sewer system debt service.<sup>3</sup> In addition, applicants for a new residential structure for which a building permit is required must also pay a School Development Impact Fee, not to exceed \$10,000, and for water and sewer connections.<sup>4</sup>

<sup>2</sup>Harford County. "County Executive Craig School Capital Projects Funding Priorities," April 29, 2008. <http://www.harfordcountymd.gov/pressview.cfm?ID=2491>

<sup>3</sup>Rawlings, Lisa. *Local Funding Strategies for School Construction: An Analysis of Six Maryland Counties*. University of Maryland School of Public Affairs, 2000.

<sup>4</sup>Harford County. <http://www.harfordcountymd.gov/PlanningZoning/ImpactFee.html#Impact%20Fee>



## ***H.* Rural Buffer**

Due to the density of development surrounding the Town of Bel Air, a rural buffer or transition area is not feasible.

## ***I.* Burdens On Municipal Services And Infrastructure Beyond Proposed Municipal Growth Area**

The Town is not responsible for any other major infrastructure outside of its boundaries.

## ***J.* Protection Of Sensitive Areas In And Near Bel Air**

The Sensitive Areas Element of this Comprehensive Plan (Chapter VII) catalogues and describes the streams, wetlands (and associated buffers), floodplains, sensitive species habitat, and areas of steep slope in and around the Town. Most of these sensitive areas are associated with three major stream valleys: Bynum Run, Plumtree Run, and Winters Run.

Policies to protect those resources are primarily described in the Land Use, Water Resources, and Sensitive Areas Elements of this Comprehensive Plan, as well as the Town's development ordinances. These policies and ordinances emphasize the concentration of development in environmentally suitable areas to minimize adverse impacts to sensitive areas in and around the Town.

## ***K.* Relationship Of Long Term Development To Bel Air's Character**

The Town of Bel Air plans to work towards annexing enough land to support new development for the foreseeable future. A major emphasis of this Comprehensive Plan, as described in the policies of the Land Use, Economic Development, and other Elements, is fostering big city vibrancy while retaining small town charm. The density of new development would be sufficient to meet criteria of the state's Priority Funding Areas Act. New development would contain housing unit types that complement existing portions of the Town, and would be connected to the Town center by roads and paths in appropriate locations.



 <p>TOWN BEL AIR</p>	<h3>Potential Annexations</h3> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<ul style="list-style-type: none"><li> Town Boundary</li><li> Potential Annexations (for redevelopment)</li><li> Potential Annexations (already developed)</li></ul>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map III-1</b></p>  
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# IV

Chapter 4



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## Transportation Element

### *A.* Vision

Bel Air will provide a safe and efficient travel network for all modes of transportation and enhance the bicycle and pedestrian-friendly assets of the community.

### *B.* Background

Centered in the northern portion of the County's Development Envelope and serving as the seat of County government, the accessibility of the Town of Bel Air makes it a suitable location as both the regional government services provider and a regional commercial service center. Intersected by Route 24, a divided four-lane bypass for traffic connecting to Interstate 95 to the south, and Route 1, which serves the commercial corridor, the Town's roadway system serves the dual purpose of a collector system for outbound travelers and a network providing immediate access to goods and services for destination travelers. The residential communities are serviced by a network of connecting roadways that offer safe, convenient access to local schools, parks and shopping areas.

Although the Town's central location and government and service-oriented destinations sustain a strong sense of place, the impact on the transportation system is apparent; existing arterial roadways are operating at near capacity. The ability to manage congestion and assure traffic flow is of paramount concern. Economic growth and prosperity are clearly dependent on ease and convenience of movement. Congestion and gridlock can dampen the Town's economic outlook and promote the decline of the business district.

Route 1, Main Street, Bond Street and Hickory Avenue serve as major entryways into and out of Town while also functioning as main shopping and business corridors. East MacPhail Road, Moores Mill Road and Tollgate Road provide a circumferential commercial traffic bypass system. Heavy traffic volumes at the Route 24/Route 1 intersection -- the confluence of both destination and pass-through travelers -- effectively limits the ability for Route 24 to truly function as a bypass.

### **Factors Affecting Current Conditions**

The population in Harford County has grown from 52,000 in 1950 to the present population of 249,753 (2008).<sup>1</sup> Since 1990, the County's population has increased by over 34%,<sup>2</sup> with much of the growth occurring around the Town of Bel Air. Heavy concentrations of residential development immediately surrounding Bel Air and destination points such as the

<sup>1</sup>Source: *Basile Baumann Prost Cole & Associates, Inc., 2008*

<sup>2</sup>*Harford County Office of Economic Development*



Route 1/Route 24 shopping districts, Upper Chesapeake Medical Center, and the government/finance services located in Bel Air generate heavy traffic volumes, particularly along the state roads leading into and through Bel Air.

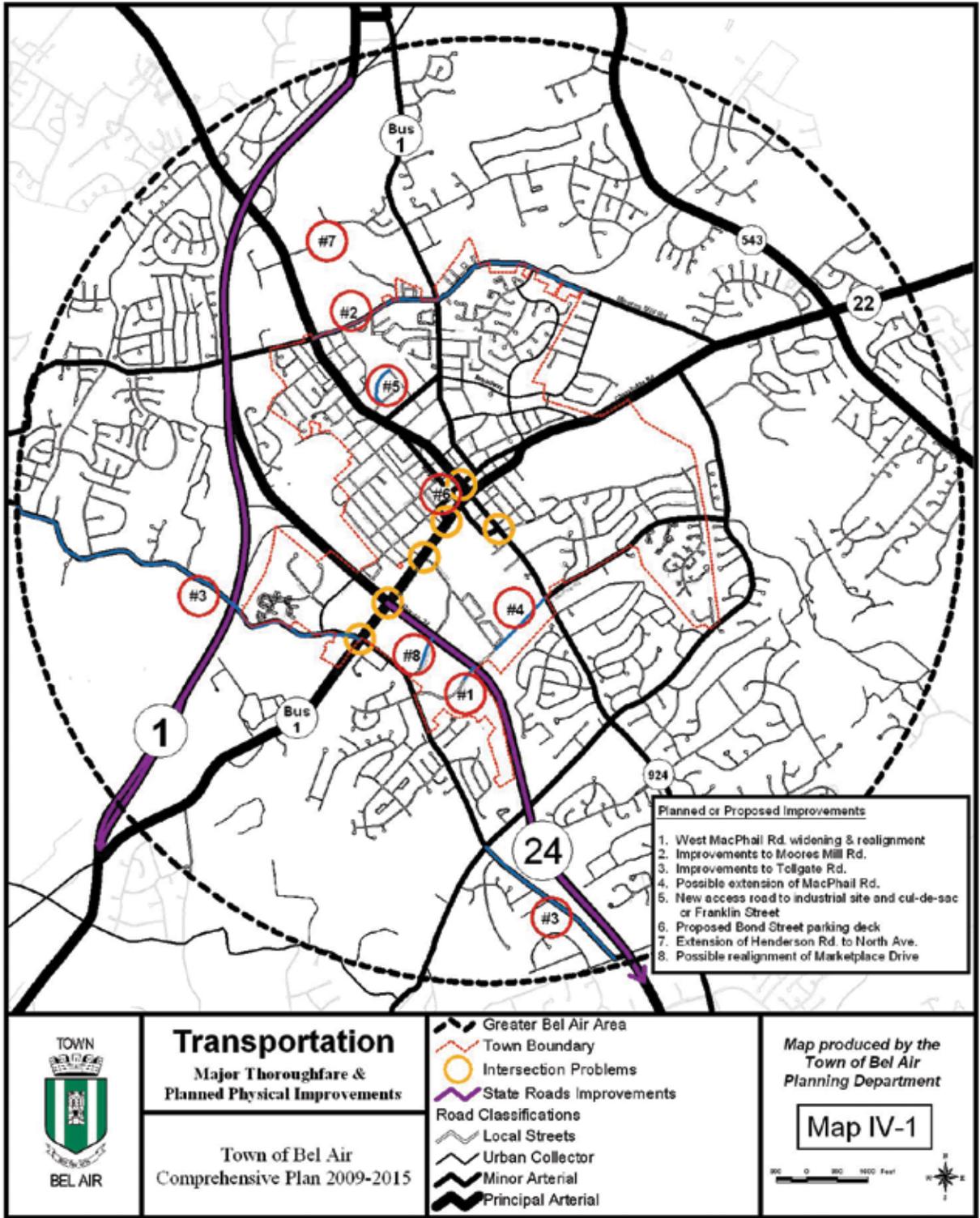
Peak hour traffic conditions in and around Bel Air are in many cases near or at roadway capacity. The Town has very limited expansion capability, but there are a number of underutilized properties along major corridors that may add significant peak hour traffic to the transportation network. In addition, development continues along arterials leading into the Bel Air area. The Greater Bel Air area is continually seen as an attractive place to live and work, and development demand is expected to continue in areas north and east of Bel Air. The effects of BRAC will only add to travel demand as several thousand residents relocate to Harford County to fill positions at Aberdeen Proving Ground.

The transportation system in Harford County relies on the master planning process to direct development to areas where adequate public facilities, including roads, can be provided. The 2004 Harford County Land Use Element Plan, like past plans, provides direction to help shape the development pattern in the County. The 2004 Land Use Element Plan continues to direct growth into the identified growth boundary, (the Development Envelope) served by the I-95 and MD 24 corridors, the latter of which is a major transportation corridor through the Town. The County Transportation Plan is based on planned development patterns in the Development Envelope and the corresponding highway network that would be needed in the future. The Development Envelope is projected to capture 82% of all new growth in the County. Although these areas have a fairly efficient road and highway system, transportation facilities have continually been challenged to keep pace with the increasing transportation needs of the Town and the County's growing suburban population. Additionally, transportation alternatives other than private vehicles are very limited in Harford County.

## **Transportation Initiatives**

### **Functional Classification and Planned Road Improvements**

In evaluating development impacts and long term transportation needs, the Town relies on the functional classification of its streets and highways. These are identified as arterials, minor collectors, urban collectors and local streets. Since I-95 is the only freeway in Harford County, this category is not included on Bel Air's road classifications plan (See Map IV-1 Transportation).





This functional classification system, developed by the Federal Highway Administration (FHWA) in 1962 is used to define the traffic carrying function of streets. Bel Air uses four classifications as described below:

***Principal Arterials*** – These roadways provide long distance “trunk line” continuous routes within and between urban areas. For example, MD Route 22, MD Route 24 and US Route 1 are classified as arterials.

***Minor Arterials*** – These are continuous routes through urban areas. They contain most of the Town’s commercial and institutional uses. These roadways carry more than half of all vehicle miles traveled and may be State, County or Town streets. Examples of minor arterials in Bel Air are Main Street, Bond Street and Moores Mill Road.

***Collector Streets*** – Collectors are minor tributaries gathering traffic from numerous smaller local streets and delivering it to and from minor arterials. These include Broadway and Lee Street.

***Local Streets*** – Local streets include all streets not otherwise classified above. They comprise the majority of Town streets, but carry a smaller percentage of total vehicle miles of travel. They tend to be short in length and are frequently interrupted by traffic control devices such as stop signs.

These classifications help to determine methods of providing adequate street connectivity and roadway design standards.

In addition to these classified roads, the Town must also provide design standards for alleys, driveways, vehicle turn movements, and address traffic calming needs. These standards incorporate scale and context variables designed to assure a safe, walkable environment.

## **Level of Service**

Level of service (LOS) is a set of operational conditions describing the ability of a roadway or intersection to accommodate traffic. Operation of an intersection is determined considering many factors including speed, delay, interruption to flow and maneuverability. A scale is applied to indicate the service level: A level of Service A indicates free-flow conditions while an LOS F indicates gridlock. The State Highway Administration uses an LOS D as the minimum threshold of acceptability. In the Town of Bel Air LOS C is the minimum threshold in residential areas and LOS D is the recognized minimum threshold in commercial and industrial areas. These requirements are generally in line with local industry standards.



## **Transportation Impact Analysis**

A Traffic Impact Analysis (TIA) is required for any new development that generates 25 or more new peak hour trips for any one peak period of the day. A study must be completed in accordance with the TIA Guidelines as described in the Town's Development Regulations. Recent transportation and traffic impact analysis reports are listed in Table IV-1.

Minimum level of service requirements have been established for the Town in accordance with industry standards. If, as a result of the proposed development, an intersection or roadway in the study area is projected to fall below the minimum acceptable level of service, the TIA is used to recommend mitigating improvements to address the impact of the development on the transportation network. Intersection and road section failures can sometimes be mitigated by restriping, geometric configuration improvements and/or intersection signal timing improvements that can be arranged by the Town. In other cases the necessary improvements may require land dedication for increased roadway capacity which becomes a requirement placed on the developer and a condition of approval for the project. The intent of any determined mitigation is to maintain or regain a minimum acceptable level of service.

**TABLE IV-1**  
**Recent Transportation & Traffic Impact Analysis Reports In Bel Air**

- Smart Step Forward: A Maryland Walkway Initiative - June 2005
- Upper Chesapeake Hospital, West MacPhail Road – January 2006
- BB&T Bank, 402 Baltimore Pike – June 2006
- Bel Air High School, 100 Heighe Street – July 2006
- Commercial Development, 28 North Hickory Avenue – August 2006
- Commerce Bank, 115 Baltimore Pike – September 2006
- Atwood Professional Building, 602 South Atwood Road – December 2006
- Gateway Condominiums, 260 Gateway Drive – December 2006
- Town Center Parking Study, Desman Associates - March 2007
- Traffic Analysis for Town of Bel Air MD Route 24 and Business-US1 Corridors – November 2008



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## **Parking Program**

The Town has adopted a series of parking policies and legislative initiatives establishing minimum parking requirements, special parking districts and designating leased and metered facilities in certain commercial districts. Additionally, the Town maintains a 1,015 car garage, several parking lots, and on-street parking facilities to meet the needs of visitors to the Town Center business and service facilities. A more detailed description of space allocation and facility type, size and location is provided on Map IV-2 Current Public Parking Plan. A Strategic Parking Plan initiative was adopted in 2000. The Plan covers three-year time periods and calls for reevaluation of the Town's Parking Fee-in-Lieu Program, the addition of bike racks on Town parking lots, handicapped parking improvements, a signature signage system, improved marketing, an upgrade of the appearance of parking facilities and an evaluation of alternative measures to enforce parking requirements.

In 2007 DESMAN Associates was retained by the Planning Department to assess the supply and demand for parking within 21 city blocks of the historic commercial district locally known as the Town Center. To this end and in cooperation with the Department, DESMAN; 1) surveyed and verified the scope of the present supply of parking throughout Town Center area, 2) documented and analyzed the utilization of the parking supply during the peak activity period, 3) gathered and analyzed information pertaining to planned and proposed future projects and the impact they will have on the supply and demand for parking in the Town Center, 4) recommended sites for the development of a new parking garage and 5) formulated preliminary conceptual design schemes and cost estimates for the development of a new parking garage. The Town and County governments are working together to evaluate options for future parking facility development.

## **Transit Travel**

There are a range of bus transit systems offering Bel Air residents commuting options. Harford Transit provides both fixed route and demand responsive services in Bel Air, including para-transit for the elderly and disabled. A new para-transit service called "New Freedom" operates Monday through Friday between 4 p.m. and 9 p.m. and is for persons with disabilities, senior citizens and low income wage earners. This service provides transportation to Havre de Grace, Aberdeen, Perryman, Edgewood and Joppatowne. Within the Town, service is provided on a weekday basis through the Town-Go-Round system. This service is very popular, particularly among the senior citizen population. It provides convenient access to shopping, government services and medical facilities for residents in the Town neighborhoods/apartment complexes. Table IV-2 summarizes the County bus routes serving Bel Air.



**TABLE IV-2**  
**County Transportation Service**

<b>Route Number</b>	<b>Area Serviced</b>
1	Havre de Grace – Bel Air
2	Joppatowne – Bel Air
3	Bel Air Town-Go-Round
4	Aberdeen Doodlebug
5	Edgewood Circular
6	Edgewood – Riverside – Perryman – Aberdeen

*The County provides transportation on a fixed bus route for any handicapped citizen in the same manner as any other citizen within ¾ of a mile of the regular route. The County also provides demand responsive service for citizens 60 years of age or older and for persons with disabilities. These citizens may request service for personal errands, doctors' appointments, etc.*

The Maryland Transit Administration (MTA) contracts through a private provider for peak hour commuter service between Bel Air and Baltimore City. Currently, this “Flyer Service” operates four bus routes: route numbers 410 and 411 leave Bel Air in the morning and return in the evening; and route number 420 serves the Route 40 corridor. Commuter buses serve the Bel Air routes Monday through Friday with additional routes serving the Route 40 corridor. New Saturday transit service operates from Bel Air to Joppatowne, Edgewood, Aberdeen and Havre de Grace from 7:00 a.m. to 5:00 p.m. Buses have standardized routes that include pick-up at several Park-and-Ride lots outside of Bel Air. The system is currently in a state of flux due to budget constraints resulting from the economic downturn.

MARC rail transportation is available with stations located in Edgewood and Aberdeen. These MARC stations are accessible by bus from Bel Air. However, bus service to the train is not accessible for the morning commute. This is identified as a transit enhancement in the County’s Transportation Element and the Baltimore Regional Transportation Plan. Future transit concerns include development of additional Park-and-Ride locations, expansion of transit service destinations and hours of operation, construction of bus shelters. Ridership needs must be monitored and reassessed regularly to assure the systems are responsive to transit demand.



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## **Alternative Travel Options**

The County operates the Harford Commuter Assistance program encouraging car pools/van pools through area employers. The program also provides assistance for MARC commuters and is available to any Harford County resident. Park and Ride lots are located just outside of the Town's boundaries at Bynum Run Pond, the Marywood Park and Ride, the Hickory Bypass Park and Ride, and the MVA facility on MacPhail Road.

Taxi service in Bel Air is regulated by Harford County. In addition to several individuals who are licensed for a single cab, three companies – Victory, Yellow Checker and Montville Taxi – provide local service.

In addition to private vehicular transportation modes and transit, there is a well-defined pedestrian network of sidewalks and a limited hiking/ biking trail system located along the former Ma & Pa railroad line.

Currently, there is only one designated bicycle lane in the Town, located on a portion of Rockspring Avenue. However, bike routes and designated lanes are planned for the future. Bike racks are required for all newly developed commercial properties and multifamily residential developments, and the Town has installed several racks at accessible downtown locations. (See Map IV-3 for existing and planned Bicycle and Pedestrian projects).

## **Local, State and Regional Programs**

The Neighborhood Transportation Management Program is an ongoing local initiative designed to minimize traffic congestion. Adopted as part of the 1996 Bel Air Comprehensive Plan, the program provides a forum for Town residents who are experiencing traffic problems in their neighborhood. A committee with representatives from Public Works, Planning, the Police Department and Administration assesses identified problems and determines the level of intervention needed to calm traffic problems in these communities.

The Baltimore Metropolitan Council recently initiated a program to identify opportunities for communities in the region to reduce their carbon footprint through urban design solutions. A carbon footprint is a “measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide”.<sup>3</sup> Reducing the Town's carbon footprint will generally require greater emphasis on pedestrian, bicycle and transit oriented development.

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<sup>3</sup>Source: Wiedeman T and J Minx (2008) *A definition of “Carbon Footprint”*. Ecological Economics Research Funds. C. C. Pertsova: Chapter 1, pages 1-11, Non Science Publishers, Inc. Hauppauge, NY



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## Future Trends

The Bel Air Planning Area, made up of the Town of Bel Air and its surrounding suburbs, has a complex transportation network with one of the most heavily traveled roads in the County, MD 24, serving north-south travel from I-95 to Pennsylvania. Other north-south corridors in the Town of Bel Air (US 1, MD 924) serve residents and commuters and also provide access to I-95, US 40, and other major highways. Many of the major issues that have been explored by the State, the Town and the County include better traffic flow, while permitting better access to Town businesses and providing more of a sense of connectivity between the historic core of Bel Air and the large commercial centers at the intersection of US 1 and MD 24. This traffic movement must be facilitated by improving roads that are necessary to provide access to commercial areas while maintaining smaller roads as connections between neighborhoods, the Town and surrounding communities.

The US 1 and MD 24 corridors are also major commercial strips in the Town and, as part of the Development Envelope for Harford County, will continue to be designated as growth corridors by the County. Traffic studies have shown that many of these roadways are approaching their volume capacity. Traffic patterns, especially those on weekends and during the lunch hour peak, have become increasingly congested. The location of this dense commercial development along the most heavily traveled commuter corridors has compounded the deterioration of traffic conditions, as has the lack of pedestrian and bicycle facilities in this area. New areas of development further south on MD 24, although outside the Town limits, have provided attractive destinations for travelers from all over the region, thus further compounding traffic congestion.

In addition, the east-west network of roads continues to present a challenge to the State, County and Town. The existing routes available for east-west travel include MD 22 (Churchville Road) and other local roads that traverse the Town and outlying residential areas. Lack of right-of-way, community opposition, lack of funding opportunities, and environmental constraints are some of the reasons that improvements such as upgrades to MD 22, Moores Mill/Vale Road, West MacPhail Road extended, and the continuation of nearby hiker/bicycle trails have not come to fruition.

New developments along MD 24 and developments to the east of Town along MD 22 will continue to exacerbate the traffic situation. In addition, the multi-destination traffic related to the area's shopping areas is also a recognized problem for the Town. Many drivers continue to use the Howard Park community roadway system as a cut through to MD 24 and the shopping centers to avoid other congested east-west travel routes. Poor pedestrian and bicycle access to and from shopping centers in US 1/MD 24 area is a concern. Based on pro-



jected commercial redevelopment and residential growth in the suburbs surrounding Bel Air, the roadway network will likely continue to present formidable challenges.

### **C. Inter-relationship With Other Elements And Jurisdictions**

As the County government epicenter, a regional shopping area and home to numerous residential communities, the Town can be viewed as both a traffic generator and a destination location. Consequently, traffic impacts on arterial and collector roadways are significant. While the Town can realize increased housing opportunities and economic health from strong economic growth, the downside of continued growth can be increased traffic and difficulty moving people from place to place.

Just as moving within Bel Air is important, getting to and from Bel Air requires transportation network coordination with the County and the State. Much of the traffic impact on the Town comes from outside its limits. For many drivers, traveling through the Town is a necessity to get to points north or south. Any traffic improvements proposed or implemented by the State Highway Administration will have a direct impact on the Town. Coordination with State planners to implement sound regional traffic plans will be necessary in order to assure “sustainable” development. The Town must continue to work closely with Harford County, the State Highway Administration and the Baltimore Metropolitan Council to address interrelated transportation issues affecting the Greater Bel Air area.

### **D. Issues And Opportunities**

#### **Congestion Management**

Determining the effectiveness of the roadway system in and around Bel Air to serve the transportation needs of residents and visitors can be defined by the amount of traffic congestion. Origin/destination patterns are as follows:

1. MD Route 24 serves the dual purpose of a major access route to and from the central business district of Bel Air along the Route 1 corridor as well as functioning as a bypass around the Town’s downtown core and as a primary access route to I-95.
2. The Upper Chesapeake Medical Center and Route 24/ Route 1 shopping districts are major traffic generators which significantly impact the operation of Route 24 as a bypass.



3. US 1 Business is used as a major access route from Bel Air to Baltimore County with connections to US 1, MD 147, MD 24 and I-95, and serves the Route 1 corridor business district. The right-of-way for the corridor is not adequate to allow lane expansion.
4. Through traffic from the east on MD 22 continues to grow as a share of US 1 Business volumes due to lack of alternate connections to Routes 1 and 24.
5. Government service buildings along Main Street and Bond Street are also major traffic generators. These include the County Administration Building, the Sheriff's Office, Health Department, State Office complex and court buildings and services.
6. Schools are major generators of off-peak hour congestion. This is particularly true of private schools (John Carroll, St. Margaret's, Harford Day) which do not provide bus service.

One of the primary goals of this element of the Comprehensive Plan is to identify and emphasize the key highway improvements that will allow the State, County and Town to address present and future traffic problems in and around Bel Air.

While the need for east-west traffic relief continues to be evident, the options available to address this need are limited because of limited funding and the environmental and political constraints associated with the various alternatives. Options include extending Route 22 and MacPhail Road or widening Route 1. There have historically been objections to the first two options, and the third is not possible, as described above.

The current State and County Capital Projects for the Bel Air area are shown in Appendix E, Tables 1, 2 and 3. The State's current list of long-term highway needs in Greater Bel Air is also limited. The State and County recently announced a downsizing of local transit services as a cost saving measure. The Town is emphasizing bicycle and pedestrian improvements to enhance the existing systems. Map IV-1 identifies current and proposed road improvements as outlined in the current State Highway Needs Inventory, the State Consolidated Transportation Program, the Harford County Transportation Element Plan and the Town's Traffic Impact Analysis reports. See Appendix E for further details on proposed and planned roadway improvements. A list of Transportation Studies providing supporting data for existing and future traffic conditions and improvement needs is included in Table IV-1.

In an effort to address congestion in the downtown area, Bel Air, with the assistance of the Maryland Department of Transportation, recently completed the Main Street Improvement



Project. This project was designed to improve pedestrian access, minimize speed and provide a safer, more pleasant streetscape environment that meets both vehicular and pedestrian needs of the community. The inclusion of the North Main Street streetscape improvement project provides a safe, convenient link to the Ma and Pa hiking/biking trail.

Major collector arterial roadways in the Town are at or near capacity with little or no additional right-of-way available for expansion. Therefore, intersection management through properly timed signals, adequate stacking lanes and safe pedestrian conditions should be the focus of future traffic impact analyses.

### **Connectivity**

Although the geographic size of Bel Air remains small, many believe the “small town” image and character of the Town is being lost due to heavy traffic and transportation congestion issues. Much of this sense of loss can be attributed to the deterioration of connectivity between the residential neighborhoods and the downtown core area. Increased reliance on motorized transportation to shop or go to school, church or local events diminishes the community’s charm. In order to enhance the perception of Bel Air as a walkable, pedestrian community, the existing road network must be maintained and improved to be pedestrian and bicycle friendly.

### **Local Transportation System Preservation & Enhancement**

#### **1. Streets**

The Town’s 36 mile local street system is maintained by use of a System Wide Surface Management Program which annually evaluates the road surface condition and determines the need to patch, seal, resurface or rehabilitate streets. Approximately two miles of local streets undergo surface repair annually. The goal is to significantly increase the level of sealing and patching to extend the life of existing pavements and reduce the need for resurfacing and rehabilitation.

Currently, the only planned major capital street project is the reconstruction and widening of Moores Mill Road. This project is beyond the capacity of the Town to fund and must be implemented in cooperation with participation of State and County government.



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## **2. Sidewalks**

Efforts to provide transportation alternatives are becoming a major focus of the Town's congestion management efforts. The Town's transportation initiatives also include an active Pedestrian Safety Plan and a Parking Plan as illustrated on Map IV-3. The pedestrian program incorporates an annual sidewalk development and crosswalk improvement program. This program prioritizes segments of the pedestrian network for routine upgrade and maintenance. The Town also provides an annual Pedestrian Education Program at local elementary schools and disseminates pedestrian safety literature to senior facilities and youth organizations.

To incorporate recreation into the pedestrian experience, the Town is actively working with Harford County to extend the Ma and Pa trail system. Working with the County, new trail systems or enhanced walkways along the Town's Plumtree Run and Bynum Run stream valleys could offer future recreational and alternate transportation opportunities.

Sidewalk preservation and enhancement are planned and implemented separately. Maintenance of sidewalks is ongoing. All sidewalks in Town are surveyed annually for cracks, spalls, and tripping hazards. These faults are prioritized by seriousness and a repair list is generated. Approximately 1600 linear feet of sidewalk are repaired annually.

New sidewalk construction is planned and implemented using a priority system that includes: need, safety, and availability of right-of-way, proximity to pedestrian generators, public acceptance, physical limitations, and other considerations. Approximately 2000 linear feet of new sidewalk are planned for construction annually.

## **3. Bicycle Travel**

Another local transportation option is the bicycle. The Town is currently evaluating signage possibilities to identify bike routes in the community. This effort will require coordination of State and County transportation programs and may require some physical improvements to area roadways. With roadside parking at a premium, the Town has not instituted legislation to remove parking for the purpose of striping bike lanes. However, numerous "feeder" routes from the residential neighborhoods to the downtown area have been identified as potential bike routes based on available right-of-way and traffic calming potential. The proposed bicycle and trail plan is illustrated in Map IV-3.



#### **4. Signing and Marking**

An important element of street and sidewalk preservation is the associated signing and marking requirements. Routine sign inspections and corrective actions are taken on a weekly schedule. In addition, pavement marking is routinely scheduled and performed.

Planned improvements to street stop bars and crosswalks are scheduled as needed, including replacement and addition of Thermoplastic Reflective Street Marking in place of paint. Starting in 2002, a planned replacement of obsolete and deteriorated street signing began, and will continue until all signs have been brought up to acceptable standards and conditions. This effort is anticipated to take an additional four years to accomplish.

### ***E.* Goals And Objectives**

**Goal 1:** Provide a traffic network that safely and efficiently moves people around and through Bel Air.

#### ***Objectives:***

1. Identify congested intersections and routes through Town and identify potential solutions to alleviate congestion and enhance system safety.
2. Improve overall pedestrian and bicycle travel in residential areas and access from residential communities to the downtown core area.
3. Provide sufficient and convenient bicycle parking areas that encourage bicycle travel.
4. Continue to emphasize the importance of maintenance and repair of existing system.
5. Monitor transportation impacts associated with BRAC initiatives and coordinate efforts to improve access between Bel Air and the new Base development.



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**Goal 2:** Develop a parking program that addresses the changing needs of commercial businesses in the downtown area.

***Objectives:***

1. Encourage an adequate supply of parking in commercial districts that is centrally located and readily accessible.
2. Protect residential districts from the adverse impacts of overflow commercial parking.
3. Improve and expand access to park and ride facilities.
4. Encourage shared parking and alternative transportation modes.

**Goal 3:** Develop a transit system that provides transportation options and helps to reduce transportation costs.

***Objectives:***

1. Provide mass transit for transportation needs within the limits of Bel Air.
2. Support countywide inter- and intra-county bus service.

**Goal 4:** Educate Town residents and business owners to encourage the use of alternate modes of transportation.

***Objectives:***

1. Create a better understanding of how development patterns and transportation choices impact the community's carbon footprint.
2. Encourage sustainable development by improving pedestrian, bicycle and transit opportunities.
3. Incorporate Transportation Demand Management into the Traffic Impact Analysis requirement as a means of investigating the benefits of alternate modes of transportation.



**Goal 5:** Balance mobility, safety and other needs of pedestrians, bicyclists and vehicular traffic.

***Objectives:***

1. Provide continuous pedestrian ways that are direct and convenient with grade separations where necessary.
2. Develop pedestrian ways that are secure, well lighted, with good visibility.
3. Promote walking by encouraging short block lengths (especially for new construction) and by maintaining a human scale built environment.
4. Develop design standards to meet the multi-faceted needs of drivers, pedestrians and bicyclists.
5. Use hierarchy and design of streets to contribute to the sense of place of the neighborhood.
6. Use alleys to provide opportunities for parking in the rear of houses and to contribute to the overall permeability of the road network.

***F.* Implementation**

1. Evaluate and enhance the Transportation Impact Analysis requirement in the Development Regulations.
2. Improve bypass functionality of Route 24 and east-west traffic movement around the Town: Extensions of West MacPhail Road and Route 22 could provide alternatives to using the US 1 Business corridor as a connection to Route 24; and improved close-in “bypasses” with connections to the US 1 Bypass are needed to serve traffic generated in the northern and western sectors of Bel Air and its environs. These bypasses include the Moores Mill/Vale Road corridor and the Prospect Mill/ MD 23 corridor.
3. Emphasize the use of feeder routes from the residential communities to commercial areas that promote safe vehicular, bicycle and pedestrian travel.



4. Encourage walking by providing a safe and prominent sidewalk and crosswalk system. This should include when possible the Safe Routes to School and other programs to enhance pedestrian safety and opportunities in Bel Air.
5. Improve sidewalk system by assuring adequate design standards. These should address grade, cross slope, width, passing space, vertical clearance, grates, gaps, drainage, obstacles and surface requirements.
6. Identify funding sources for transportation network improvements.
7. Update the Development Regulations requirements for bike racks and bicycle-related amenities to encourage bicycle use.
8. Establish a parking authority to control leased and purchased commercial parking.
9. Evaluate and determine the impact of permitted on-street parking in areas adjacent to commercial districts.
10. Evaluate a Town trolley for workday transportation between downtown and the malls.
11. Work with Harford County to integrate the existing transit system into the Town and investigate the possibility of additional park and ride locations within Town limits.
12. Encourage local citizen use of current transit services and alternative transit options.
13. Work with the County and State to develop expanded transit services and park and ride opportunities to meet area citizens' needs.
14. Continue to emphasize use of the Town's Neighborhood Traffic Calming program as a means of reducing traffic speed and volume.
15. Coordinate development plans with pertinent State and County agencies to assure road improvements are designed and implemented in a timely and efficient manner.
16. Schedule, coordinate and implement identified transportation improvements in a timely and efficient manner to assure the transportation network meets the Town's mobility, accessibility, safety, economic and quality of life needs.



17. Implement the following projects within the assigned timeframe, to address growth, congestion and safety related issues:

**Short range projects (next 1 to 3 years)**

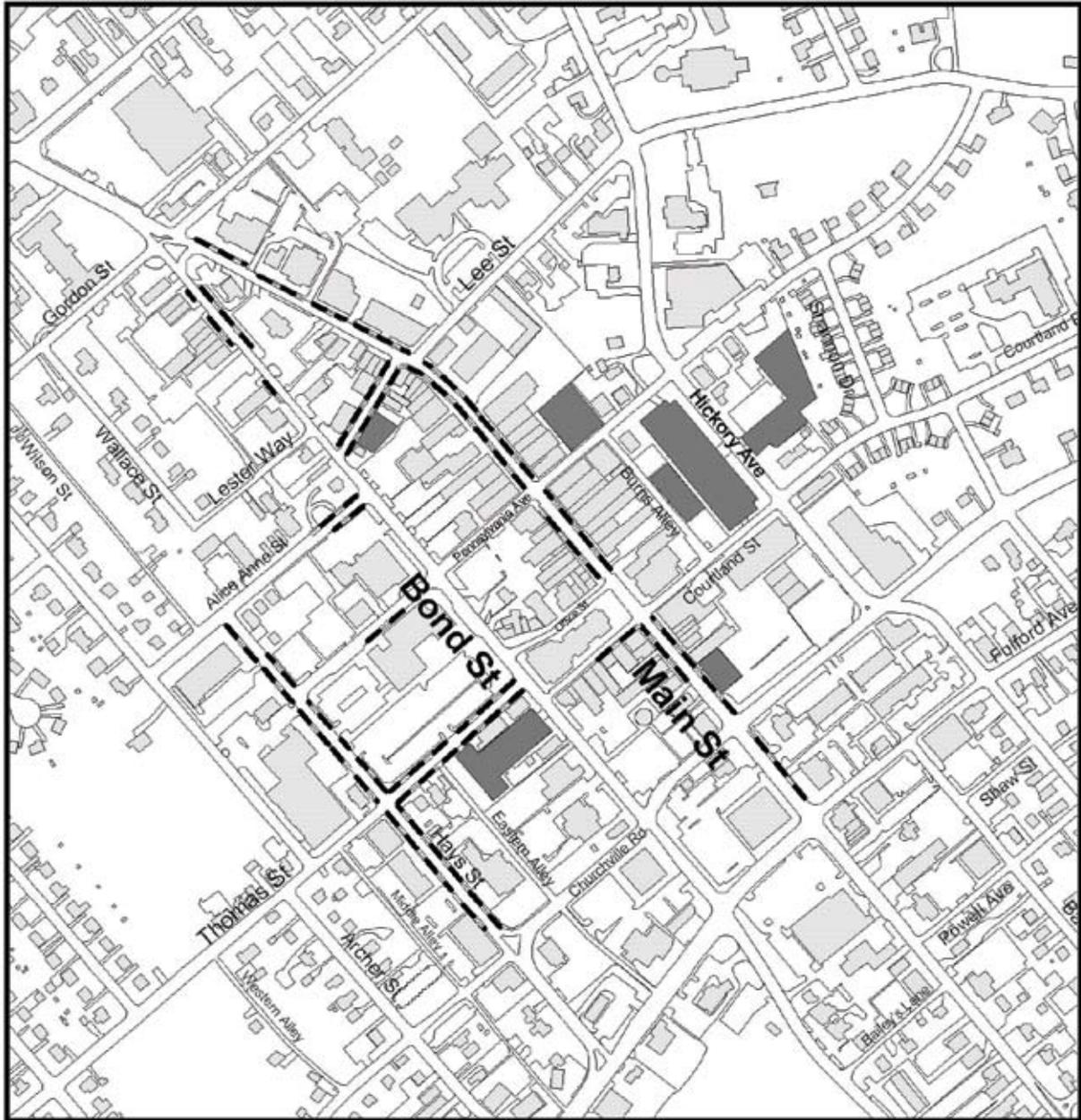
- a. Evaluate the traffic patterns at the intersection of MD 924 at Heighe Street and MD 924 at Linwood Avenue due to the closeness of the intersections and the storage for left turns into Linwood Avenue. Discuss with the Maryland State Highway Administration.
- b. Evaluate the impact of the new Main Street streetscape project now that construction is completed. Try to determine if the project improvements have reduced speeds through Town.
- c. Evaluate the intersection of Marketplace Drive at Atwood Road to determine need for storage lanes.

**Mid range projects (next 3 to 6 years)**

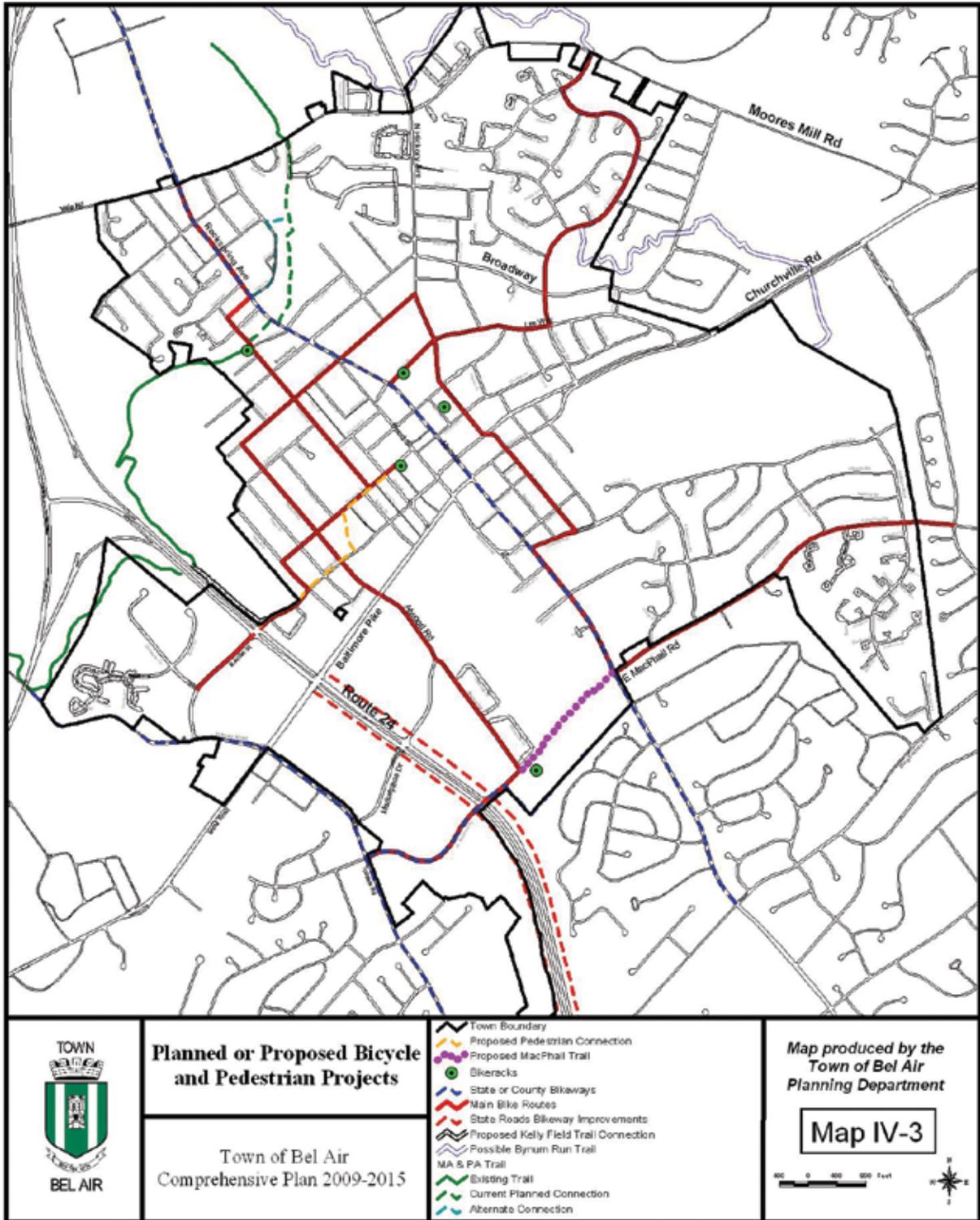
- a. Evaluate the traffic patterns for southbound MD 22 through Town and how traffic is directed both to Bond Street and Hays Street to continue south on Business US 1.
- b. Evaluate the possibility of widening eastbound Marketplace Drive at MD 24.
- c. Evaluate the extension of MacPhail Road from MD 24 to MD 924.

**Long Range projects (beyond 6 years)**

- a. Coordinate with State Highway Administration and County to develop a comprehensive study of road improvement needs to address issues at the Rt. 1/Rt. 24 intersection.
- b. Coordinate with State Highway Administration and County to evaluate MD 22 from MD 543 to I-95.
- c. Implement Route 1 Corridor Study recommendations based on Transportation Analysis.



 <p>TOWN OF BEL AIR</p>	<p><b>Current Public Parking</b></p> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<p> Parking</p> <p> Metered Parking</p>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map IV-2</b></p> <p>100 0 100 200 Feet </p>
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# V

Chapter 5



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## Community Facilities Element

### *A.* **Vision**

Provide necessary and desirable community facilities in a timely, efficient, well-coordinated, cost effective manner that meets the current and future needs of the Town and its citizens.

### *B.* **Background**

Community facilities encompass land, buildings, equipment and services that generally support the community on a daily basis. Some of these are privately owned; others are owned and operated by various government agencies. All are integral to the Town's day-to-day operation and the health, safety, and welfare of its citizens. While some of these facilities were discussed in the Municipal Growth Element, this element will provide a more detailed inventory and assessment of specific facilities, looking at the entity, its service area, current demand, level of service, and future needs. The facilities include: water and sewer, stormwater management, solid waste management, fire, rescue and EMS, police services, parks and recreation, educational and cultural, library, day care, senior/elderly, and medical.

Over the past six years, the County's Development Envelope has experienced significant housing and population growth. Commercial and institutional development projects followed to meet the demand of the increasing population. All of these factors impacted community facilities needed to support growth and development. Among the most visible changes is the growing medical complex initiated by development of Upper Chesapeake Medical Center. Others include the growing number of senior housing facilities, expansions of several public and private schools and the increased stress on area utilities and services.

During the next six years, the Town expects a significant impact from the projected population expansion related to BRAC activities at APG. Many of the new residents are expected to locate in the Greater Bel Air area. While the Town's available housing stock is limited, this new population outside the Town's boundaries is expected to place some strain on public facilities and services in the Town.

### *C.* **Inter-relationship With Other Elements And Jurisdictions**

Since community facilities by their nature must be interrelated with those of adjoining jurisdictions, it was very important to include representatives from many agencies in develop-



ing this Element. To accomplish this, a subcommittee, including representatives from state, county and municipal facilities, met to discuss the status of their respective facilities and services. These individuals identified planned improvements, outstanding issues and unmet needs and outlined action plans for the next six to ten years. More detailed analysis of the individual facilities and services follows.

Overall, the Town plans to continue coordination between the various agencies and departments who provide public facilities to the community. This interaction at all levels is critical to ensure that adequate facilities are available and that the necessary resources are allocated to meet citizens' needs. The Town will also continue to work closely with Homeowners Associations and local service organizations to coordinate provision of physical and social services.

## ***D.* Issues And Opportunities**

The Town identified a wide range of general issues during the Comprehensive Plan process. These included the age and condition of the Town's infrastructure; the impact of growth outside the municipal boundaries; the impact of redevelopment on existing services; and inter-jurisdictional coordination requirements. Concerns ran the gamut from aesthetic issues, such as the Town's gateway appearance, to the functional issues of safe, adequate water and sewer services, the adequacy of existing schools, parks, police and fire and safety services. Unlike previous Comprehensive Plan Elements, the Community Facilities Element requires that each facility and/or service be analyzed independently with separate goals/objectives and implementation programs established based on identified issues and opportunities.

### **Water/Sewer and Stormwater Facilities**

#### **1. Background**

Water, sewer and stormwater management facilities are a controlling factor for current and future municipal growth. For a more detailed analysis of these facilities, see the Water Resources Element of this Plan.

Water service is provided by the Maryland American Water Company. This is a private utility that provides service to the Town of Bel Air and a limited area outside the Town's boundaries. The water company's primary source is Winters Run. This source is supplemented by two groundwater wells.



Sewage is collected in mains owned and maintained by the Town. The flow passes through metered locations into the County's interceptor mains, and is treated at the County's Sod Run Treatment Plant in Perryman.

The Town adopted stormwater management legislation in 1978. Subsequently, the 2000 Maryland Stormwater Management Design Manual was adopted. To date, approximately 22 percent of the Town's total acreage is treated. Several improvements are planned for the conveyance systems, and a project to daylight an existing storm drain is in the early stages of design.

## **2. Current Status**

The water company has a daily average yield of 1.4 million gpd with the potential of another 500,000 gpd from the County system, if needed. Sewer flows are calculated at between 1.0 and 1.3 million gpd. Improvements are currently underway designed to limit inflow and infiltration to the system. This is expected to significantly decrease flows during storm events. Additional detail on water and sewer flows and capacities can be found in the Water Resources Element.

The majority of existing stormwater management facilities have maintenance agreements on file with the Town and are inspected tri-annually. While there is some localized flooding within or adjacent to the 100 year floodplain, most existing facilities are capable of adequately handling two and ten year storm events.

## **3. Goals and Objectives**

**Goal 1:** Assure the quality and quantity of the Town's water system

### ***Objectives:***

1. Protect the surface water and ground water sources critical to maintaining an adequate water supply.
2. Encourage implementation of water service improvements as described in the Maryland American Water Company master plan.
3. Promote the wise use of water, emphasizing water conservation.



**Goal 2:** Provide an adequate sewer system to protect the health of Town residents and to protect quality of receiving waters.

***Objectives:***

1. Foster continued cooperation between Harford County and the Town to assure long term system maintenance and improvements.
2. Continue the planned improvement program to reduce inflow and infiltration.

**Goal 3:** Provide effective stormwater management regulations to meet current and future needs of Bel Air.

***Objectives:***

1. Manage the water quality impacts of runoff by capturing and treating pollutants.
2. Reduce flood risks
3. Mitigate erosion and control precipitation events

**4. Implementation Program**

1. Develop a cooperative and comprehensive source water protection program with State of Maryland, Harford County and Maryland American Water Company to assure long term water shed protection. At a minimum, this should include cooperative planning, water monitoring/sampling, public outreach and awareness, land acquisition and easements, contamination source inventory and well inspections.
2. Work with Harford County and Maryland American Water Company to assure adequate water connections and fire flows.
3. Continue to upgrade substandard and inadequately spaced fire hydrants.
4. Develop a data gathering program to determine areas most affected by inflow and infiltration.



5. Prioritize corrective action and develop systematic plan to repair and upgrade sewage collection system.
6. Execute a multi-year repair and upgrade plan for all Town sewer and stormwater facilities.
7. Continue to map the Town's stormwater management system and its outfalls; monitor illicit discharges and improve public knowledge about stormwater management.
8. Reconstruct and improve stream bank erosion in compromised storm drain outfall locations.

## **Solid Waste Management Facilities**

### **1. Background**

Solid waste management is regulated under Subtitle D of the Resource Conservation and Recovery Act (RCRA). The Town provides full service refuse/waste removal for all citizens. Collections include household refuse, paper and co-mingled (blue bag) recycling, brush, leaves, white goods and bulk. Dumpster collection and recycling is provided for condominium residents in a number of locations. Business/commercial refuse collection service is individually contracted through a private hauler by the businesses within Town. Additionally, the Town, in conjunction with Harford County and Maryland Environmental Services (MES), operates a used oil/antifreeze/battery collection station at the Town's DPW facility.

The Town processes most of its household solid waste at a privately owned, Harford County facility known as the Harford Waste-To-Energy Facility. The facility was developed for Harford County by the Northeast Maryland Waste Disposal Authority under its revenue bond financing authority. Through a contractual arrangement with the facility, more than 110,000 tons per year of Harford County's municipal waste including that from the Town of Bel Air is burned to produce energy which is purchased by Aberdeen Proving Ground.

All recyclable and yard waste (grass, leaves, brush) items collected in the Town are processed by the Harford Waste Disposal Center's Office of Recycling. All curbside recyclables, white goods and yard waste are processed at the HWDC facility located at 3241 Scarboro Road, Street, Maryland. Used motor oil/antifreeze drop-off locations are maintained by Harford County and those recycled products are collected and processed by Maryland Environmental Services (MES). Further information about the County's waste collection and recycling



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program and services can be found on the Environmental Affairs web page at <http://www.harfordcountymd.gov/dpw/envaffairs>.

Finally, metal waste is separated at the Town's DPW facility and collected by a private metal reclamation contractor, while construction and demolition debris collected from homeowner-accomplished projects must be taken to one of several rubble fills located in Baltimore County. The Town has several dumpsters and a small dump truck that are available to the citizens on an appointment basis for debris removal from homeowner-accomplished projects or large-scale cleanups.

## **2. Current Status**

All collection and disposal operations are running smoothly. The DPW will continue to encourage recycling by the commercial businesses within the Town and provide planning and guidance to promote commercial recycling. A replacement schedule is followed for purchase of new vehicles and equipment to meet the needs and expectations of the Town citizens and to increase efficiency and customer satisfaction.

Community education is a constant issue. Despite providing annual information flyers with weekly pickup schedules and instructions, many homeowners continue to utilize oversized cans or do not correctly place refuse items out for collection. Ever increasing amounts of construction debris and tree, brush and leaf refuse have strained the DPW workforce during certain times of the year.

## **3. Goals and Objectives**

**Goal 1:** Promote environmentally sound disposal methods, maximize recycling opportunities and foster resource conservation.

### *Objectives*

1. Maintain the program for safe, efficient handling of hazardous waste materials through coordination with Harford County.
2. Emphasize recycling initiatives and expand recycling opportunities where possible.
3. Provide a full compliment of refuse collection services in a safe and efficient manner.



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#### **4. Implementation Program**

1. Educate the public on its role in aiding the safe and efficient collection of the refuse they generate.
2. Explore recycling opportunities of special products such as concrete, asphalt, etc.
3. Purchase new, more efficient processing and collection equipment, as needed.

### **Fire, Rescue, and EMS Facilities**

#### **1. Background**

The local fire department is an integral part of municipal emergency service functions providing “first response” for local emergencies, including medical, vehicular, hazardous materials situations and natural disasters.

As discussed in the Municipal Growth Element of this Plan, Town Fire, Rescue and EMS services are provided by the Bel Air Volunteer Fire Department, which services the Town and the “Greater Bel Air Area”, and encompasses areas as far away as Deer Creek, Benson and Emmorton. Funding is obtained from government sources and donations.

Over the last ten years, there has been a vast improvement in the Town’s water supply capabilities. With the addition of the Blum Court Tank, pumps at Churchville Road well site and improvements to older distribution system on Main Street, the Town’s fire fighting capabilities have improved substantially. Improvements are still needed with hydrant placement and locations. These issues occur mainly in older residential areas.

Since 2007, the Fire Company has reduced station siren activation from 180 times a month to approximately 20 per month. This was possible because of changes in control of the siren from central dispatch to the local fire house. Additionally, the Bel Air Volunteer Fire Company now has a fire crew on duty 75% of the day. They are able to handle most of the calls without siren activation.

#### **2. Current Status**

The Town’s objectives are to provide an adequate water supply, improve hydrant placement, and improve traffic related response issues, as well as evaluate improvements to the communication system for notifying volunteers in order to determine ways to decrease the impact



on nearby residences. Inter-connections with Harford County are generally used for sources of supply needs and are deemed adequate to provide emergency back up supplies of water to the Town for drought conditions. As noted in previous Plans, it has been suggested that representatives of the Town, County, Maryland American Water Company, Maryland Department of the Environment and Bel Air Volunteer Fire Company meet quarterly to discuss water related issues.

Additionally, with the community's growth, calls have continued to increase in volume in the last ten (10) years. Volunteers have become even more important in order to meet safety needs. Volunteerism at fire departments has been declining nationwide for many years. Although the Town provides funds and works closely with the Fire Company, additional efforts are needed to enhance volunteer programs. If volunteer participation continues to decline, the County (which provides much of the VFD's funding), Town, and the VFD have indicated some interest in exploring the pros and cons of shifting to a professional fire department.

### **3. Goals and Objectives**

**Goal:** Ensure the public safety by providing adequate fire, rescue and EMS services for the residents of Bel Air.

***Objectives:***

1. Support local volunteer fire, rescue, and EMS service through public education and program enhancement.
2. Improve the Town's ISO (Insurance Services Office) classification.
3. Support an aggressive and well-designed volunteer retention/ recruitment program to cultivate and retain qualified personnel.

### **4. Implementation Program**

1. Improve hydrant spacing, upgrade substandard hydrants and provide adequate service to commercial developments through coordination with the Water Board.
2. Support the Fire Company in improving traffic related response call times through control of strategic traffic lights in Town.
3. Evaluate traffic light control for Route 1 Business and Route 24.



4. Address neighborhood concerns related to noise pollution created by Fire Company siren system by evaluating alternate method of siren communication.

## **Police Services and Facilities**

### **1. Background**

The Police Department currently consists of 31 sworn officers with an additional 16 person support staff, as mentioned in the Municipal Growth Element. The force is very well rounded, offering security for Bel Air's citizens and businesses, community education programs, such as drug awareness and pedestrian safety and assistance programs. The Town provides an ongoing training program for the police officers to enhance effectiveness and professionalism.

### **2. Current Status**

Increased development in and around Bel Air has increased the demand for police service calls. In response to the increased demand, the Police Department is conducting pedestrian safety programs and late night foot patrols in downtown Bel Air.

Inter-jurisdictional coordination continues to be a top priority. The Bel Air Police now shares a radio and mobile data dispatch system with the County and the other Harford County municipalities. An Interoperable CAD and Records Management System will be in operation within the next six months.

An expansion project including the Police Department facilities is included in the Town's Capital Improvement Plan and projected to be developed by 2010. This expansion is projected to address identified service delivery requirements and assure adequate facilities for the department's foreseeable future. Currently, police facilities are fragmented and fail to meet circulation needs and compliance requirements of the Juvenile Justice Protection Act.

Late Thursday through Saturday nights in downtown Bel Air are high intensity periods which place greater demands on staffing and operations. The increased number of young adults seeking places to meet and socialize has increased pressure on the licensed beverage establishments to better regulate sales and service and for the police to monitor the activity. To ensure a safer community, town officials and the police department developed a partnership with the taverns in a collaborative effort to maximize prevention and safety resources and responses.



### **3. Goals and Objectives**

**Goal:** Ensure efficient law enforcement to protect Bel Air's citizens, property and visitors.

***Objectives:***

1. Maximize efficiency and professionalism through various programs and training.
2. Maintain an interoperable radio/communication system with area law enforcement agencies.
3. Encourage interaction between police department and residents and commercial property owners and operators to identify and address security issues.

### **4. Implementation Program**

1. Emphasize community policing.
2. Evaluate retirement issues related to tenured officers.
3. Explore the need for expansion of the School Crossing Guard program in relation to the state's Safe Routes to School Program.
4. Support the Town Police in improving traffic related response call times.
5. Participate in County-wide programs/initiatives to improve law enforcement efforts and initiatives to fight drug and gang activity.
6. Work cooperatively with Harford County to develop better communication, dispatch and record keeping systems.
7. Use GIS mapping technology as a tool for crime prevention and accident reduction.
8. Work aggressively to identify graffiti on public and private buildings and to coordinate removal.
9. Conduct an annual review of department's training programs, define appropriate skill sets needed by officers and coordinate training programs.



10. Provide security educational programs for business and residential areas.
11. Increase visibility and interaction with neighborhoods.
12. Increase visibility and interaction with businesses on Main Street.

## **Parks and Recreation Facilities**

### **1. Background**

The Town is served by a variety of park and recreation facilities. Parks and recreation facilities at local schools and several County parks are available to Town residents within a one mile radius of the Town through joint use arrangements. These are shown on Map V-1. Table V-1 lists each park, noting its location, acreage and type of facility. Basically, the area offers five types of parks - Regional/ Community, Neighborhood, Greenway, mini parks and school park areas. For additional analysis of these facilities, see the Municipal Growth Element of this Plan.

**TABLE V-1  
Parks By Type**

<b>Type of Park</b>	<b>Use</b>
Regional/ Community Park	An area of diverse environmental quality which includes leisure opportunities for both active and passive activities. The area may include sections for intense recreational development with facilities, such as an athletic complex, or large swimming pool in addition to a wide range of athletic facilities. May be an area to accommodate passive outdoor recreational activities, such as outdoor study, nature and fitness trails, viewing and family oriented activities such as picnicking.
Neighborhood Park/Playground	Area that will accommodate intense recreational activities such as field games, athletic team play court games, playground apparatus, picnic area, pool, perimeter fitness trails or apparatus.
Greenways	An area that is used for a linkage connector to other public properties or easements to provide greenways. These provide varying modes of recreational travel such as hiking, biking, horseback riding, canoeing, walking, jogging or other suitable leisure pursuits compatible with the park surroundings.
Mini Park	Facilities which serve a limited population concentrated close to home or specific group such as tots or senior citizens.
School – Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex and special use.



The Town is fortunate to have a variety of recreational facilities and programs. These continue to expand to meet the changing needs of area citizens. The Bel Air Armory, Rockfield Manor, the McFaul Youth and Senior Center and area schools provide public facilities for indoor recreational and cultural programs. These will be further enhanced with the new 1,200 seat Bel Air High School auditorium (due for completion 2010) and completion of the Armory improvements currently underway. Harford County's planned Fallston Youth/Senior Center will also help alleviate pressure on Bel Air's facilities. While both indoor and outdoor park facilities are functioning well and programs and events are providing a wide variety of recreational opportunities for the community, additional needs have been documented through recent studies. These will be exacerbated by projected population growth associated with BRAC.

Specifically, studies and comprehensive plan meetings indicated a need for additional, more sophisticated skateboard facilities, a cultural arts facility, completion of Armory Plaza, expansion of the trail system, completion of Rockfield Park and better utilization and improvement of park facilities and green spaces. Existing parks need to provide adequate rest room facilities and snack stands. With the changing demographics, alternative facilities such as Bocce Ball courts, cricket facilities and similar specialized programs should be considered.

**TABLE V-2  
Parks In Bel Air And Vicinity**

<b>Name</b>	<b>Location</b>	<b>Acreage/ Length</b>	<b>Designation</b>
Bel Air Elementary School	Gordon Street	7	School Park
Bel Air Middle School	Idlewild	26	School Park
Bel Air Senior High School	Heighe Street & Kenmore Avenue	40	School Park
Homestead/Wakefield Elementary School	Emmorton Road	37	School Park
Southampton Middle School	Moore's Mill Road	36	School Park
Alice Anne Street Park	Alice Anne Street	.5	Mini Park
Bynum Run Park	Churchville Road	2	Mini Park
Homestead Park (Dick Blocker Memorial Park)	MacPhail Road	6	Neighborhood Park
Plumtree Park	Thomas Street	4	Neighborhood Park



Shamrock Park (William Humbert Amphitheater)	Lee Way & Hickory Avenue	4	Neighborhood Park
Majors Choice Park	Shamrock Road	7	Neighborhood Park
Aquila Scott Park	Jackson Boulevard	12	Neighborhood Park
Wade Tucker Memorial Field	630 East-West Highway	9	Neighborhood Park
Vale Road Park	Future fields at Tollgate landfill - Tollgate Road	35	Neighborhood Park
Rockfield Park (includes Creative Playground, Ornamental Gardens, McFaul Athletic Fields, Rockfield Manor House, Nature Trails and future Amphitheater)	Churchville Road	51	Community Park
Tollgate Landfill	Tollgate Road	116.7	Community Park
Heavenly Waters Park*		422	Regional Park
Liriodendron	End of Gordon Street	132.2	
Equestrian Center	Tollgate Road	84.5	
Kelly Fields	Boulton Street	4.2	
Tollgate Fields	Tollgate Road	23.8	
Ma and Pa Trail			Greenways
Bel Air Section	Edgeley Grove Farm to Williams Street	3 miles	
Forest Hill Section	Blake's Venture Park to Friends Park	2 miles	
Connector Phase	Williams Street to Blake's Venture Park	3 miles	
<b>Planned Parks</b>			
Armory Plaza	N. Main Street	0.5	Mini Park
McFaul Activity Center	525 W. MacPhail Road	10	Neighborhood Park
Future Plumtree Trail, Youth/Senior Center to	525 W. MacPhail Road to Thomas Street	1 mile	Greenways
Plumtree Park			

*\*Liriodendron, the Equestrian Center, Kelly Fields, Tollgate Field, Vale Road Park and Tollgate Landfill are part of Heavenly Waters Park system.*



## **2. Current Status**

The County plans to provide new park facilities adjacent to new elementary school sites on Vale Road and at Shucks Corner. These facilities will help decrease pressure on some of Bel Air's parks and recreation programs. Still, the demand for a well balanced, readily accessible active and passive recreation program incorporating all aspect of parks and recreation needs is of paramount importance. These events and facilities provide the amenities that enhance the lives of Town citizens and truly create community.

## **3. Goals and Objectives**

**Goal 1:** Develop a park and open space system that responds to local values, needs and circumstances of all segments of the community.

### ***Objectives:***

1. Satisfy community recreation and social needs for both passive and active recreation facilities.
2. Provide a wide array of programmed activities.
3. Emphasize local historically and archeologically significant sites through the use of the park system.
4. Encourage use of school sites in concert with parks and recreation programs.
5. Encourage creation of green space, mini parks and plaza development throughout the Town.
6. Provide linkages such as trails and greenways as buffers and recreational amenities.

**Goal 2:** Support development of passive recreational opportunities

### ***Objectives:***

1. Encourage development and enhancement of private or quasis-public recreational facilities, museums, galleries and cultural arts facilities.



2. Support existing arts and recreation events, such as concerts, outdoor movie series, parades and similar community entertainment venues.
3. Expand the use of existing parks and facilities to meet identified community needs.

**Goal 3:** Assure adequate funding of parks and open space to maintain current facilities and to provide new and enhanced facilities.

***Objectives:***

1. Maintain existing facilities as safe, attractive recreational resources for the community.
2. Upgrade and expand open space and recreational facilities to meet the changing needs of the community.

**1. Implementation Program**

1. Support a multi faceted arts and cultural program based on the interests and needs of the community.
2. Develop Armory Plaza to provide downtown green space and activity center.
3. Maximize green space through development of pocket parks, public gardens, landscaping/tree plantings, courtyard seating areas.
4. Provide recreation activities for all age groups.
5. Provide connections between parks and neighborhoods through enhanced trail network.
6. Encourage completion of Ma & Pa Trail through Bel Air.
7. Upgrade and expand existing park facilities to meet current safety standards and citizens recreational needs.
8. Publicize activities and events more effectively.



9. Install signs listing upcoming events at Band Shell and other recreation locations.
10. Foster a cohesive and fluid working relationship with the County and Bel Air Recreational Committee in planning and design of facilities and programs.
11. Place restrooms and snack stands in Town parks.
12. Encourage expansion of open space acquisition through land dedication, purchase and collaboration with private and/or non-governmental entities such as land trusts.

## **Educational and Cultural Facilities**

### **1. Background**

With the Board of Education headquarters, public and private elementary, middle and high schools located within its boundary, Bel Air has functioned as the educational center for the Greater Bel Air area for many years. Continued growth both in and outside the Development Envelope has necessitated school construction and redistricting to the extent that not all Bel Air residents attend schools located within the Town's limits. Due to age and condition, as well as enrollment projections, several area schools are slated for redevelopment and/or expansion in the next six years.

The same population impact is creating a need for new and expanded cultural facilities. The Hays House Museum, the Historical Society of Harford County, Inc., the Maryland Music Conservatory and several other arts venues are located in or near Bel Air. Based on a study recently completed for the Center for the Arts, consultants found that, with a vibrant and rapidly growing population, the area is ripe for development of a "Center for the Arts."<sup>1</sup>

### **2. Current Status**

Several public and private schools are located within Bel Air, and several public schools in close proximity to Bel Air which serve Bel Air residents. Bel Air High School is currently undergoing reconstruction, which will result in a modest increase in capacity. The school board is also considering designation of the school as a magnet school specializing in the medical/science fields. There are plans to modernize Bel Air Middle School and move the John Archer School to the middle school site to address the needs of severely disabled students.

<sup>1</sup>Case Study for the Harford County Center for the Arts, February 2008



Until recently the student population at the middle schools and high schools serving Bel Air exceeded adequate public facilities legislation (APF) allowances, and a construction moratorium was placed on all residential development in Town. With new school construction at Shucks Corner in Churchville, Vale Road Elementary school, Patterson Mill High School and Bel Air High School and associated redistricting, school population figures for Bel Air now satisfy the Town's APF legislation. It is hoped that with continued planned school construction and redistricting this trend will continue. See the Municipal Growth Element for more information.

Private schools serving the area are also expanding. Recent projects include the expansion of Harford Day School, St. Margaret's Elementary School and planned expansion at John Carroll School.

Recent renovations to the Bel Air Armory and its promotion as a community center have resulted in development of several new cultural events in the downtown area. However, the Town lacks an arts facility and continues to solicit interest for such a facility. The Town contributed additional funds to expand the planned capacity of the new Bel Air High School auditorium for purpose of using the facility for future cultural and performing arts events, and encourages cultural programs through the use of Rockfield Manor and the Cultural Arts Commission's activities.

### **3. Goals and Objectives**

**Goal 1:** Provide quality education for all students in Bel Air through a strong, diverse, public and private school program.

***Objectives:***

1. Ensure low student-to-teacher ratio.
2. Assure educational options/opportunities to meet the varying needs of students.
3. Assure that schools are designed to provide a place conducive to learning experiences of its students.

**Goal 2:** Maximize use of school facilities to leverage opportunities to partner with local libraries, museums, theaters, arts centers and recreational facilities.



***Objectives:***

1. Encourage the use of schools as an amenity for the entire community, recognizing the importance of the school as a community gathering place and investment .

**Goal 3:** Emphasize educational coordination opportunities related to area colleges based on proximity and services to the community.

***Objectives:***

1. Utilize Harford Community College services to assist with business assistance, government publications and services and educational programs.
2. Coordinate with the HEAT Center and other pertinent agencies to satisfy educational needs of area citizens seeking four year degrees and post graduate courses.

**Goal 4:** Support cultural facilities and events to enrich the community.

***Objectives:***

1. Support development of a Cultural Arts facility to meet identified community needs for the Arts and provide space for meetings, receptions, graduations, conventions and conference facilities.
2. Support continuation of existing Cultural Arts programs and encourage development of new programs to meet needs of area citizens.
3. Promote designation of Bel Air High School as visual and performing arts magnet location.

**4. Implementation Program**

1. Monitor school enrollment in accordance with Adequate Public Facilities regulations.
2. Support traffic control and parking control legislation that will maximize safe access to all school facilities.



3. Improve pedestrian and bicycle access to schools in accordance with the State's Safe Routes to School program.
4. Act as conduit for information about educational and cultural opportunities available to area citizens through the Town website and publications.
5. Encourage partnership of Bel Air High School with Upper Chesapeake Medical Center to support a quality medical science magnet program.
6. Work with Board of Education to address needs of severely and profoundly disabled students.
7. Regularly evaluate crossing guard program to assure adequacy.
8. Monitor educational and cultural program needs of new residents and businesses associated with the BRAC initiative.
9. Meet with representatives of Harford Community College and other higher education facilities to coordinate educational and economic development programs and opportunities.
10. Seek State Arts & Entertainment district designation to provide support and assistance for a cultural arts facility, the local visual and performing arts community and the increased presence of museums, galleries, art and music venues.
11. Work with County Board of Education on local education initiatives and to assure coordination of programs and activities.
12. Encourage identified needs for development, redevelopment or expansion of public and private schools serving the Bel Air Community.

## **Library Facilities**

### **1. Background**

Although the Bel Air Library is no longer considered the main County branch library, it is the most heavily used branch in the Harford County system. The existing library is housed in a 49,400 square foot building adjacent to Town Hall and Shamrock Park on Hickory



Avenue. The library is the focal point for many community activities and events, providing services and meeting facilities for all ages and interests. In 2006, the Bel Air library became the home base for the Silver Reader, a mobile unit that provides library services to senior citizens at senior housing, assisted living facilities and senior center.

## **2. Current Status**

The Bel Air library was redeveloped and expanded in 1995-1996. It is a state of the art facility offering customized service to the community. This service includes, but is not limited to programming for audiences from birth to seniors; improved service to populations new to Harford County, online accessibility through numerous computers and Wi-Fi. The Bel Air library circulates the highest number of items of all the Harford County Public libraries. As noted in the Municipal Growth Element, the new Churchville library is projected to open in 2010. This should help to meet growing community needs and the demand from new populations related to the BRAC initiative.

## **3. Goals and Objectives**

**Goal 1:** Maintain the Bel Air library as a cultural and informational resource to the Town Center and surrounding neighborhoods.

### ***Objectives:***

1. Provide a convenient, well equipped library to disseminate information and provide access to a wide variety of educational and recreational materials.
2. Support the library as a major cultural facility and resource in Town.

## **4. Implementation**

1. Support continued expansion of video and computer access and training.
2. Add a transit stop at the library to improve citizens access to the facility.
3. Coordinate with the library to provide area citizens with venues for meetings, cultural arts events, exhibits, concerts, etc.
4. Promote the library through Town publications and website.



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## Day Care Facilities

### 1. Background

Child and adult day care facilities are licensed by the State of Maryland, Child Care Administration in the Department of Human Resources. Demand for quality day care, which includes infant care, remains very strong within the community. Private providers, as well as non-profit groups operating in local school facilities, provide before and after school care. While licensing is a State matter, the Town's Development Regulations restrict the location of group day care facilities for between nine and twelve children or adults who do not have the same parentage, or care of thirteen or more children or adults in facilities other than a private home setting. Adult day care is becoming increasingly more of an issue as people are living longer. The Town needs to evaluate the senior day care supply and demand issue more thoroughly.

### 2. Current Status

Each public and private school within the Bel Air area offers before and after school programs. In addition, the Bel Air Athletic Club offers after school care, summer camps and youth programs, and the McFaul Center offers after school programming through the Boys & Girls Club.

There are currently six licensed day care facilities located with the Bel Air area. There has been growth in licensed day care facilities in the nearby Forest Hill area. Licensed home care providers are plentiful in the Bel Air area. The State offers the Child Care Locator service which assists parents in finding licensed care close to their home, work or school location. The Office on Aging provides information on day care options for seniors. Currently, there is a shortage of infant care facilities in the Greater Bel Air area. Local facilities are generally near or at capacity.

### 3. Goals and Objectives

**Goal 1:** Provide safe, high quality and convenient day care facilities for Bel Air residents.

***Objectives:***

1. Encourage retention of existing facilities and establishment of new family and group day care providers in the Town.
2. Encourage quality, affordable infant and senior day care facilities.



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## **4. Implementation**

1. Encourage employers to provide assistance in child care provision.
2. Continually monitor the Town's overall day care needs and identify voids in programs for both children and adults.
3. Encourage development of neighborhood day care facilities in each quadrant of Bel Air.
4. Support development of additional programs for middle school age children and senior citizens.

## **Senior Facilities**

### **1. Background**

Bel Air is attractive to senior citizens due to the wide variety of local services such as shopping, medical facilities, the local senior center and many other nearby services. There are also many housing options available to people downsizing from larger homes to smaller units or apartments. The Town-Go-Round bus service provides mobility to the senior population. There are currently several assisted living facilities in Bel Air as well as a number of senior apartment complexes. To date, no life care facilities are planned. This type of facility requires a large land area. Since Bel Air has limited vacant land, it is unlikely that this type of facility will be constructed within the Town boundaries.

### **2. Current Status**

The Town has several age-restricted condominium developments in place and additional units have been approved. The McFaul Activities Center is changing its programming to promote preventative health, active seniors, and resources for the Baby Boomer population. A new activities center planned for the Fallston Community will draw some current participants away from the Bel Air center, resulting in increased availability for Bel Air residents. A new continuing care retirement facility, Avondel, has recently opened just outside of Bel Air on West Ring Factory Road.

The County will be expanding its housing voucher program for low income elderly residents, and an emergency repair and ramp program is offered to assist low income homeowners. The vouchers will come with case-management assistance from the Office on Aging to insure clients are referred to needed services.



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### 3. Goals and Objectives

**Goal 1:** Encourage development of adequate facilities and programs for senior citizens in the Town of Bel Air.

***Objectives:***

1. Provide a range of facilities geared to changing needs of this population.
2. Improve interaction between the Town officials and the senior population and associated service providers.
3. Increase ridership of Town-Go-Round transit service.

### 4. Implementation

1. Establish a formal relationship between the Office on Aging and the Town.
2. Encourage promotion of the McFaul Center as a community center to be utilized by all sectors of the population.
3. Support programs to encourage increased ridership on Town-Go-Round by 2020.
4. Support a pedestrian safety program for seniors.
5. Support increased recreational opportunities to meet the needs and preferences of the elderly.

## Medical Facilities

### 1. Background

There are four general categories of medical facilities: hospitals, specialty care facilities, ambulatory care and medical offices. Bel Air is served by the Upper Chesapeake Medical Center medical campus which combines hospital and specialty care operations. Due largely to the development of this medical campus, a number of specialty care facilities and related medical services have located in Bel Air since 1996 when the hospital was originally constructed.



## 2. Current Status

Upper Chesapeake Medical Center continues to expand. The most recent expansion included an additional bed tower housing 34 beds, surgical facilities, an emergency room expansion, a parking garage and additional medical. Future plans include a dedicated health service building. In addition to the hospital, the Town is served by several stand alone surgical and laboratory facilities. The proximity of the hospital resulted in a significant growth in medical care providers in the last ten years. This has been complimented by the increasing number of senior facilities and physicians offices outside of the medical complex.

## 3. Goals and Objectives

**Goal 1:** Encourage development of medical facilities needed to sustain the health and well being of Town citizens.

### *Objectives:*

1. Provide area citizens with access to a wide variety of efficient, accessible medical services.
2. Encourage development of medical facilities that meet patients' needs and act as amenities to the overall community.

## 4. Implementation

1. Work with the local medical community to assure quality, accessible health services to meet citizens' needs throughout their life cycle.
2. Work with the local public health agency to address public health issues and emergency needs.
3. Encourage development of medical facilities that compliment the existing medical complex and add to patient services.
4. Support the medical/science magnet program at Bel Air High School to assure development of future health care professionals.



 <p><b>TOWN</b> BEL AIR</p>	<p><b>Community Facilities</b></p> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #C85135; border: 1px solid black; margin-right: 5px;"></span> Post Office</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #E91E63; border: 1px solid black; margin-right: 5px;"></span> Bel Air Armory</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00AEEF; border: 1px solid black; margin-right: 5px;"></span> Church</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFC000; border: 1px solid black; margin-right: 5px;"></span> County Building</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF4500; border: 1px solid black; margin-right: 5px;"></span> Firehouse</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFF00; border: 1px solid black; margin-right: 5px;"></span> Hospital</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #6A5ACD; border: 1px solid black; margin-right: 5px;"></span> Library</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4169E1; border: 1px solid black; margin-right: 5px;"></span> School</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF8C00; border: 1px solid black; margin-right: 5px;"></span> State Building</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #000000; border: 1px solid black; margin-right: 5px;"></span> Town Building</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> County Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #3CB371; border: 1px solid black; margin-right: 5px;"></span> Town Park</li> </ul>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map V-1</b></p> <p>0 400 800 Feet</p> 
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# *VI*

## Chapter 6



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## Water Resources Element

### *A.* **Vision**

Protect the Winters Run and Bynum Run watersheds through adequate storm water quality and quantity practices, assure a safe, adequate water supply for area citizens, and meet State wide goals of protecting the Chesapeake Bay and its tributaries.

### *B.* **Background**

#### **Controlling Factors and Limitations**

With the creation of Chesapeake 2000 - the multi-state framework for restoration of the Chesapeake Bay, Maryland, its counties, and its municipalities has placed increased importance on water availability and usage and the impact of wastewater and stormwater on the quality of life in the Chesapeake Bay region.

However, a number of factors continue to adversely impact water quality. Land use change adds wastewater and stormwater flows. Fluctuating weather patterns resulting in drought conditions in recent years not only restrict water availability but also impact water quality in the Bay, its tributaries and local and regional reservoirs. Increases in impervious surface area change the hydrologic graph during rain events resulting in the scouring of stream beds.

The ability to quantify land use and its resulting impact on water resources has become a necessary step in the development process. Assurance that adequate public facilities are in place to allocate managed growth is important for sustainable economic viability. The resident and business population of the Town of Bel Air is currently served by a private water service (Maryland American Water Company). This service is supplemented by Harford County in outlying areas not connected to the MAWC lines and through an interconnector used to supply County water as needed to supplement MAWC service. With limited opportunities to annex land or to redevelop significant portions of the Town, Bel Air's water and sewer needs will remain relatively stable and experience only a modest increase.

Another important consideration is the fact that the Town's drinking water service is drawn from Winters Run but only a fraction of the Winters Run watershed falls within the Town's boundaries. It is therefore imperative that the Town work closely with the Harford County Government to protect water quality by controlling future growth in the watershed. In addition, the Town must continue to maintain high standards of stormwater quality and quantity management to limit potential adverse impacts to local streams and associated habitats.



## Land Use Analysis

As described in the Municipal Growth Element, the Town of Bel Air has very little undeveloped land available. Approximately 2.4% of the Town's total land area is undeveloped, and it is anticipated that most if not all of the remaining properties will be developed for residential use (refer to the Land Use Map VI-1).

**TABLE VI-1**  
**Land Area By Land Use Category**

<b>Land Use</b>	<b>Total Acreage</b>	<b>Percent of Total Area</b>
Open Space	137.7	8.3%
Undeveloped	39.3	2.4%
Low Intensity	412.9	25.0%
Medium Intensity	196.9	11.9%
Institutional	356.2	21.6%
High Intensity	128.4	7.7%
Industrial	17.2	1.0%
Commercial	363.0	22.0%
<b>Total</b>	<b>1651.7</b>	<b>100%</b>

*Source: 2008 Town GIS data*

Opportunities to expand the Town's limits through annexation are extremely limited. Therefore, future development and potential build-out and population are relatively predictable. With commercial redevelopment and expansion controlled by Town regulations, it is also possible to estimate potential commercial square footage increases in the coming years. Based on planned and potential residential development, the Town can expect a maximum population increase of approximately 10% at total build-out (excluding annexation). This increase takes into consideration potential mixed use redevelopment in the downtown core area, multi-level multifamily development on residential and commercial properties with high density zoning, and the limited number of vacant single family residential parcels available. Assuming all available parcels zoned to permit commercial use were redeveloped for that purpose, the Town could reasonably expect an increase in commercial land use of approximately 10%. Any additional expansion in the form of additional housing units or commercial square footage through the year 2025 would most likely require annexation.



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## Water Supply and Demand Analysis

Greater Bel Air – the Town and area within one mile of its boundary – covers approximately 17.2 square miles. Of that area, approximately 15.9 square miles fall within the County’s Development Envelope (refer to the Water Service Area Map VI-2). Approximately 14.9 square miles or 87% of the Greater Bel Air area is serviced by a public water system - either Maryland American Water Company (MAWC) or the County’s water system.

As noted in the Municipal Growth Element of this Plan, the majority of properties in the Town of Bel Air receive water through the municipal water system of the Maryland American Water Company. The MAWC service area includes both Town of Bel Air and Harford County residents and businesses totaling approximately 4,850 metered customers serving about 13,200 people (the bulk of properties outside the Town of Bel Air limits that utilize Maryland American Water Company service are zoned low and medium density residential and most are developed). The MAWC owns and operates a water treatment plant that processes an average of 1.4 million gallons per day (MGD) of surface water drawn from the northern half of the Winters Run Watershed, an area of approximately 23,500 acres. The plant is approved for a daily maximum surface water draw of 1,700,000 gallons. In addition to surface water, the MAWC also draws water from two wells:

- A 540-foot deep well adjacent to the treatment plant’s pump station that offers a raw ground water flow supplement of up to a daily maximum of a 246,000 gallons per day (GPD) in times of deteriorated water quality in Winters Run
- The Bynum Run Park Well, which has a maximum of 271,000 GPD.

Although the wells offer half a million gallons of pumping potential, the two wells combined pump an average of approximately 275,000 GPD. In addition, MAWC has a contract with Harford County to draw .5 MGD from the County’s water system in times of drought or unfavorable water conditions and is in the process of acquiring a permit to drill an exploratory well in the Forest Hill area of Harford County. It is anticipated that the Forest Hill well could produce 300,000 GPD once operational.

Utilizing market study data and tax and sewer billings, there are approximately 4700 dwelling units in the Town of Bel Air housing approximately 2.2 people per unit. At 100 gallons of water usage per day per person this equates to slightly more than 1 MGD of water usage. Based on sewer meter readings, residential and commercial water use combined is between 1.1 MGD and 1.3 MGD. Projecting a ten percent (10%) increase in dwelling units and commercial space to build-out would therefore require an additional 100,000 to 130,000 gallons of water for a total future demand of approximately 1.4 million gallons per day. The additional 5% growth projection through 2025 as noted in the Municipal Growth Element would only occur through annexation. All undeveloped properties surrounding the current Town of Bel Air limits have access to



Harford County's water service. Although development of possible annexations would increase water demand, it is assumed annexed properties would be serviced from Harford County's existing system rather than expansion of the MAWC system. Therefore, water demand for these properties is included in the County's water resources element.

Maryland American Water Company is currently producing approximately 1.55 MGD through surface water and supplemental well water at the Winters Run plant and 125,000 gallons from its Bynum well to meet the demands of its customer base. Taking into consideration all available water sources, water appropriation and use permits and current plant capacity, MAWC could produce in excess of 2 MGD under favorable conditions. Therefore, the company's existing capacity – which does not including the current .5 MGD contract with Harford County and the proposed Forest Hill well – is sufficient to accommodate projected growth in the Town. Information concerning the water supply of MAWC including source water assessment area characteristics, potential sources of contamination, and water quality data is documented in detail in the report Source Water Assessment for the Maryland American Bel Air Water System prepared by the Maryland Department of the Environment, March 2005.

Of primary concern when calculating the available water supply for Maryland American Water Company is the possibility of experiencing reoccurring drought conditions. Under normal conditions, Winters Run is capable of supplying sufficient water to meet MAWC customer demands. However, under low water and drought conditions the company must supplement the surface water supply through its wells and connections with Harford County's water system. This supplemental water supply comes at additional cost to the residents and business owners of the Town.

A second impact to the surface water conditions of Winters Run is increased turbidity and water pollution from agricultural uses and impervious surface runoff. Turbidity is a direct result of storm water entering the stream at accelerated rates, which established stream channels cannot manage. Avoiding turbidity requires additional filtration and purification, resulting in higher operating costs. Increases in hydrographic flow are a direct result of increased impervious surfaces in the watershed. Increased runoff not only scours streambeds, but also limits the amount of water available to recharge the ground water system. Table VI-2 illustrates the existing land use in the watershed. Table VI-3 shows population projections for the area of the Winters Run watershed utilized by Maryland American Water Company. The projected 15% population increase will result in additional impervious surface area that could further adversely impact the MAWC water source.



**TABLE VI-2  
Land Use In The Winters Run Watershed**

Land use	Acreage	Percent of Total Area
Agricultural	11,883	51
Rural Residential	8,502	36
Low Intensity	1,390	6
Medium Intensity	1,213	5
High Intensity	280	1
Town	262	1

*Source: 2004 County and Town GIS data*

**TABLE VI-3  
Population Projections For Winters Run Watershed**

Sub-watershed	Density	Population				
		2005	2010	2015	2020	2025
1132	Medium	30,048	31,978	33,612	33,909	34,239
1133	Low	3,960	4,251	4,463	4,486	4,499
1134	Low	3,431	3,686	3,934	3,964	3,985

*Source: Harford County Department of Planning*

*Note: Only 76% of sub-watershed 1132 is in the MD American Water Company's water source area.*

Maryland American Water Company draws water from the northern half of the Winters Run watershed, a watershed or primarily low level development potential. Only 1% of this area is within the boundaries of the Town and the area contains only 17% of Maryland American Water Company's customer base. This means that while the vast majority of residents and business owners in the Town are directly impacted by the changes to water quantity and quality associated with increased development in the Winters Run watershed, the Town has little to no control over the development processes affecting the watershed. Preserving the water quantity and water quality in the Winters Run watershed is therefore of greatest concern to the Town.

### **Sewer Demand Analysis**

The Town of Bel Air owns and operates approximately 42 miles of sanitary sewer mains in the Town serving 3,245 residential customers and 187 commercial customers (refer to the Sewer Capacity Map VI-3). Due to the age of the Town system and considerable amounts of inflow and infiltration (I/I), annual sewer flows can vary between 1.0 and 1.4 MGD depending upon



seasonal rainfall. The collection system flows through a network of 8, 10, 12 and 15 inch pipes to three metering stations that record the Town's flow into Harford County's Bynum Run Interceptor. All flow is conveyed to and treated at the County's Sod Run Treatment Plant in Perryman which can treat an annual average daily flow of 20 MGD and peak daily flows of 52 MGD. The treated effluent is discharged to the Bush River. Based on these rates the Town's wastewater stream comprises no more than five percent of the Sod Run plant's average daily capacity. The Town is currently working with the County on a system-wide inflow and infiltration investigation to determine areas of concern and to develop and execute a plan to correct groundwater intrusion through broken or misaligned pipes and from illegal or defective connections into the collection system.

In 1999 the Sod Run plant was upgraded to provide adequate capacity to treat the projected wastewater generated by the residential, commercial, and industrial development in the County's sewer service area (including the Town) for the next 20 years. The plant currently provides both secondary and tertiary levels of wastewater treatment utilizing Biological Nutrient Removal (BNR) and anaerobic sludge digestion to meet current discharge permit limits. In conjunction with the Maryland Department of the Environment (MDE), Harford County has studied the requirements to upgrade Sod Run to ENR (Enhanced Nutrient Removal) treatment levels. ENR would allow the plant to achieve discharge limits of 3 mg/l of nitrogen and 0.3 mg/l of phosphorous (compared to approximately 6 and 2 mg/l, respectively).

### **Stormwater Management Analysis**

In 1971 the Bel Air Board of Town Commissioners adopted Ordinance No. 219 to establish regulations in compliance with State's standards for sediment and erosion control. The sediment and erosion control ordinance was updated in 1981 and again in 1991 to comply with increasingly comprehensive State regulations. In October of 1984 the Commissioners adopted Ordinance No. 379 to establish guidelines for stormwater management and updated that regulation in July of 2001 to comply with the requirements of the 2000 Maryland Stormwater Design Manual Volumes I and II. The Town of Bel Air has consistently been diligent in ensuring that Ordinances and Regulations reflect the current standard of protection directed by the EPA and State of Maryland.

The total land area of the Town of Bel Air is 1,892 acres lying entirely within the Harford County Development Envelope. The Town is, therefore, a Priority Funding Area (PFA). The Town is divided by the Winters Run watershed to the west and Bynum Run watershed to the east. Total equivalent impervious area is 728 acres or approximately 39% of the total land area (see Table VI-4). Prior to July 2001 approximately 313 acres of land within the Town were developed with SWM treatment facilities. Following the adoption of the 2000 Design Manual guidelines another 98 acres have been developed/redeveloped with treatment facilities. The total treated land represents 21.7% of the total acreage of the Town and 56.5% of the equivalent impervious acreage (refer to the Stormwater Management Map VI-4).



**TABLE VI-4**  
**Impervious Data Calculations For The Town**

<b>Land Use</b>	<b>Acres</b>	<b>Impervious Rate</b>	<b>Equivalent Impervious Acreage</b>
Open Space	137.75	0	0.00
Undeveloped	39.29	9%	3.5
Low Intensity	412.85	14%	57.8
Medium Intensity	196.93	28%	55.1
Institutional	356.22	34%	121.1
High Intensity	128.39	41%	52.6
Industrial	17.23	53%	9.1
Commercial	362.99	72%	261.4
Rights-of-way	238.34	70%	166.8
<b>Total</b>	<b>1,890.00</b>	<b>38.5%</b>	<b>727.6</b>

*Source: 2008 Town GIS data*

Winters Run and Bynum Run are listed on the State's 2006 303(d) list of impaired waters. Lower Winters Run is impaired for biological (2002); Bynum Run is impaired for nutrients and sediment (1996), biological (2002) and toxics (2006). While MDE has not yet prepared Total Maximum Daily Loads (TMDLs) to address these impairments, the Town is aware of those impending regulations. Since only a small fraction of the watershed of these two streams lies in the confines of the Town boundary, it will be crucial for the County to develop land use plans that recognize the assimilative capacity of each watershed and to promote environmentally sensitive zoning and low impact development.

### **C. Inter-relationship With Other Elements And Jurisdictions**

The preservation and protection of sensitive areas in Bynum Run, particularly forested stream buffers, is of primary importance for the protection of surface water utilized by Maryland American Water Company. Land use, influenced by housing and economic development needs, has a direct impact on stream buffers and storm water entering a stream course. The fact that 99% of the Winters Run Watershed utilized by MAWC lies outside the Town's boundaries demonstrates the critical importance of a collaborative effort with Harford County to assure adequate protection of the watershed. Harford County Government, the Town of Bel Air, and the Cities of Havre de Grace and Aberdeen have been actively working to coordinate data gathering and completion of the Water Resources Element for each jurisdiction.



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## ***D.* Issues And Opportunities**

Because the Town of Bel Air has very little available land for development; the majority of future development will occur on lands already developed and served by public water and sewer. While there will be some opportunity to incorporate storm water management practices to reduce water runoff, water and sewer usage will increase insignificantly, particularly in comparison with the potential growth of the greater Bel Air area outside the Town's boundaries.

### **Water Supply**

Maryland American Water Company draws the majority of its water from Winters Run. While this is a convenient method of collection, the additional filtering process and variable flow rates caused by drought (resulting in high costs associated with back up water supply options) make it less than optimal. Therefore, protection of the Winters Run watershed to maintain and improve surface water conditions and consideration of alternate means for securing adequate water flow are important for maintaining the existing levels of service for the Town.

Maryland American Water Company's two wells are very predictable, and the water drawn from the wells requires less treatment. Although MAWC is in the process of acquiring a permit to drill an exploratory deep well, the reliability of well water versus surface water suggests that more effort may be necessary to acquire additional well head areas to secure long term, reliable water service. In late 2008, a new County Zoning Code that includes wellhead protection regulations was adopted by the Harford County Council.

It has been suggested that a water authority be created for Harford County to control all water service to County residents and businesses. Although this approach would standardize water distribution and associated costs, consolidation of the numerous private water companies with the county's operation would be a difficult process.

Considering County-controlled land area within the Maryland American Water Company portion of the Winters Run watershed, the majority of the area is limited to agricultural (51%) or rural residential (36%) land use. Increases in both of these land uses potentially have detrimental impacts on water quality. Accordingly, every effort must be made to limit land use change in the vicinity of streams. Land area located in the County's Natural Resource District must maintain a 150 foot buffer to Winters Run and a 75 foot buffer to other smaller tributary streams.



## **Sewer Demand**

With limited opportunity to annex properties outside the current Town boundaries and very little remaining undeveloped land within the Town, the future increase in sewer demand is expected to be minimal. Projecting final build-out of the available land and the gradual redevelopment of existing properties, an overall growth increase of no more than 10% is projected. Assuming this level of growth in population, sewer flows could be expected to increase to 1.5 MGD. This increment is included in the County's growth projections for the Sod Run treatment plant through 2029. The Sod Run Plant is expected to remain within its nutrient cap limits through the year 2025. The Town and County have a Sewer Service Agreement originally executed in 1977 and revised in 1979 and 1988 which stipulates that the "...County will guarantee to provide for the transmission and treatment of the sewage generated within the corporate limits of the Town" (said corporate limits to include areas which may be annexed to the Town in the future). Additional information on the County's collection and treatment system can be obtained from the Harford County Water and Sewer Master Plan which is updated semi-annually. Any detailed data on the Sod Run WWTP's current flows and capacity, source cap, or nutrient loading should be garnered from the Water Resources Element of the Harford County Comprehensive Plan document.

## **Stormwater Management**

Within the jurisdictional boundary of the Town, only 2.4% of the total land area remains undeveloped (See Map VI-1); development of such a small area will have negligible effect on the overall stormwater nutrient loadings of receiving waterways of Winters Run and Bynum Run. Conversely, if ten percent of the Town's existing total developed area of 1,475 acres were to be redeveloped through 2025, stormwater management regulations (specifically, the current 20 percent reduction requirement) could result in the reduction of nearly 30 acres of impervious surface. If the proposed 2007 Maryland Stormwater Management Act guidelines become effective, impervious surface reduction for redevelopment may yield up to 50% improvement (or maximum extent possible) on those projects or a possible 73.8 acres.

Of greater concern is development and redevelopment that involves disturbance of less than 5,000 square feet. Small lot increases in impervious area are not subject to water quantity requirements. Since the control of undeveloped land is not a major factor for the Town, best management practices (BMP) such as roof top disconnects, natural area conservation and reduction in existing impervious area will achieve the most benefit toward regulating nonpoint source pollution loads.



Public outreach and participation and involvement along with illicit discharge detection as part of the EPA's NPDES Stormwater Phase II MS4 program will continue to focus on the identification and reduction of pollutants entering into the storm drain system. Public education regarding dumping of toxic and hazardous chemicals into the storm drains, correct use of household fertilizers and pesticides, paints, etc. continues to heighten citizen awareness of water resource protection. Projects such as streambed cleanups, storm drain stenciling and street sweeping have involved both citizens and Town employees. County-wide educational programs in the schools have also yielded good results in growing "environmentally aware" youngsters who can carry the message home.

Promoting stream course protection and establishing strict use limitations in wellhead protection areas will help assure that the Winters Run watershed continues to be a viable area for potable water. Limiting development in proximity to streams by maintaining adequate stream buffers provides area to slow surface water runoff prior to entering a stream and allow for ground water recharge.

## *E.* Goals And Objectives

**Goal 1:** Assure an adequate and safe water supply for current and future development.

### *Objectives:*

1. Follow the recommendations for a source water protection plan as outlined in the MDE report on the Maryland American Bel Air water system.
2. Support Maryland American Water Company efforts to improve water collection methods through the construction of additional wells.
3. Work with Harford County and Maryland American Water Company to establish alternate means of water supply during low-water periods.
4. Cooperate with Harford County and other municipalities in the exploration and evaluation of a regional water authority.
5. Work with Harford County to extend its water source protection program to the entire Bynum Run well head recharge area.



**Goal 2:** Assure adequate sewer capacity for Town residents.

***Objectives:***

1. Improve and upgrade undersized lines in commercial areas based on potential redevelopment.
2. Investigate inflow and infiltration problem areas.

**Goal 3:** Protect the Winters Run and Bynum Watersheds from the adverse impacts of land use change.

***Objectives:***

1. Improve substandard or nonexistent stormwater management in older developments.
2. Limit density and impervious surface area increases in proximity of stream courses and well head protection areas.
3. Provide Town and County land use plans that assure protection of the water supply for the Maryland American Water Company.
4. Maximize ground water recharge to improve water tables, decrease surface water runoff and improve base flow of stream and wetlands.
5. Preserve stream areas by providing adequate buffer areas, restoring riparian and in stream habitats.
6. Protect wetlands and encourage wetland mitigation measures.

## ***F.* Implementation**

Through the process of drafting a Water Resources Element, the Town of Bel Air and the other municipalities along with Harford County have worked together to quantify the water and sewer needs and capacity of the numerous operating systems in the County. It is imperative to the Town that a cooperative effort between the Town and County continues.

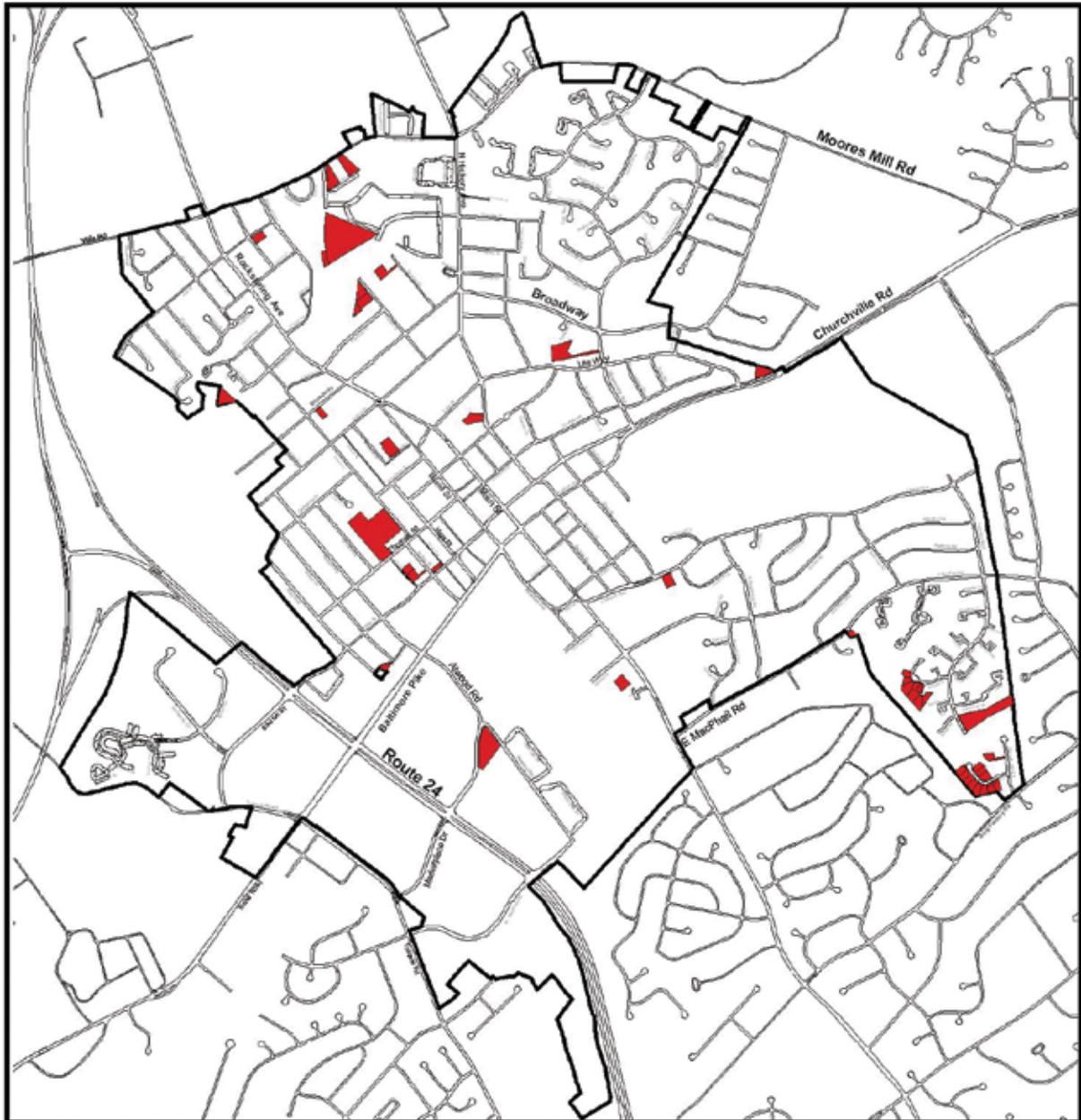
The review process for all development in the Town of Bel Air includes review by both Harford County and Maryland American Water Company to assure that adequate water and sewer capacity exists for the proposed development. Should there be any question of capacity, system



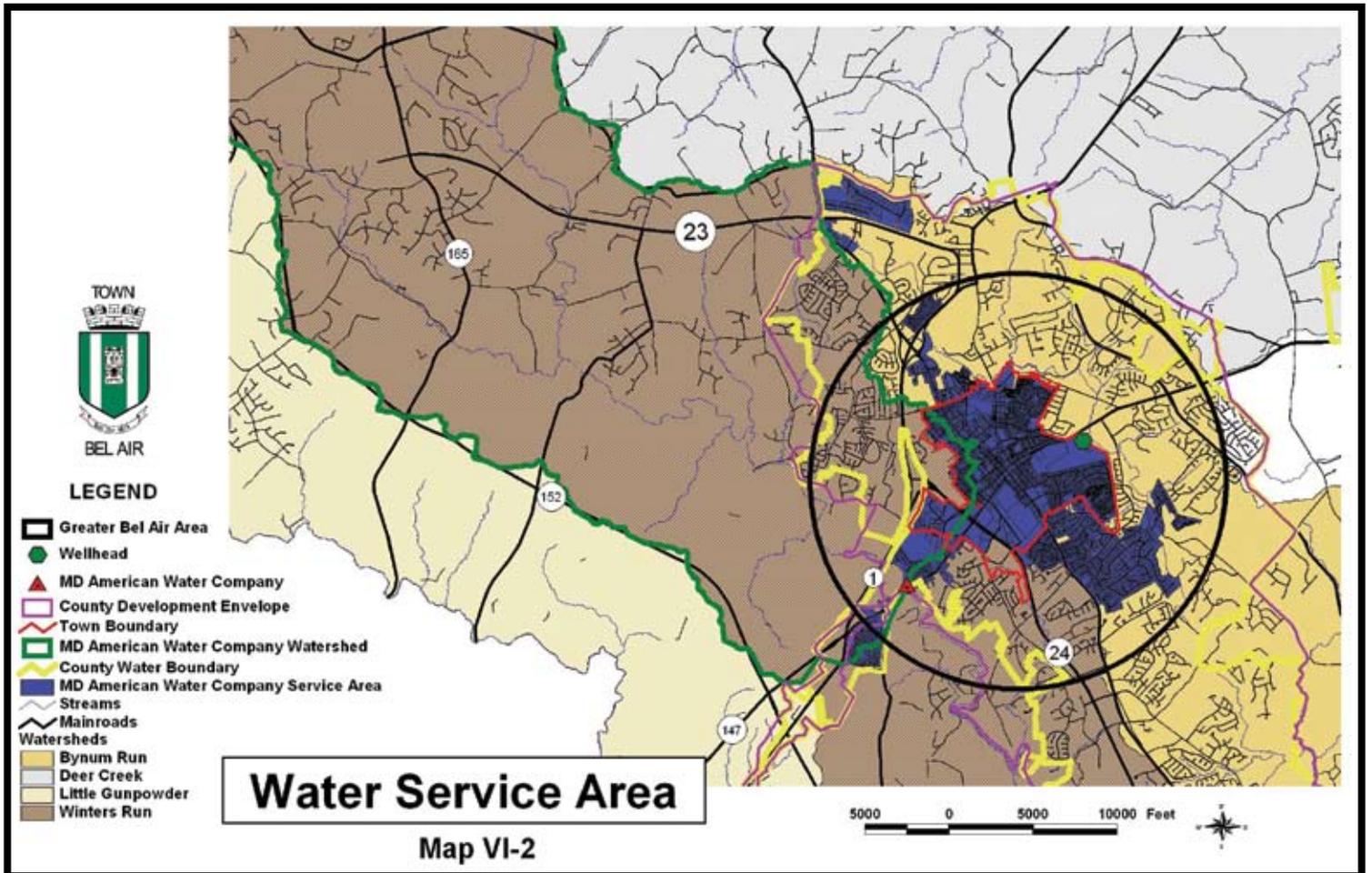
upgrades as needed are required as part of development approval and typically must be in place prior to issuance of any Use and Occupancy Certificate for the use. Failure to provide adequate public facilities can and has in the past resulted in a building moratorium. With assurance of adequate public facilities a prerequisite for all development and redevelopment in the Town and minimal land area available for new development, the need to alter the existing zoning pattern to limit new or redevelopment appears unnecessary.

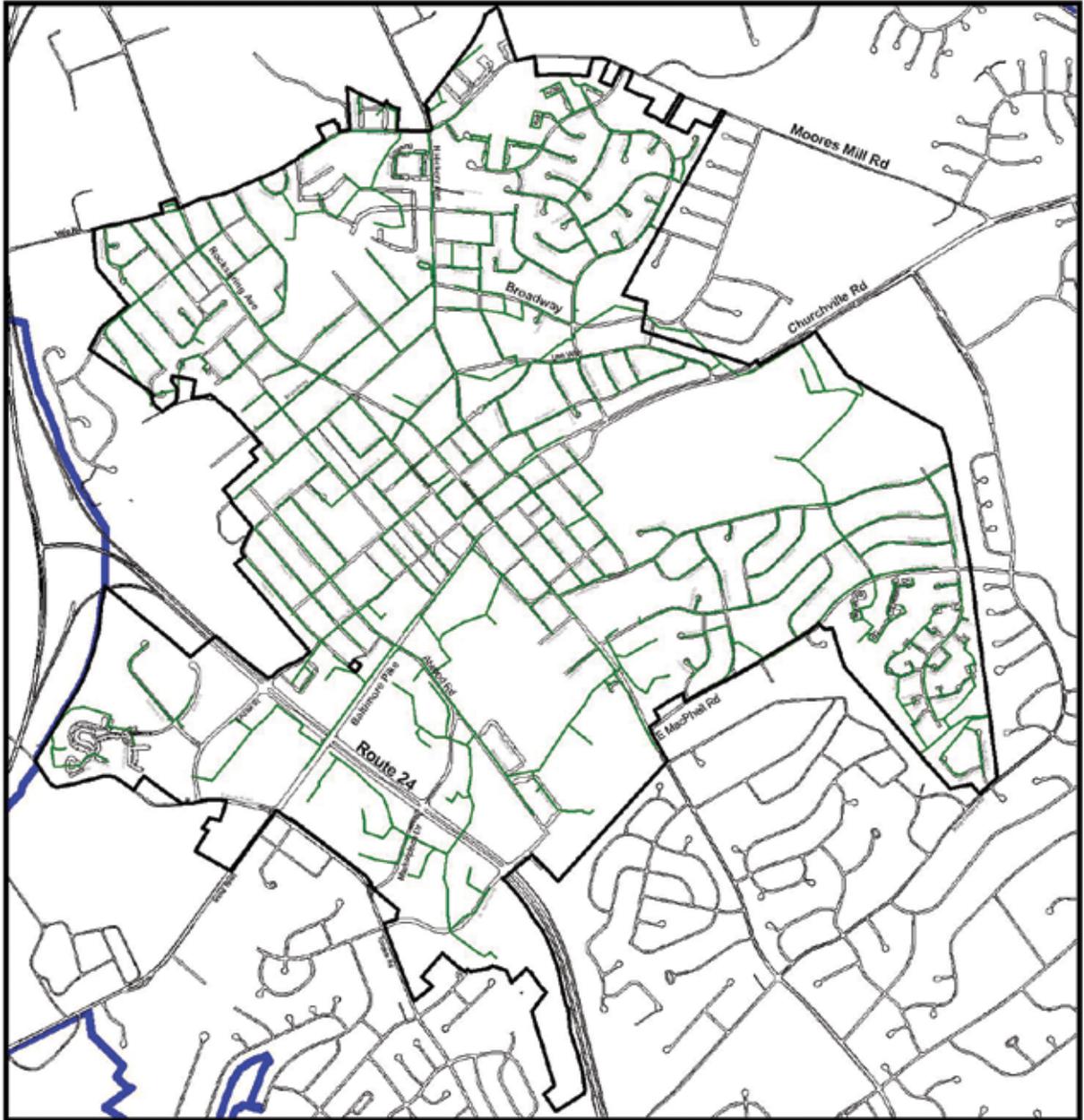
The following actions are needed to implement the Elements' Goals and Objectives:

1. Identify alternate water supply options such as additional well sites.
2. Coordinate a sewer inflow and infiltration detection and repair plan.
3. Develop low-impact BMP requirements for small lot development.
4. Improve stormwater quality in existing developments through retrofit projects where applicable.
5. Encourage the development of innovative stormwater management programs to collect surface runoff, treat and return it back to aquifer.
6. Adopt requirements for riparian and in-stream habitat restoration.
7. Implement a headwater retrofit program, including non structural alternatives to manage water resources, i.e. stream day lighting.
8. Develop measures necessary to meet Total Maximum Daily Load (TMDL) non point source reduction targets, once TMDLs are established by MDE.
9. Work with Harford County to complete a pollution forecast for Bel Air based on the land use plan.
10. Encourage "green building" initiatives to minimize impacts on Town water, sewer and stormwater facilities.



 <p>TOWN BEL AIR</p>	<h3>Undeveloped Parcels</h3> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	 Undeveloped parcels	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map VI-1</b></p> 
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 <p>TOWN BEL AIR</p>	<b>Sewer Service Area</b>	 Town Boundary	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map VI-3</b></p> 
	Town of Bel Air Comprehensive Plan 2009-2015	 Sewer Lines	



 <p>TOWN BEL AIR</p>	<p><b>Stormwater Management</b></p> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<p>— Town Boundary</p> <p>■ 2000 Redevelopment Guidelines</p> <p>■ Post 2000 SWM Guidelines</p> <p>■ Pre 2000 SWM Areas</p> <p>□ No Treatment</p>	<p>Map produced by the Town of Bel Air Planning Department</p> <p><b>Map VI-4</b></p> <p>0 200 400 600 Feet</p> 
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# *VII*

Chapter 7



## Sensitive Areas Element

### *A.* Vision

Ensure protection and enhancement of the Town's remaining natural environment and its most important environmentally sensitive features.

### *B.* Background

Under Article 66B of the Maryland Annotated Code, Section 1.00(j) local jurisdictions are required to include a Sensitive Areas Element in their Comprehensive Plans which incorporates measures to protect streams, wetlands and their buffers, 100 year floodplains, habitats of threatened and endangered species, steep slopes and agricultural and forest lands intended for resource protection or conservation. This chapter describes Bel Air's "sensitive areas" and outlines measures needed to protect them. The State recently expanded Comprehensive Plan requirements to include a Water Resource Element. The documentation of water supply, sewer demand and capacity, and storm water management analysis is included in the Water Resource Element. This data complements the information in the Sensitive Areas Element. Impacts to sensitive areas may have a significant effect on the management of water resources. Therefore, the connections between these six types of sensitive areas cannot be understated.

The Planning Act permits local governments to define each sensitive area, augment the described sensitive areas with others, and determine appropriate levels of protection. Although land in the Town impacted by sensitive areas is limited to approximately 128 acres or 6.8 % of the Town's land area, detrimental impact to these features or land areas may have significant impacts on the function of the associated wetland, floodplain or watershed basin. This section of the Comprehensive Plan briefly describes existing environmental features and identifies strategies to ensure their protection and enhancement.

Bel Air is divided almost equally between two major stream valleys. Bynum Run, running outside the Town boundaries to the north and east, is fed in part by several small tributaries that originate in the Town. Winters Run, located to the south and southwest of the Town, is fed by Plumtree Run—the dominant tributary within the Town boundary—as well as several smaller first-order tributaries.

Stream valleys located in the Town support important natural resources such as wetlands and riparian forests. Floodplains as delineated by the Federal Emergency Management Agency (FEMA) are associated with some portions of these streams valleys. The Sensitive Areas map, Map VII-1, highlights mapped streams, known wetland areas (both delineated and generalized), areas of steep slopes (both natural and man-made) and existing tree cover.



Most of the floodplain, wetland and steep-sloped areas in the Town are located within permanent open space or forest conservation areas. Consequently, these sensitive areas are protected through private common areas or deeded conservation areas. Public land acquisition is not a prerequisite to the protection of these sensitive areas. Sensitive areas not currently protected by deed are under private ownership, and additional management and protection can only be acquired through redevelopment of the individual parcels and/or good stewardship practices. Due to its limited size, the Town of Bel Air does not have any agricultural land.

### ***C.* Inter-relationship With Other Elements And Jurisdictions**

There is a direct relationship between land use and sensitive areas. Zoning dictates current and future land use and the approach a developer may take in determining how the property will be utilized. Impacts to sensitive areas will be different based on the development. Lessons from past land development practices indicated that forested areas and floodplains are more apt to be maintained and protected in residential rather than commercial developments. As housing demand increases, properties zoned commercial may be designed for high density residential or mixed use, and maintaining sensitive areas within such land use designations may prove to be a cost benefit.

Sensitive areas are more ecologically beneficial when maintained in a contiguous natural state—the greater the land area, the greater the potential benefit. Forest stands and riparian vegetation are effective greenways when there are few if any breaks in coverage. Development impacts on floodplains can have disastrous affects downstream. Although the Town is by jurisdictional boundary only an island inside the County, impacts to sensitive areas in the Town can have a negative effect on properties under County rule. While the Town and the County have different forest conservation, wetland, floodplain and stream buffer regulations, it is important that both jurisdictions consider the “downstream” impact development may have on sensitive areas.

### ***D.* Issues And Opportunities**

Bel Air was subdivided and zoning was enacted well before any development restrictions based on environmentally sensitive conditions were created. Most of Bel Air—approximately 98 percent—is developed. Undeveloped land not in permanent open space, only accounts for 2.4% of the Town’s land area.



Although few natural areas still exist, the protection and preservation of streams and buffers and remaining wooded areas are important goals when reviewing development proposals on sites containing sensitive areas.

### **Streams, Wetlands and Their Buffers**

Streams and associated buffers are valuable resources serving several purposes, most particularly drinking water (in the case of Winters Run), wildlife habitats, and recreational opportunities. Buffer areas can act as runoff and groundwater protection systems by filtering pollutants before they reach the stream or wetland. Under Town Regulations, buffer boundaries are typically defined by the extent of the floodplain associated with the watercourse or wetland.

Although the small tributaries that originate within the Town's boundaries are located in areas that went through subdivision and development years before stormwater management requirements were in place, substantial riparian vegetation exists in buffer areas that are in most cases protected through open space or forest conservation restrictions. These buffers have remained untouched. Unfortunately surface water runoff entering these waterways remains untreated. Stormwater management requirements have resulted in improvements to existing conditions when redevelopment occurs. The Town is currently working with a consultant on a grant project to "daylight" a piped section of the headwaters of Plumtree Run. This project will result in an improved aquatic and biological environment and greatly improve stormwater runoff into the stream course.

### **100-Year Floodplains**

The 100-year flood is a flood that has a one percent chance of being equaled or exceeded in any given year. Floodplains moderate and act as storage areas for floodwaters and reduce erosion and sedimentation. Protecting the natural functions performed by floodplains reduces the risks associated with loss of life and property, helps restore the health of the Chesapeake Bay and contributes to maintenance of water quality. Bel Air currently has a Floodplain Ordinance to protect delineated 100-year floodplain areas through building restrictions. In addition, the Town's Development Regulations encourages developers to provide perpetual protection of floodplain areas, to the greatest extent possible, through the use of deed restrictions, restrictive covenants or donation to a land trust.



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## **Habitats of Rare, Threatened and Endangered Species**

Hundreds of plants and animals are listed on the Federal endangered species list and many others await consideration. In Maryland, over 200 species have been documented as being lost. The key to protecting threatened and endangered species is protecting the habitat in which they occur.

In the Bel Air area, potential habitats for two endangered species have been identified: the bog turtle and *Gentiana Andrewsii* (a fringe-tip closed gentian flower). Neither species has been located in Bel Air. While the likelihood of either species being found in Bel Air is slim, waterways and associated wetland areas offer potentially suitable habitats for these and other native species. Protection of wetlands, floodways and associated floodplain areas through forest conservation and open space covenants offers the best opportunity to preserve the few remaining natural habitats in the Town.

### **Steep Slopes**

Preservation of steep slopes adjacent to streams is especially important because of the potential harm to water quality. The protection of steep slopes helps to protect the community and other downstream communities from flooding and water degradation from sedimentation. Some jurisdictions define steep slopes as greater than 25%. However, in some cases, steep slopes may be further defined as greater than 15% where associated with highly erodible soils.

In Bel Air only a few areas of steeply-sloped terrain exist. The bulk of these areas are located in forest conservation or protected common areas. Bel Air currently prohibits development on slopes in excess of 25% as measured over ten foot intervals.

### **Agricultural and Forested Lands Intended for Resource Protection or Conservation**

Although the Town has no agricultural land area, forest conservation is an important element when considering development proposals. Forest canopy covers most stream channels in Town which generally are of first and second order, feeding the tributaries that meander through the subwatersheds of Winters Run and Bynum Run. Large percentages (56%) of the Town's floodplains are also forested. With the adoption of the Forest Conservation Act and the Town's Forest Conservation Ordinance in 1992, the Town has been able to use the forest retention requirements of the Ordinance as a means of permanently protecting forested floodplain and wetland areas. Typically forested floodplain areas are platted as protected forest conservation areas in order to meet forest conservation requirements. These areas serve as a valuable resource for the conservation and protection of animal, biological and aquatic life.



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## *E.* Goals And Objectives

**Goal 1:** Protect ecologically and environmentally sensitive areas

***Objectives:***

1. Define, identify and designate sensitive areas, including unstable soils, steep slopes, floodplains, wetlands and vulnerable habitats.
2. Provide adequate regulations to assure long term viability of the Town's stream valleys, forested areas and wetlands.
3. Direct development away from ecologically and environmentally sensitive areas.

**Goal 2:** Limit the adverse effects of development on sensitive areas and promote design guidelines to improve existing features when possible.

***Objectives:***

1. Develop projects and strategies to protect and upgrade the quality of the Town's air, water and forest resources.
2. Work with the State and County agencies to ensure long term protection of the Winters Run Watershed.
3. Support and participate in efforts to protect the Chesapeake Bay.
4. Encourage pedestrian friendly design, centralized development and transit alternatives to improve air quality.
5. Encourage use of "Green" technology to minimize the negative environmental impacts of development.

**Goal 3:** Emphasize the need for sustainable development.

***Objectives:***

1. Meet the development needs of the present without compromising the needs of future generations.



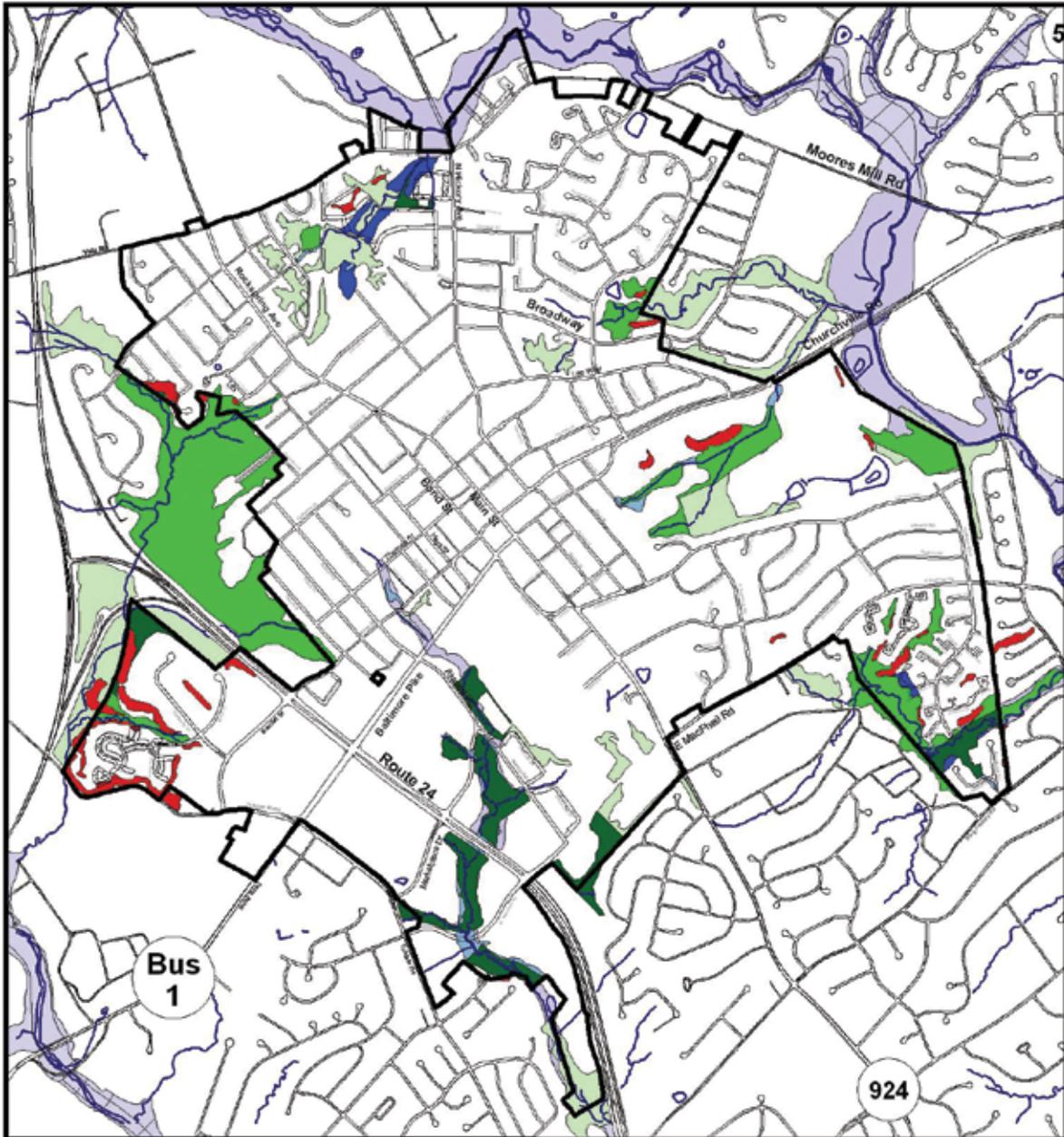
2. Promote effective use of resources to reduce costs and enhance environmental protection.
3. Adopt regulations and policies that ensure that air, water and soils are not polluted.

## ***F.* Implementation**

1. Identify stormwater outfall areas that require upgrading and investigate the possibility of day-lighting piped streambeds.
2. Identify a network of streams, wetlands and other natural areas that connect and protect sensitive areas and other environmental features.
3. Protect 100-year floodplains through deed restrictions to assure safety of the community and integrity of the environment.
4. Encourage street tree plantings and the creation of a regional greenway system to protect streams and associated floodplains and to maximize environmental benefits.
5. Identify areas suitable for wetland mitigation.
6. Employ flexible development regulations, innovative site design, Best Management Practices, and mitigation measures in order to protect the natural environment and sensitive areas.
7. Integrate and coordinate sensitive areas protection with other locally and regionally adopted environmental and growth management programs.
8. Investigate the possibility of obtaining easements or purchasing sensitive areas for protection in conjunction with other locally adopted environmental and growth management programs.
9. Limit the use of environmentally sensitive areas to visual or recreational open space, greenways or undisturbed open area.



10. Develop usage, landscape and maintenance plans for publicly owned sensitive areas and work with private property owners to do the same.
11. Protect sensitive habitats and other unique areas following both State and Federal species lists and protection guidelines. Impacts to potentially viable habitats of listed threatened and endangered species, or natural systems that are otherwise unique should be avoided altogether. Development Regulation measures should be reviewed and updated to assure adequate protection of identified sensitive areas and habitats.
12. Where possible, restore stream buffers with native riparian vegetation.



 <p>TOWN BEL AIR</p>	<h2 style="text-align: center;">Sensitive Areas</h2> <p style="text-align: center;">Town of Bel Air Comprehensive Plan 2009-2015</p>	<ul style="list-style-type: none"> <li> Town Boundary</li> <li> Natural Steep Slopes</li> <li> Stream</li> <li> Tree line</li> <li> Private</li> <li> Open Space</li> <li> Forest Conservation</li> <li> Delineated Wetland</li> <li> FIRM (w/2001 LOMA)</li> <li> 100-Year Floodplain</li> <li> 500-Year Floodplain</li> </ul>	<p style="text-align: center;"><i>Map produced by the Town of Bel Air Planning Department</i></p> <div style="border: 1px solid black; padding: 5px; text-align: center; width: fit-content; margin: 0 auto;"> <p><b>Map VII-1</b></p> </div> <div style="text-align: center;">  </div>
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# *VIII*

Chapter 8



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## Land Development Regulations

### *A.* Vision

Develop innovative, flexible, efficient regulations that implement the Comprehensive Plan's goals of streamlining the zoning review and permit process, while promoting sound, effective, sustainable and compatible development.

### *B.* Background

A wide variety of regulations are used to assure that appropriate Land Use measures are in place to protect the community and to promote consistent and logical land use decisions. For example, in addition to the zoning and subdivision regulations, the Town's regulatory structure includes stormwater management requirements, forest conservation requirements, a Building Code, Livability Code, a Property Maintenance Ordinance, and other regulations.

The Development Regulations specify the type of land uses allowed, the intensity and density of development, height, bulk and placement of structures and the amount and design of parking areas. This document outlines the procedures for applying, administering and enforcing regulations. The Development Regulations have two main components: the zoning text and the zoning map. Zoning in Bel Air dates back to 1950. Although the Town has regularly updated and revised its zoning regulations since that time, the general approach has remained the same. Uses have been classified according to several criteria:

- Uses permitted by right: permitted as long as they comply with other applicable standards
- Special Developments: uses that may be compatible with the district's permitted uses, but are subject to discretionary review and supplemental standards, intended to ensure that the particular proposed use is compatible with other uses permitted in the district.
- Accessory Uses: uses that are incidental or subordinate to the district's permitted "principal" uses.
- Prohibited Uses: uses that are not permitted either in a specific district or, in some cases, in any district.

The Development Regulations also outline the development review process, addressing the pre-application conference, concept plan review, the application process, public notification, internal review and staff reports, as well as the public hearing requirements. Finally, the document provides procedures for administering and enforcing these regulations and coordinating the regulations with other land use regulatory measures.



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While the Development Regulations provide the basis for land use decisions in the Town, many other regulatory measures are used to assure that the Comprehensive Plan's goals are satisfied. These regulatory measures are coordinated with several state, county and town agencies to assure appropriate coordination and inclusion of best management practices in all town development.

### **C. Inter-relationship With Other Elements And Jurisdictions**

The zoning process is integrally tied to all other Elements of the Plan and to many other federal, state, county and town regulatory processes. In analyzing land development regulations, the Town must incorporate mandated federal and state programs, such as legislation protecting the Chesapeake Bay and inland waterways. It must include provisions for transportation improvements and interagency review. It must link zoning with stormwater management, forest conservation, landscaping, signage and adequate public facilities requirements.

These relationships are often complex but are essential to protect the community as development proceeds. This is often more complex in a built environment where much of the development focuses on redevelopment or adaptive reuse. The challenge becomes a matter of coordinating a wide variety of regulatory mechanisms with the Town's Development Regulations to assure coordination and compliance while meeting overall Town goals of streamlining and simplifying the overall development process.

### **D. Issues And Opportunities**

By their nature, Development Regulations are complex. The major challenge in revising the Development Regulations will be developing a more substantial, user friendly document that will meet the changing needs of the community. This effort should be combined with modifications that allow greater flexibility, promote innovation and sustainable, attractive design, protect the environment and encourage economic development.

Much of Bel Air's small town character remains intact despite substantial growth elsewhere in Harford County. This is particularly true in the Main Street/Bond Street corridors. Continued growth is projected over the next few years as BRAC employees move into the area, along with associated technical and service businesses. Most new growth will take the form of infill or redevelopment. Such development brings unique opportunities to upgrade the Town and its buildings, but can also create some potential conflicts. This is particularly true in decisions related to the preservation of the Town's character and charm, as well as its neighborhoods.



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Major issues to be addressed in the upcoming Development Regulations revision process include:

- Providing the necessary safeguards and mechanisms to address conflicts between the new and existing land uses and development. These should include transition mechanisms that assure neighborhood stability and compatibility between properties, as well as preservation of historically significant resources.
- Assuring sustainable development that emphasizes green building techniques, pedestrian orientation and adaptive reuse, which will minimize the impacts of development on the community.
- Evaluating new forms of zoning (Pattern Book, Form based, etc.) for applicability in Bel Air.
- Providing a competitive advantage by assuring prompt, efficient application and processing procedures.
- Minimizing confusion between agencies and developers, public and staff by describing the process and responsibilities clearly and concisely.
- Encouraging timely and open dialog between developers, the community and the Town to assure mutual understanding of goals and early identification of issues.
- Providing predictability; fair treatment; accurate, accessible information; and timely processing.
- Assuring regulations are supportive of the Town's annexation policy.

Appendix B outlines specific issues to be addressed in the existing Development Regulations as part of the upcoming legislative process. These are referenced by article and section. The following provides a topical overview of these issues:

- Development of an architectural review process
- Re-evaluation of density requirements for multi-family units
- Modification of Transportation study requirements
- Evaluation of public facility impact legislation
- Analysis of the current Overlay District system to determine the best method to streamline zoning regulations



- Evaluation of parking requirements based on changing land use patterns, economy and technology
- Evaluation of potential conflicts between zoning, Building Code, Fire Code and Health Department requirements
- Development of more comprehensive intent statements for zoning districts to assist the Planning Commission in the decision-making process
- Evaluation of present regulations regarding materials, massing, density and height
- Simplification of use charts and performance standards
- Evaluation of current definitions for accuracy and adequacy
- Inclusion of light and air requirements consistent with Article 66B requirements
- Identification of code inconsistencies

While these issues are significant, in most instances they can become opportunities to improve and enhance future development.

## *E.* Goals And Objectives

**Goal 1:** Revise Town Development Regulations and other pertinent regulations to facilitate implementation of the Comprehensive Plan's goals, objectives and policies.

***Objectives:***

1. Assure Development Regulations adequately meet the needs of the community by providing understandable, accessible and effective guidance.
2. Update regulations as needed to respond to changes in state and federal requirements; to assure protection of neighborhoods, sensitive areas, the Town's economic well being and to assure provision of adequate public facilities.

**Goal 2:** Streamline Town Development Regulations and provide degree of flexibility needed to achieve desirable development.



***Objectives:***

1. Create a more user friendly document.
2. Allow a wider range of options that will address development constraints and opportunities more effectively.

**Goal 3:** Establish benchmarks, to be evaluated annually, related to the Town's physical, economic, social and environmental conditions.

***Objectives:***

1. Prepare an Annual Report summarizing all development-related activities and assessing the Town's growth management and resource protection status
2. Identify budget priorities based on implementation measures outlined in the Comprehensive Plan

## ***F.* Implementation Program**

1. Evaluate current regulations and alternative zoning methodology to assure that the revised Development Regulations satisfy the goals and objectives of the Comprehensive Plan.
2. Incorporate an architectural review process in the revised Development Regulations.
3. Incorporate alternative zoning measures needed to encourage redevelopment and mixed use projects.
4. Modify transportation impact procedures to address Bel Air's transportation issues and needs.
5. Re-evaluate parking requirements to assure adequacy and flexibility.
6. Evaluate the use of form-based zoning option for Route 1, Gateway and Town Center Overlay districts.
7. Simplify and update performance standards.



8. Revise the Development Regulations Intent statements to more specifically identify the purpose of zoning districts and regulatory measures.
9. Revise the concept plan review process to address applicant's design assistance requirements more effectively.
10. Improve regulatory language to assure compatibility of uses and design.
11. Re-evaluate and revise adequate public facility needs and requirements, revising impact fee legislation to assure that formulas are adequate.
12. Evaluate legislative options to discourage vacancies in commercial districts.
13. Evaluate and revise, as necessary, all development related regulations and processes, i.e. building permit, property maintenance, livability code, etc., to assure more stringent enforcement of building quality in Town.
14. Update stormwater management regulations to assure compliance with state stormwater management regulations and to encourage effective, innovative applications.
15. Minimize multiple layers of regulations.
16. Incorporate "green" development requirements in Development Regulations.
17. Include design standards necessary to protect the character of various districts, assuring appropriate, attractive transition between districts.



# IX

Chapter 9



## **Economic Development**

### ***A.* Vision**

The Town of Bel Air will continue to support and maintain an excellent quality of life, encouraging economic prosperity and cultural enjoyment. The Town will focus on retaining and expanding its role as an economic, cultural, governmental, medical and social center in the County. A major emphasis will be placed on fostering big city vibrancy while retaining small town charm.

### ***B.* Background**

#### **Development Patterns**

As the County Seat, Bel Air functions as the government center, offering a high quality of life that taps into its physical and cultural assets.

National retail and economic trends are exhibited in the development patterns in Bel Air. The Town now has three distinct commercial areas, each necessitating innovative management to strengthen and sustain the economic base and to maintain and enhance the Town's quality of life.

The 1970s produced the outflow of retail from the downtown to malls and strip centers. Further evolution during the building boom of the 1980s created a clear delineation of several areas for goods and services. Already the center for government offices, downtown continued to attract legal and financial establishments, and experienced growth of support services for these industries and their employees. Route 1 redeveloped with vehicle-related services, banks, car dealerships, fast food and national restaurant chains. In the late 1980s and 1990s, Route 24 became the hub for big-box retail, with a mall or large strip center on each corner of the major intersection at Route 1.

Three major annexations provided land for national chains such as Target, Home Depot and Dick's Sporting Goods to locate in Bel Air. Along with this significant retail influx, the Upper Chesapeake Medical Center constructed a regional hospital facility and associated medical offices. The 1990s also brought the construction of the Ma & Pa Trail along the former Maryland/Pennsylvania railroad bed (see below).



In 2001, the Town was designated as a Main Street Community and the Bel Air Downtown Alliance (a 501(c)3 organization formed to work with the state's Main Street program) began working to re-attract retail and restaurant activity to the downtown area. Vacancy rates in Bel Air declined from 2005 to 2007, coinciding with the refurbishment of the Bel Air Reckord Armory into a Community Center and focal point for the Town. In 2007, Harford Mall, on the northwest corner of Routes 1 and 24, completed a multi-million dollar interior and exterior renovation of its facility into a "Lifestyle Center" to recruit and retain patrons looking for a Main Street-style shopping experience.

Over the last decade, the Town has also attracted medical services and industries. Upper Chesapeake Health System (UCHS) constructed a state-of-the-art hospital on Route 24 in 2000 and expanded the facility in 2008 to include a five-story garage and office complex. This expansion has further spurred the relocation of physicians, physical therapists and other health related services and professionals to the Greater Bel Air area.

As County Seat, Bel Air has seen the expansion of government services and administration in the past decade. This initiated County re-evaluation of its current facilities requirements, and a determination that consolidation of those facilities was necessary for administrative and economic purposes. The County government plans to build a five-story central facility on the corner of Main Street and Churchville Road. This new facility will house a majority portion of administrative services, thereby reducing the County's real estate inventory from twenty-one buildings to six. This will impact the economic development of the downtown area, by increasing the vacancy rate and diminishing parking opportunities for downtown patrons. From a positive perspective, the move will bring several buildings back on the tax rolls and encourage new private development in the vacant properties while reinforcing Bel Air's role as the government center of the County.

In 2007, under the auspices of Harford County, Bel Air became part of the Chesapeake Science and Security Corridor (CSSC), a consortium of eight jurisdictions in three states, created specifically to ensure a successful Base Realignment and Closure (BRAC) implementation and to create a regional technology and defense magnet area for the eastern seaboard. The BRAC initiative is estimated to bring 12,712 new jobs (29% of the BRAC workforce total of 43,179) to the area by September 15, 2011, when all transfers will be complete.<sup>1</sup> The influx of individuals relocating to Bel Air as a result of BRAC will impact future housing, retail and infrastructure development trends through 2011 and beyond. Given that BRAC will be the largest economic generator for the state of Maryland since the second world war, development patterns over this time period will be somewhat unpredictable, and the mass influx of population will not be organic in evolution as observed in national trends. A market study will be needed to assess the impact of this population change and to strategize future economic development decisions.

<sup>1</sup>Source: *State of Maryland BRAC Action Plan Report, 2006 MD BRAC Sub-Cabinet*



During the past two years, Bel Air, along with other local entities, has conducted several studies to evaluate and plan for economic development initiatives. These include a study of the Route 1 Corridor, a Parking Study, Rockfield Manor Feasibility Study and the 2006-2010 Bel Air Strategic Plan. Additionally, the Town participated in the case study for the Center for the Arts. This was a feasibility study to determine the viability of this type of facility in Harford County. The recommendations from these studies are incorporated in this Element of the Comprehensive Plan.

### **Recreation and Tourism**

The Downtown Alliance significantly increased the opportunity for residents and visitors to enjoy the Town's recreational opportunities. Each year, this group sponsors a statewide BBQ Bash, First Friday celebrations, a Chocolate Festival, street festivals, free movie and entertainment programs. These activities enhance other Town events such as the Farmers Market, the 4th of July celebration, the Christmas Parade, the annual Arts Festival and numerous other events.

In 2007, the Town opened its Visitors Center which provides information on Town and County for current residents and visitors. With the influx of new residents to APG, the Center is providing an invaluable service.

The Ma and Pa Trail was opened in October 1999, and runs from Fallston to Forest Hill (the connection between Ma & Pa Road and Bynum Road is not yet completed). This highly popular trail attracts large numbers of bikers, walkers, and runners to and through Bel Air regularly. A connecting link is planned, further enhancing the trail system, which will eventually extend to the Pennsylvania terminus of the rail bed. This is a Heritage Corridor Program, and presents a unique recreational opportunity to combine outdoor activity while preserving green space of historical significance.

### **Population and Income Trends**

In 2007, there were an estimated 107,587 people within a five mile radius of the center of Town and an estimated 141,597 people within a seven mile radius.<sup>2</sup> The Town's projected population growth and proximity to Baltimore City and County, along with an upward trend in household income, commercial and residential property assessments and other economic indicators, place the Town in an enviable position to capitalize on a prime geographic location and a viable, growing market.

<sup>2</sup>Source: U.S. Bureau of the Census, 2000 Census of Population and Housing



The demands of a burgeoning population that is, for the most part, moving to the community from a more urban setting, has increased the demand for a more varied array of goods and services. This trend extends beyond consumer goods to entertainment, cultural and recreational opportunities. The BRAC initiative will further increase these demands.

## **Current Status**

The Town has experienced growth in population, services and community development over the last decade. The Bel Air Downtown Alliance has been a significant contributor to the ongoing revitalization of the downtown core. Old downtown is a government, office and financial hub. The market is geared towards the working population and includes destination services such as the Circuit and District Courts, lawyers, offices, banks, accountants, restaurants and some specialty retail. The majority of the buildings in the downtown have little or no parking and are constructed close to the street (in many instances, at the sidewalk). Architectural styles are an eclectic mix, with the age of buildings ranging from the Victorian era to the present. A green space area adjacent to the Bel Air Reckord Armory, coined “Armory Plaza,” is in the design phase and will function as the official Town plaza for outdoor community gatherings and activities.

The Route 1 Corridor is oriented toward automobile sales and service, banks and fast food restaurants. However, during the past few years, some limited retail has developed. The Town of Bel Air’s “Route 1 Corridor Economic Revitalization Strategy” study, completed in June 2005, highlights a vision for transforming this area into a pedestrian-friendly mixed-use urban street.<sup>3</sup> Current land costs are lower here than along Route 24, making location here more attractive to the individual proprietor. Parcels are individually owned; each having at least one entrance from Route 1, and buildings are of varying styles and setbacks. All properties have on-site parking for customers, and many have parking in front. Opportunities for redevelopment exist. However, due to escalating prices, small mom and pop businesses are being pushed out in favor of fast food and banking institutions, which have the financial means to engage in long-term land leases and build their own buildings.

Route 24 is Bel Air’s shopping core for big-box stores and national chains. Stores in this area serve a broader regional market than either downtown or Route 1. There are two regional and two community shopping centers, one at each of the four corners of Route 24 and Route 1. Big box stores occupy the remainder of the developed parcels. There is limited raw land in this area and no undeveloped parcels with frontage on a major highway remain.

<sup>3</sup>Source: *Route 1 Corridor: Economic Revitalization Strategy*, HRG Consultants, Inc., June 2005



Bel Air is faced with three economic development challenges that are of the foremost importance to downtown: revitalization, retention and recruitment. Revitalization and restoration of older buildings via façade improvements on Main and Bond Streets is necessary to retain the ‘small town feel’ of the Town. At the same time, recruiting trendy new shops and restaurants into those structures will give an upbeat vitality to the heart of the area and will further attract pedestrian window shoppers and visitors. Redevelopment of underutilized properties will also affect downtown and Route 1 in the near future, especially if the County vacates its existing inventory of properties to relocate to a central administration building. As part of the comprehensive community development process, quality recreational and cultural opportunities also need to be developed. Demand for a multi-purpose cultural arts center has been identified via a comprehensive study, completed in January 2008, commissioned by the non-profit Center for the Arts.

Compounding these challenges is the anticipated influx of individuals relocating as a result of the BRAC initiative. The Town will see a possible 29% increase in demand for housing, goods and services from BRAC, and will be challenged to provide sufficient infrastructure support to the increased population demographics.<sup>4</sup>

Each of these challenges points to the need for creative management and planning strategies to accomplish the long term goal of balanced economic development: multi-sector business growth in a visually pleasing environment that retains a small town atmosphere while providing big-city opportunities that compliment a desirable quality of life for the citizenry.

## **Retail and Office Space**

The current estimate of total retail and office space, based on census data and building permit data, is approximately 3,309,000 square feet. Approximately 309,000 square feet of combined retail and office space was added to the Town’s inventory between 2000 and 2008.

Of the total retail and office space, 70% is located in three strip centers and one semi-enclosed mall.<sup>5</sup> The semi-enclosed mall, known as “Harford Mall” completed construction of its Lifestyle Center in 2008, changing the building shell from a completely enclosed center to a semi-enclosed center featuring a “Main Street” style strip designed to give shoppers the feeling of street-style shopping. The mall has an “annex,” which is a strip center with several big box chains located across Boulton Street from the semi-enclosed mall. The Tollgate Marketplace was completely redesigned and expanded in 1995. The construction of Marketplace Drive opened up additional development opportunities resulting in stand-alone retail, banks and big-box retail operations.

<sup>4</sup>Source: *State of Maryland BRAC Action Plan Report, 2006 MD BRAC Sub-Cabinet*

<sup>5</sup>Source: *Town of Bel Air Annual Planning Reports: 2000-2007*



The majority of commercial construction during the past five years has been retail development, primarily located along the Route 1 and Route 24 corridors. Several notable exceptions are the Upper Chesapeake Health Systems campus on Route 24, the Thomas Hays Building and the Spenceola building in the downtown area, both of which are Class A office space.

A large portion of the downtown building stock has been converted to office space. Relatively high per-square-foot rental rates have discouraged the establishment or retention of mom-and-pop type businesses found in most downtowns today. The specialty retail in the downtown has a solid clientele. Restaurants and delis, many of which cater to the lunchtime crowd, also thrive.

## **Industry**

Bel Air has little industry. Neither zoning nor available vacant land supports this use in most sections of Town. The majority of industrially zoned parcels in this area are occupied, but the only industrial parcels still operating as true industrial uses are located in the northern portion of the Town along the old railroad line.

## **Employment**

The labor participation rate is defined as the percentage of the population 16 years and older who are working or seeking work. Civilian labor force statistics for 2007 show that 8,806 people in Bel Air were eligible for employment. Based on the rate of population growth and the age sector of that growth, the civilian labor force statistics will not increase significantly, unless impacted by BRAC-related relocations.

The sources of new jobs in the Town from 2000 to 2007 are similar to those from the 1990 to 2000 decade. These are service industries, such as trade, recreation, tourism, restaurants, finance and real estate. The Town has experienced a substantial increase in the retail, restaurant and financial business sectors.

Occupation figures in 2007 are similar to the 1990-2000 decade in terms of percentage of employed persons by industry. Males occupy 53.2% of the labor force and females occupy 46.8%. Of those jobs, 71.1% are white-collar jobs and 28.9% are blue collar jobs. Sales and office jobs comprise 30.9%; professional and related comprise 25.3% of the jobs. Most employees will be employed in managerial/professional jobs with a substantial percentage employed as technicians, salespersons or in administrative support positions, thereby maintaining the high percentage of employment by Bel Air residents in white collar occupations.



The annual average unemployment rate in 2007 was 2.2%, down from 3.6% in 2000.<sup>6</sup> This figure is expected to increase somewhat in 2008 due to the national economic climate.

**TABLE IX-1**  
**Population And Households, Town Of Bel Air And Harford County (2000-2008)**

	<b>Town of Bel Air</b>	<b>Harford County</b>
Population		
2000	9,722	218,590
2008	10,681	249,753
% Change 2000-2008	9%	14.26%
Households (HH)		
2000	4,235	79,667
2008	4,733	92,446
% Change 2000-2008	11.76%	16.04%
Average HH Size		
2000	2.25	2.72
2008	2.21	2.68
% Change 2000-2008	-1.78%	-1.47%

Source: U.S. Census ESRI Business Solutions, 2008

**TABLE IX-2**  
**Population By Age**  
**Town Of Bel Air And Harford County (2008)**

<b>Age</b>	<b>Bel Air</b>		<b>Harford County</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
,0-4	577	5.4%	17,732	7.1%
5-9	556	5.2%	17,483	7.0%
10-14	609	5.7%	18,232	7.3%
15-19	652	6.1%	16,983	6.8%
20-24	641	6.0%	13,487	5.4%
25-34	1,229	11.5%	28,722	11.5%
35-44	1,399	13.1%	38,212	15.3%
45-54	1,677	15.7%	40,710	16.3%
55-64	1,335	12.5%	29,721	11.9%
65-74	812	7.6%	15,734	6.3%
75-84	801	7.5%	9,491	3.8%
85 & Over	393	3.7%	3,247	1.3%
Total	10,681	100%	249,753	100%

Source: U.S. Census, ESRI Business Solutions, 2008

<sup>6</sup>Source: U.S. Census 2000, In Passim



**TABLE IX-3  
Income/buying Power, Main Street And  
Us 1 Businesses (2000 - 2008)**

	<b>1-Mile Radius</b>	<b>1-10 Mile Ring</b>	<b>10-20 Mile Ring</b>
<b>Per Capita Income</b>			
2000	\$24,371	\$25,328	\$23,939
2008	\$31,794	\$33,829	\$29,913
Percent Change	30.46%	33.56%	24.96%
<b>Average HH Income</b>			
2000	\$58,163	\$69,702	\$59,886
2008	\$73,785	\$92,161	\$74,816
Percent Change	26.86%	32.22%	24.93%
<b>Median HH Income</b>			
2000	\$48,830	\$60,351	\$45,759
2008	\$60,890	\$77,616	\$56,694
Percent Change	24.7%	28.61%	23.89%
<b>Median Family HH Income</b>			
2000	\$63,962	\$65,918	\$54,485
2008	\$81,333	\$84,192	\$67,034
Percent Change	27.2%	27.7%	23%

*Source: U.S. Census, ESRI Business Solutions, 2008*

## **Income**

Per capita income, average household income, median household income and median family household income are near the statewide average for the Bel Air market area. These levels are the lowest in or near the downtown. This may be a reflection of the aging housing stock of the Town and the higher proportion of single income households in close proximity to the downtown.



## Real Estate Tax Base

Table IX-4 shows the residential and non-residential tax base in the Town of Bel Air.

**TABLE IX-4**  
**Assessable Base 2002-2008**

	<b>FY 2002 Dollars</b>	<b>Percent</b>	<b>FY 2008 Dollars</b>	<b>Percent</b>
Non Residential Tax Base	\$290,331,643	41.9	\$396,317,600	38.1
Residential Tax Base	\$402,655,000	58.1	\$643,416,806	61.9
Total Assessable Base	\$692,986,643	100	\$1,039,734,406	100

*Source: Town of Bel Air Office of Finance.*

*Note: Assessments are based on 100% of the market value of property.*

## C. Inter-relationship With Other Elements And Jurisdictions

### Challenges and Strategies

There are several interjurisdictional challenges that the Town will need to address in coming years. These include construction of a new parking garage, collaboration with the County's Office of Economic Development to address the BRAC initiative, tourism, Smart Growth principles, vacancies associated with the County's proposed central administrative building and a declining economy. While economic and community development have traditionally had different objectives at the County and Town level, a combination of market forces and shift in population have brought about common goals. The Town should continue developing methods to work with the County Departments and move forward to strengthen this relationship.

Maintaining a close relationship with the County and State agencies is critical to the long-term economic health of Bel Air. The challenge of absorbing a substantial number of new residents and businesses related to BRAC in a relatively short time frame will require close cooperation of all affected jurisdictions. The associated needs for housing, retail and service businesses, recreational and cultural opportunities, as well as government services, will increase dramatically. By continuing the Town's close relationship with the County's Office of Economic Development, the Maryland Department of Housing and Community Development (DHCD) and Maryland Department of Business Economic Development (DBED), the Town will be able to turn these challenges into opportunities.



Of equal importance is the need to maintain close interaction with many private and semi-private organizations that routinely assist the Town and its business community. The state Main Street program continues to be a cornerstone of Bel Air's Economic Development program. The Bel Air Downtown Alliance provides a direct conduit for the business community interaction with the Town. Other critical relationships include project development and assistance programs from the Small Business Resource Center, the Harford County Center for the Visual and Performing Arts, the Harford County Chamber of Commerce, Harford Community College, and the many local service organizations.

## ***D.* Issues And Opportunities**

### **Downtown Revitalization**

In order to achieve a clear understanding of the market strengths and weaknesses of the downtown, the Town commissioned a Market Study in September 2000. This study established a business retention and recruitment strategy for the downtown. A new study, to be completed in 2009, will provide the basis for a business retention and recruitment strategy for the entire Town.

There are three defined commercial areas in Town, each of which has a different focus and function. In recent years, the perception of the Greater Bel Air area has shifted. The Town is no longer seen as a residential area with pockets of commercial centers; it is seen by the growing population in the region as the center of commercial enterprise, with pockets of neighborhoods clustered in and around the mass commercial area.

The 2000 Market Study also prompted the creation of The Bel Air Downtown Revitalization Alliance. The State's Main Street Maryland program continues to provide technical assistance for the downtown on a variety of issues including management, promotions, and architectural design. It has also funded several projects through the Community Legacy program, the Main Street Improvement program, and the Façade Improvement program. These have been crucial in redevelopment of the downtown. The planned 2009 Market Study will build on the suggestions and action items from the previous study, but will take into account the impact of the Alliance's growing strength, the events sponsored by the Alliance, the impact of BRAC, the County's real estate consolidation, the County's new master plan and its potential impact on the Town's planning and zoning policies.

Downtown has a large daytime population, but has limited retail and restaurant activity to serve this population. Over the last three years, several popular restaurants have sprouted up



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on Main Street to serve this demographic. The long term goal is to target and recruit appropriate retail and restaurants, not only for day time, but to bring residents into town evenings and weekends. From 2005 to 2008, the Town experienced an increase in evening activity, mostly due to the establishment of several new pubs and restaurants. Additional attractions need to be recruited or promoted to realize the Town's economic development goals. For example, a white-tablecloth fine dining restaurant, a cultural arts center, and a conference center have been suggested and efforts to recruit businesses of that nature are underway.

### **Housing Opportunities in Downtown**

Limited opportunities exist for residing downtown. Adjacent neighborhoods generally have a good sidewalk system that allows walking to the downtown. These neighborhoods primarily contain single family homes. Mixed use development (including a variety of housing types) in the downtown would provide opportunities for young families, singles, and professionals, as well as older residents who no longer want the responsibility of a single family home. This type of development would also provide a potential clientele for entertainment or restaurant venues. Form based zoning and New Urbanism principles should be adopted to encourage residential mixed use buildings in the downtown core. This type of development would help meet Town and State Smart Growth goals, as well as enhancing the customer base for downtown businesses.

### **Redevelopment Downtown along the Route 1 and Route 24 Corridors**

Some of the property in the downtown, particularly on Bond Street and on Route 1, is underutilized and ripe for redevelopment. In the downtown, some business owners and service providers who had businesses on Main Street for as long as 50 years have now retired and closed their businesses. In addition, a significant amount of acreage along Bond Street is used as parking for buildings that front on Main Street.

Recently completed streetscape improvements provide excellent ambiance and accessibility in the Town Center. Many of the older historic buildings add to the character of the area, while the newly renovated Armory and planned Armory Plaza provide opportunities for new events and meeting spaces. The Visitors Center, located in the Armory, also provides a convenient location to obtain information on the Town. Redevelopment of underutilized buildings, along with expansion of State and County services, are expected to provide opportunities for a growing and prosperous downtown. The most significant issue in the area is limited parking and the need for alternative transportation.



The Route 1 and Route 24 corridors are also under pressure to expand. Route 24 is anchored by the Upper Chesapeake Medical Center campus and the Harford Mall. Access to the hospital complex with a planned right in/right out access on Route 24 is planned in the near future. This area has limited expansion opportunity unless property owners employ multi-story development and parking structures.

The most challenging commercial area is the Route 1 corridor. This area is handicapped by overhead wires, inadequate landscaping, traffic congestion, poor signage and limited pedestrian connectivity. Gateway improvements are sorely needed and redevelopment is hampered by parcel size and the need for land assemblage. The Town completed a study of the area and is in the process of implementing an Economic Revitalization Strategy based on this study. The recent development of a BB&T bank headquarters on the site of a former car dealership, the commissioning of a sculpture to mark a major gateway on Route 1, and the completion of Harford Mall's Lifestyle Center improvements constitute the beginning phase of this redevelopment initiative.

Other challenges for these areas are more difficult to calculate. These include increased competition as new retail centers are constructed along Route 24, Route 543, Route 1 and Route 155 outside of Bel Air. The challenge of balancing retail development with consumer demand, along with the issue of traffic congestion and parking availability, are expected to continue to be the most significant issues during the life of this Plan.

## **Medical Center**

With the construction of Upper Chesapeake Medical Center, the Town experienced an influx of auxiliary medical service facilities. The current hospital campus includes a 162 bed facility, along with an ambulatory care facility and three medical office structures. Future expansion plans are projected to include an additional building to the south of the current parking structure. Independent medical laboratories and medical offices are expanding in the surrounding area as a result of the hospital's location. The Harford County Board of Education recently designated Bel Air High School as a biomedical science magnet due to its proximity to the UCMC campus. This partnership is expected to be extremely beneficial to the students and the hospital.



## **Parking**

Adequate parking is essential to the Town's redevelopment program and the Town's economic development initiatives. Parking issues are significantly different in the downtown commercial area, as compared to the rest of Town. There is a widespread negative perception of parking in the downtown. The issues raised most frequently are lack of on-street parking, aggressive meter enforcement, inconsistency in the cost of meters, and the validity of the Town's fee-in-lieu regulation.

Town policy has been consistent on the need for meters in areas of on-street parking to provide turnover and discourage use of these spaces as long term parking. Bel Air has parking enforcement monitors who regularly patrol municipal parking areas.

The Town Center Overlay Zoning District has a requirement that new development or a change in use requires parking to either be provided on site, or within 500 feet. If this requirement is unable to be satisfied, then the developer/owner may opt to lease spaces in the Town garage, or pay into a parking fee-in-lieu fund. This program should be re-evaluated during the next Comprehensive Rezoning process.

A total of 4,186 parking spaces exist in the Town Center, of which 2,427 (58%) are controlled by Town, County or State government entities.<sup>7</sup>

The 1,018-space multi-story parking garage in downtown opened in 1990. Signage directing the public to this facility as well as interior signs indicating one's current location were added in 2007. Signage should be routinely re-evaluated to assure that it meets the needs of the community.

In 2007, the Town completed an updated Parking Study, which indicated a need for additional structured parking in the downtown core.

## **Incentives**

The Town has no direct financial incentives program to attract new businesses or assist existing businesses, except for a Façade Improvement Program sponsored by the DHCD. County and State loan programs and a Small Business Resource Center assistance are also available. In an effort to build a more successful retention and recruitment program, a series of Town-sponsored incentives should be developed to aid the establishment of a quality business community.

<sup>7</sup>Source: *Town Center Parking Study, Desman Associates, Executive Summary*



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Historic Preservation Tax Credits are available to owners of properties that are historically designated; however, this is not strictly a business incentive, as it applies only to owners of historic properties and applies to both residential and commercial properties.

## **Cultural and Recreational Opportunities**

With the increase in population and the diversity of that population, there is a growing need for additional cultural and recreational opportunities. Rockfield Park and Manor house were purchased with Program Open Space money and Town bond financing, respectively. The Park development includes a Creative Playground, paved walking trail, stream restoration, theme gardens and ballfields. Funding for development of an amphitheatre and other amenities, shown on the original concept plan, should be explored.

The Ma and Pa Trail is heavily used. However, additional possibilities for both passive and active recreation should be investigated. In particular, the Town should prioritize the addition of stream valley pedestrian trails along Plumtree Run and Bynum Run.

Plumtree Run, which flows in culverts under Plumtree Park, should be reopened along with enhanced Streetscape details on George or Thomas Street, to create a walkable, stream valley path between Main Street and the Mall area. The path could contain markers that let pedestrians know how far they have travelled from one area to another. This would give a recreational feel to the area which would encourage walkers and joggers and provide connectivity between residential and commercial areas.

Many local cultural arts organizations have no permanent home within the County. These include the Susquehanna Symphony and Harford Artists Society, as well as local music, drama, craft, dance and art organizations. There is also no venue large enough to attract a national music event or other cultural activity. The availability and variety of special events is a key contributor to the quality of life in a community. A recent feasibility study confirmed the viability of an arts center in Harford County. Location of this facility in Bel Air would greatly enhance the cultural community's opportunity to showcase events and activities in the heart of the County. This facility would also provide a much needed conference center, meeting places and gallery space.

## **Lodging**

No overnight lodging is currently available within the Town. The closest hotels or motels are at the I-95 Interchange in Edgewood, approximately eight miles (or 20 minutes) from the



Town Center. A number of large Victorian houses exist in Bel Air's neighborhoods and many are located adjacent to commercial areas. These could serve as Bed and Breakfast facilities. A small hotel in Town would also provide convenient, centrally located accommodations for visitors associated with the expanding population relocating to the area as part of the BRAC program.

## *E.* Goals And Objectives

**Goal 1:** Assure a sound, balanced and diversified economic base to meet the needs of the community

*Objectives:*

1. Retain existing businesses and recruit new businesses
2. Provide incentives for relocating or expanding businesses that meet targeted needs of the community
3. Address traffic congestion and mobility issues
4. Encourage mixed-use development
5. Provide adequate public parking to meet community demand

**Goal 2:** Provide incentives and management for physical and economic revitalization to foster big city vibrancy while maintaining small town charm

*Objectives:*

1. Support the efforts of the Bel Air Downtown Alliance
2. Improve the aesthetics of the Town's commercial districts through façade improvement programs
3. Encourage private investment
4. Encourage residential and mixed use development in the downtown core



5. Assure that redevelopment and infill development is sensitive to the historic character of the Town
6. Preserve significant historic structures
7. Emphasize Bel Air's attractiveness as a unique, distinctive community with small town charm

**Goal 3:** Retain, support and encourage existing and future government and professional service uses

***Objectives:***

1. Provide associated retail and support opportunities to meet the needs of the government population
2. Provide retail, social and cultural services to meet needs of service providers in Bel Air commercial districts
3. Encourage the location of high tech firms in downtown commercial district to support and enhance the district
4. Assure adequate infrastructure to satisfy the needs of government and service industry uses in downtown

**Goal 4:** Market Bel Air as a destination for cultural and recreational opportunities

***Objectives:***

1. Encourage development of the Center for the Arts within municipal limits, to include cultural opportunities, conference facilities and a gathering place for the arts community
2. Develop a series of quality special events, e.g., music festivals, a film festival, food festivals and similar annual events to complement existing Arts Festival, parades, etc.
3. Provide additional passive and active recreational opportunities
4. Increase the usage of the Armory as a community center for activities



5. Develop a strong customer base for local restaurants, retailers and entertainment programs
6. Use community's history as a tourism catalyst and a means of providing exposure as a destination

## ***F.* Implementation Program**

### **1. Business Development Initiatives**

- a. Encourage development of entertainment facilities such as a cultural arts center, movie theatre, and similar uses.
- b. Encourage development of a hotel/conference center and/or bed and breakfast facilities to meet the lodging needs of the community.
- c. Organize a business assistance team to help new businesses through the development process.
- d. Encourage development of a more diverse mix of restaurants, entertainment and retail opportunities in the Town Center to meet the needs of residents, the local work force and visitors.
- e. Investigate property tax abatement program to encourage renovation.
- f. Encourage development of small offices or retail spaces fronting on Bond Street, in the "rear" of Main Street buildings.
- g. Develop a critical mass of specialty retail shops, such as antique shops, craft stores, ethnic and specialty restaurants and grocery stores.
- h. Target and recruit specific businesses that will enhance the Town Center by providing statistical information and marketing packages.
- i. Develop a business incubator program.
- j. Convert the garages at the Armory into boutique shops and/or incubator spaces.

### **2. Business Assistance Program**

- a. Support and encourage the efforts of the Bel Air Downtown Alliance
- b. Work with local business owners to strengthen the climate for existing businesses.
- c. Encourage continued interaction between Town businesses and the Small Business Resource Center.
- d. Implement recommendations made by the Route 1 Task Force.
- e. Identify an economic development resource team, such as the ECDC, to meet regularly with local business people, both individually and in a round table forum.



- f. Capitalize on the Community Reinvestment Act (CRA) by contacting local banks requesting an opportunity to submit project requests at their annual CRA meetings.
- g. Establish necessary dialogue to ensure retention of government, legal and financial firms in the Town Center.
- h. Address parking concerns by developing a second parking garage in the Town Center, disseminating information about parking availability and developing other parking facilities as needed.

### **3. Marketing Initiatives**

- a. Market Bel Air's assets, including its demographics, its community and cultural activities and its safe, small town atmosphere.
- b. Continue to host events that provide entertainment opportunities for residents throughout the year, including, but not limited to, an expanded lunchtime concert series, a film series, concerts, dance and theatre productions at the proposed community arts center. Develop and identify new events that could be accommodated at the Center for the Arts.
- c. Identify one or two events that will draw regional crowds and recruit volunteers for development in conjunction with the Cultural Arts Commission, the ECDC and the Bel Air Downtown Alliance.
- d. Create a Bel Air Film Festival to draw visitors to downtown during the "off-season" such as February, March, April or October.
- e. Increase tourism opportunities via the County's Tourism office, The Historical Society, the Hays House, and promote the Visitors Center at the Armory.
- f. Increase the visibility of the Visitors Center via advertising or marketing tools and promote it as a social center and an accessible place for tourists/visitors to obtain information about Bel Air and its services.
- g. Capitalize on the Town's website as an economic development tool by refurbishing the website, adding photos, a list of events, a copy of the Town's Development Regulations and links to local businesses, etc.
- h. Consider obtaining easements from property owners at the Town entry points to erect distinctive gateway markings.
- i. Evaluate development of a Town Trolley system.



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#### **4. Architectural Design and Physical Improvement Initiatives**

- a. Develop architectural guidelines for the commercial and industrial areas.
- b. Establish an Architectural Review Board or process.
- c. Develop attractive, accessible outdoor seating areas (suitable for meals as well as relaxation) in the Town Center.
- d. Develop the green space area adjacent to the Armory's south side as a Town plaza and activity spot.
- e. Improve side streets, alleys and sidewalks in the Town Center to encourage interaction between commercial areas and institutional/ residential areas by vehicle and/or pedestrian traffic.
- f. Develop and encourage small alley-way shops and side street boutiques.
- g. Implement a façade improvement program in the Town Center.

#### **5. Regulatory Initiatives**

- a. Review zoning regulations for obstacles to targeted development, and evaluate potential for Form Based Zoning in existing Commercial Overlay Districts.
- b. Evaluate height restrictions in commercial districts for possible Development Regulation amendments.
- c. Facilitate informal meetings between Town representatives and development professionals, e.g. engineers, lawyers, developers, to identify issues and concerns related to the Town's development process.
- d. Periodically review the development permitting process to assure it is functioning efficiently.
- e. Adopt regulations that emphasize sustainable development.

#### **6. Inter-jurisdictional Initiatives**

- a. Coordinate development initiatives with all appropriate government agencies.
- b. Work to develop cooperative solutions to traffic impact issues with Harford County and the State Highway Administration.
- c. Actively encourage retention of Government offices within the Town.
- d. Explore the possibility of joint economic incentive programs with the County.
- e. Coordinate legislation with Harford County, requiring gateway development to be sensitive to the Town's needs in regard to facades, signage and landscaping.



- f. Improve County/Town cooperation to encourage earlier notification of developments for areas outside of the Town and to include the Town in pre-development meetings.
- g. Increase the Town's participation in the County's Tourism program, including the newly formed Tourism Advisory Board.
- h. Coordinate incentive options with Harford County to attract desired business uses to the community.



# X

Chapter 10



## Housing Element

### *A.* Vision

Encourage a broad mix of housing opportunities to assure economic growth, promote a range of housing styles and options to meet the needs of Bel Air's citizens and assure adequate regulatory measures to protect the integrity and character of existing neighborhoods.

### *B.* Background

Bel Air is fortunate to have a number of clean, attractive, well maintained neighborhoods that are rich in character and diversity. Each neighborhood has a distinct identity, yet they blend to create a cohesive community. Bel Air's vacant residentially zoned property is severely limited, resulting in a relatively "built-out" housing market. Any significant future residential development in Bel Air would be the result of annexation. Although these options are limited, there are opportunities for annexation that the Town should address. Potential annexation areas are discussed in Chapter III, the Municipal Growth Element. Beyond annexation, a second consideration is the recycling or redevelopment of older homes as older families move out and younger, new families move in. A third option is the development of mixed use projects in some of the Town's commercial areas. These would take the form of apartments/condominiums above retail and office facilities.

Analysis of the current housing stock indicates a need for a wider range of options and mixed use development. Tables X-1 and X-2 provide detailed statistical information regarding dwelling units by type, occupancy and tenure.

Like many areas of the country and the State, the past seven years have seen housing prices skyrocket in Bel Air. Whereas in 2000, it was estimated that the median value of a home was less than \$134,391; the 2008 median value approached \$253,000.<sup>1</sup> Similarly, the weakening of the housing market has affected values in Bel Air as the total number of units sold declined between 2006 and 2007 for the first time in decades, and average days on market have increased 74% over the same time frame.

The importance of different characteristics of housing varies significantly based on who is looking at the housing. Some people value location over design, others value the ability to grow in a place or to fix up a place as an opportunity, while others see the work involved as too difficult. Because of these variations, the Town needs to maintain a mix of options and choices for people seeking homes.

<sup>1</sup>Harford County Home Partnership, Inc.



Between 2000 and 2007, 28 single family houses and three townhouse units were constructed. The largest housing increase was Elderly Housing condominiums.

**TABLE X-1  
Occupancy And Tenure  
Bel Air And Harford County**

<b>Bel Air</b>						
	<b>2000</b>		<b>2008</b>		<b>2000-2008 Change</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Total Units	4,444	100%	4,683	100%	239	5.4%
Occupied Units	4,235	95.3%	4,437	94.7%	202	4.8%
Owner Occupied	2,793	62.8%	2,954	63.1%	161	5.8%
Renter Occupied	1,442	32.4%	1,483	31.7%	41	2.8%
Vacant Units	209	4.7%	246	5.3%	37	17.7%
<b>Harford County</b>						
	<b>2000</b>		<b>2008</b>		<b>2000-2008 Change</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Total Units	83,146	100%	96,563	100%	13,417	16.1%
Occupied Units	79,667	95.8%	92,145	95.4%	12,478	15.7%
Owner Occupied	62,148	74.7%	72,729	75.3%	10,581	17.0%
Renter Occupied	17,519	21.1%	19,416	20.1%	1,897	10.8%
Vacant Units	3,479	4.2%	4,418	4.6%	939	27.0%

Source: U.S. Census, ESRI Business Solutions, BBPC, 2008



**TABLE X-2  
Dwelling Units By Type, 2000-2007 Units  
Bel Air And Harford County**

<b>Bel Air</b>						
	<b>2000</b>		<b>2008</b>		<b>2000-2008 Change</b>	
<b>Units by Type</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Single Family Detached	1,809	40.7%	1,924	41.1%	115	6.4%
Single Family Attached	853	19.2%	916	19.6%	63	7.4%
Apartment/Condo	1,782	40.1%	1,843	39.4%	61	3.4%
Mobile Home	0	0%	0	0%	0	n/a
<b>Total</b>	<b>4,444</b>	<b>100%</b>	<b>4,683</b>	<b>100%</b>	<b>239</b>	<b>5.4%</b>
<b>Harford County</b>						
	<b>2000</b>		<b>2008</b>		<b>2000-2008 Change</b>	
<b>Units by Type</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Single Family Detached	51,187	61.6%	59,079	61.2%	7,892	15.4%
Single Family Attached	15,107	18.2%	18,228	18.9%	3,121	20.7%
Apartment/Condo	13,616	16.4%	15,630	16.2%	2,014	14.8%
Mobile Home	3,236	3.9%	3,626	3.8%	390	12.1%
<b>Total</b>	<b>83,146</b>	<b>100%</b>	<b>96,563</b>	<b>100%</b>	<b>13,417</b>	<b>16.1%</b>

*U.S. Census, Claritas, Inc., ESRI Business Solutions, 2008, BBPC, 2008*

With the baby-boom generation reaching retirement, the demand for senior housing options has increased. Over the past seven years, the Town added 192 new elderly housing units, 210 more units were approved as of 2008, and construction is pending. The BRAC initiative is also creating additional housing demand in and around Bel Air. This demand ranges from condo/apartment type units to large single-family units. This new market is one of the driving forces, leading to recent changes in the Town's overlay district to encourage mixed use development. It is also at least partially responsible for some of the redevelopment occurring in several neighborhoods.

Most of the Town's housing stock was built between 1900 and 1987. This aging housing stock is generally well maintained, but in some instances there is pressure to demolish or expand uses. This creates conflicts in neighborhoods concerned about compatibility and retaining the Town's character.



### **C. Inter-relationship With Other Elements And Jurisdictions**

There are a wide variety of public and private programs available to help assure that area housing needs are satisfied. These programs offer assistance in renovating and constructing units, improving existing housing stock, preserving historic structures, and assisting residents to locate affordable housing in close proximity to the resident's workplace.

The Town works closely with several County and State agencies to identify housing needs and provide assistance through counseling, education, grant funding, redevelopment and preservation programs. The Harford County Housing Agency offers numerous services including low income housing assistance, homeownership counseling, budget counseling, loan programs and assistance for families with disabilities.

These programs are available to all area citizens. Other private groups involved with housing programs include the Harford Habitat for Humanity, Inc. and Home Partnership, Inc. These agencies assist with home repairs, construction and educational assistance.

Housing is an integral part of the community's character. Bel Air boasts many historic houses that add significantly to the community's ambience. The Town works closely with local and State preservation programs to provide tax incentives to retain and improve these properties.

With the projected need from an increasing senior population and the expansion of the nearby military facilities, the Town will continue to coordinate with the Harford County Office on Aging and the BRAC liaison groups to address identified housing needs.

### **D. Issues And Opportunities**

#### **Quality of Life**

Bel Air retains a unique character with its distinct, tree-lined neighborhoods and close-knit communities. One of the major challenges over the next few years will be retaining this small-town charm with the ever increasing encroachment of traffic and development. The Town will emphasize the need to focus on protecting the citizens' way of life through pedestrian friendly, architecturally compatible development that features green building principles to make communities more livable and environmentally responsible. Throughout the Comprehensive Plan and in Town programs, there is an emphasis on Smart Growth Principles. These will assist the Town in retaining its quality of life.



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## **Preservation of Existing Neighborhoods**

By protecting historic structures, the Town reinforces existing neighborhood character and a sense of place. This is often a difficult task, as developers find demolition to be less expensive and easier, but the impact on the neighborhood and the overall sustainability of the community should be of paramount importance. The Town needs to assure compatibility of new development on infill parcels and expansions or redevelopment of existing structures. Both need to be carefully evaluated based on design and scale to maintain neighborhood character and appearance.

## **National Housing Market**

The recent national economic downturn is affecting Bel Air in many ways. Housing prices have declined, the vacancy rate has risen somewhat, and construction trades are experiencing a significant slow down. There is a concern that a long-term national problem could negatively impact housing inventory, demand and maintenance. It could also exclude many people from the housing market. This is a particular concern for affordable housing. Several programs are currently in place to address the issue, including the workforce housing initiative, the State's Live Near Your Work program, and the Town Employee Resident Bonus program. These and other public and private initiatives on affordable housing opportunities need to be more widely publicized. The Town expects to experience less impact from the national housing market decline because of the in-migration of new employees resulting from the BRAC project at Aberdeen Proving Ground.

## **Land Cost and Availability**

In the past, the majority of developments in Town have included single-family and, to a lesser extent, townhouse units. With the limited land area available, economic concerns and changing area demographics, this development pattern is expected to change. Senior housing has been the primary focus in recent years. With the new economic realities and environmental concerns, the Town projects an increased focus on mixed use housing projects and redevelopment.

To meet housing needs, the Town must carefully evaluate annexation opportunities. Given current constraints, this may be the most practical option for future growth.



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## **Adequacy of Infrastructure**

Between 2000 and 2006, the Town issued a building moratorium on new residential developments with more than five units, due to school overcrowding. With the completion of Patterson Mill Middle and High Schools, and the planned addition of two new elementary schools in the Greater Bel Air, the school adequacy issue should not recur for several years.

The current transportation network is stressed. This will not stop residential development, but needs to be addressed through an increase in transit and pedestrian opportunities, as well as road improvements. Water and sewer availability also impacts housing. The Town's water supply is adequate to address the projected housing increase, but sewer improvements are needed. The Town is currently working with Harford County on an extensive effort to decrease inflow and infiltration in the system and continues to work on a range of sewer and sewer pumping station upgrades.

## **Neighborhood Concerns**

With the wide array of health services, senior facilities, retail and institutional uses available to Bel Air residents, the Town is an attractive residential destination. To meet projected demand, zoning regulations need to be modified to encourage mixed use development in some of the Town's overlay districts and to ensure architectural compatibility of residential infill and redevelopment projects. Additionally, it will be important to retain a balance of housing options. The Town needs to provide opportunities for empty nesters and young professionals looking for smaller, centrally located housing, as well as more traditional housing options. This is complicated by limited land availability.

Over the past decade, the number of group homes in Bel Air has grown significantly. The Town's compact design and abundance of services, pedestrian and transit options and government offices makes Bel Air an attractive location for these uses. However, when large numbers of group homes are established in a relatively small area, they impact the surrounding neighborhoods' appearance and function, as well as the community's perception of safety and quality of life. The Town must continue to work with the state, as well as the community and local providers to address concerns and assure long-term viability of Town neighborhoods.



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## **Zoning and Design**

The Town's zoning regulations currently offer a density bonus for inclusion of affordable housing. This bonus has never been used, primarily because of the limited land available for large-scale housing developments in Bel Air. This provision, as well as the transition requirements between residential areas and commercial industrial areas, needs to be re-evaluated during the Comprehensive Rezoning process.

From a design perspective, architectural review requirements are becoming more critical as the bulk of new development is focused on infill parcels or as redevelopment. This trend makes it critical to assure harmony between the existing and new housing development.

## **Base Realignment and Closure Program**

With the changing mission and increase of jobs at Aberdeen Proving Ground, the county is expecting 8,200 new jobs at the facility. This will be supplemented by several thousand new jobs at contractor and consultant facilities needed to service the Base's new function as the National Science and Technology Corridor.

While the majority of these new residents will locate outside of the municipal boundaries, many will make their home in Bel Air. This bodes well for resale opportunities in the current housing stock. It will also increase demand for new, more diverse housing types. As new residents locate in Bel Air, they will recognize their stake in the community. This should help to retain a stable community with a high quality of life. It will also help to support certain sectors of the economy through demand for goods and services.

## **Housing Assistance Programs**

By concentrating housing close to jobs, services and shopping, the Town will be able to maximize services and minimize transportation impacts. This will help provide efficiency needed to provide transit services and bike/pedestrian transportation options.

In addition to these considerations, the Town recognizes the need to work with area Housing Assistance programs. Currently, Habitat for Humanity and Home Partnership, Inc. offer widespread assistance to area residents in finding and maintaining affordable housing. The state and county offer wide ranging assistance programs to help locate, finance and maintain appropriate housing. The Town offers an employee's resident bonus and works with several groups to encourage people to live near their work. While this is not an all inclusive list, it shows that there are a number of opportunities available to area residents to assist with housing needs.



## *E.* Goals And Objectives

**Goal 1:** Provide housing that accommodates household needs, optimizes the quality of life of residents, uses land and resources efficiently and has minimal adverse impact on the natural environment.

### *Objectives:*

1. Assure sufficient housing stock in all price ranges
2. Provide a variety of housing options to meet needs of community with efficiently and economically community facilities to supply it
3. Support affordable housing programs and opportunities
4. Develop incentives for workforce housing
5. Address existing infrastructure needs that impact housing availability, i.e. water/sewer, roads, schools
6. Work with appropriate agencies to address the needs of homeless in the community
7. Provide adequate property maintenance legislation to assure upkeep of Town neighborhoods

**Goal 2:** Encourage mixed use development that includes a housing component.

### *Objectives:*

1. Provide housing units that encourage walk to work options
2. Develop a residential component in the commercial areas, thereby providing 24 hour-a-day activity
3. Address the need for smaller housing units for empty nesters and young professionals



**Goal 3:** Minimize the negative impacts of suburban sprawl by minimizing infrastructure costs, traffic congestion and environmental degradation.

***Objectives:***

1. Design neighborhoods to promote architectural harmony including compatibility in styles, materials, building size and setbacks
2. Provide variety in housing types, density and costs
3. Provide parks, squares and common space areas for residents to interact
4. Provide an interconnected street system
5. Provide a distinct separation between pedestrian and vehicular traffic with side walks, trees and on-street parking
6. Provide traffic calming measures
7. Provide lighting for safe walking and pedestrian related signage
8. Provide pedestrian/bicycle linkages between neighborhoods
9. Create a sense of place by encouraging pedestrian activity and using infrastructure efficiently

**Goal 4:** Provide a range of housing types, to encourage economic diversity and locating people closer to their workplace.

***Objectives:***

1. Encourage compact, mixed use design to improve access to daily destinations, treating pedestrian, bicycle and vehicular travel opportunities with equal importance
2. Minimize impact on environment, reducing land consumption and loss of natural resources



3. Create logical extension and integrity of communities by providing connectivity
  4. Provide moderately priced housing in or near community where homeowner works
  5. Provide convenient accessible housing opportunities, focusing on goals of sustainability
  6. Provide affordable housing options for emergency responders, hospital workers, police and teachers in town where they work, shop and attend religious or educational programs
  7. Foster creativity, flexibility and openness to explore realistic solutions, including marketing, education, incentives, regulatory, financing options, changes to the development process and housing advocacy programs
- Goal 5:** Provide open space to meet the recreational needs of residents, preserve important natural assets and reinforce design of developments.

***Objectives:***

1. Give residents visual and physical access to nature and recreational opportunities
  2. Reinforce the built environment through design and location of open space
  3. Provide a variety of space amenities to serve a range of interests and spatial hierarchy within community
  4. Protect natural assets through design and location of open space
- Goal 6:** Use landscaping to accentuate the natural and built environment; establish visual continuity and community identity, and provide environmental and public health benefits.

***Objectives:***

1. Enhance the appearance and improve the function of streets and open spaces through the community



2. Provide visual connections and community identity with landscaping
3. Improve the quality of the natural environment with landscaping
4. Reduce visual blight and noise by using landscaping solutions

## ***F.* Implementation Program**

1. Encourage infill and redevelopment in existing neighborhoods and mixed use residential opportunities in appropriate commercial districts
2. Evaluate housing needs and potential development sites.
3. Modify development regulations, as needed, to streamline and expedite the review process, promote infill and mixed use development where appropriate, and incorporate a professional architectural review process.
4. Focus on the “sustainability” of new development with an emphasis on reducing the “carbon footprint” for existing and new development.
5. Evaluate property maintenance regulations to assure stringent enforcement of housing quality.
6. Develop incentives for retaining historic facades and structures and revitalizing older units and neighborhoods.
7. Develop an inventory of potential adaptive reuse properties.
8. Develop procedures for evaluating the Town’s purchase of threatened and deteriorating structures for resale and rehabilitation.
9. Publicize and promote State, federal and local housing assistance programs.
10. Collaborate with public and private sector providers to develop affordable workforce housing and to encourage “sweat equity” programs, thereby allowing homeowners to participate in construction of housing or improvements.



11. Encourage infill and redevelopment in existing neighborhoods and mixed use residential opportunities in appropriate commercial districts.
12. Emphasize the use of landscaping and open space to improve neighborhoods aesthetically and functionally.
13. Assure safe, adequate and convenient access for pedestrians and bicyclists throughout area neighborhoods.



# XI

Chapter 11



## Historic Preservation

### *A.* **Vision**

Design and implement historic preservation initiatives that will safeguard Bel Air's heritage by encouraging the preservation of individual sites and districts that reflect important elements of the Town's cultural, social, economic, political and architectural history. Acknowledge the importance of the Town's past and recognize the community's unique history and built environment by allowing economic growth through adaptive reuse and compatible infill construction.

### *B.* **Background**

Bel Air has been a courthouse town for over a century. Originally called "Scott's Old Field", Bel Air became the Harford County seat of government in 1782. At the time, the Town was, as the name suggested, the owner's (Acquilla Scott) old fields with just four houses on a main street. The Town today retains three buildings from this early era. Recognizing that historic preservation physically connects us to the past—who we are and where we came from—the Town initiated several projects over the years to describe the history of the Town and its buildings. These publications and programs helped to define the heart and soul of the community.

Bel Air has many structures that are unique versions of national architectural styles. Many that were worthy of preservation have been lost to "progress" under the wrecking ball or to neglect by the owner. Those that remain give the Town its context in local, state and national history. The future holds the opportunity to retain Bel Air's sense of place and rich heritage through preservation of standing structures, as well as archeological resources and cultural history.

In August 1985, the Bel Air Board of Town Commissioners enacted historic district zoning and the Bel Air Historic Preservation Commission was established. This created the method and administration to effectively protect Bel Air's historic structures.

Preservation efforts have been consistent and generally successful. There are currently forty five locally designated sites within the Town of Bel Air. Much more work is needed to encourage property owners to locally designate their buildings. The tax credit program, offered by the Town, is the main incentive for property owners to designate their buildings. Currently, there is a 10% credit for renovation and 5% credit for architecturally compatible new



construction. State and Federal tax credit programs are also available for renovation and restoration of historic properties.

Appendix A lists buildings in the Town of Bel Air that are locally historically designated, listed on the National Register of Historic Places and/or are on the Maryland Inventory of Historic Sites. The Historic Preservation Commission must approve any exterior work proposed for the historically designated properties. Buildings on the Maryland Inventory of Historic Sites must also be reviewed by the Historic Preservation Commission, but the review is strictly advisory. All of the inventoried properties are eligible to become designated historic sites.

### **C. Inter-relationship Wth Other Elements And Jurisdictions**

While historic preservation initiatives are largely carried out by the Historic Preservation Commission and private property owners, historic preservation is also important to the public at large. Its importance is rooted in the need to communicate our history, whether it is architecturally or culturally based. The Town, along with the Historic Preservation Commission, must work with the County and State agencies to preserve our history by working toward the following goals:

1. Maximize awareness and use of State and Federal tax credit programs. The following is a brief description of the tax credit programs available at the state and national level.
  - i) The Maryland Historical Trust (MHT) administers Maryland State Income Tax credits for qualified rehabilitation projects on both commercial and residential properties. This credit is 20% of qualified rehabilitation costs for residential projects over \$5,000 and is credited toward State income tax deductions. Commercial projects are also eligible for a 20% tax credit. MHT also administers the Federal Rehabilitation Tax Credit program, which offers a 20% credit for qualified expenses for the rehabilitation of historic commercial properties.

To be eligible for the Maryland Rehabilitation Tax Credit, properties must be:

- i) Individually listed in the National Register of Historic Places; or
- ii) designated as a historic property under local law and determined by the Director to be eligible for listing on the National Register of Historic Places; or



- iii) located in a historic district listed in the National Register of Historic Places or in a local historic district that the Director determines is eligible for listing on the National Register of Historic Places and certified by the Director as contributing to the significance of the district; or
- iv) located in a certified heritage area and certified by the Maryland Heritage Areas Authority as contributing to the significance of the certified heritage area.

To be eligible for a Federal Rehabilitation Tax Credit, the project must be:

- i) Income producing; and
  - ii) Listed in the National Register of Historic Places; or
  - iii) Certified as contributing to a National Register eligible locally designated historic district or a National Register listed historic district.
2. Work with the National Trust for Historic Preservation, the Maryland Historical Trust, the Harford County Historic Preservation Commission, the Harford County Historical Society and other Federal, State and local organizations to develop programs and funding sources necessary to publicize and support Bel Air's historic preservation initiatives.
  3. Support heritage tourism opportunities through the Maryland Office of Tourism and the Main Street Maryland program (the State program affiliated with the National Trust for Historic Preservation's Main Street program).
  4. Continue educational initiatives in local schools, working with the Harford County Board of Education and private schools in the area.

Each of these goals must be intertwined with the other elements of this Plan. The Town's development, transportation, economic and community facilities policies need to carefully weigh impacts on the historic fabric of the community. While recognizing that change is desirable and inevitable, the Town should strive to retain its character and sense of place by protecting significant historic structures and neighborhoods.



## *D.* **Issues And Opportunities**

The most constant obstacle to historic preservation efforts is the perception that additional zoning restrictions will inhibit the owner's property rights. This issue has been at the forefront in the Town's efforts to designate a local historic district (as opposed to individual properties). A more aggressive awareness program is needed to allay the fears of the owners of historic properties. Additional educational workshops and seminars on historic preservation topics may be beneficial to property owners.

In many instances, developers and property owners fail to recognize the adaptive reuse potential of existing structures. In the attempt to maximize the site and minimize the cost, adaptive reuse is often overlooked and demolition of historic structures takes place. Another difficulty is incompatible infill development. Many of the remaining historically significant structures are residential in scale even if they have been converted to commercial use. Construction of a large office building next door destroys the integrity of the setting by overshadowing the resource. The Town's historic district zoning has jurisdiction only for properties that have been formally designated, usually at the request of the owner.

In 2007, the Town developed a revised edition of its Design Guidelines for Rehabilitation, Maintenance and New Construction. This document was created to help protect and enhance the traditional character of Bel Air and to encourage preservation and/or adaptive reuse of local historic buildings. The guidelines provide guidance in best practices for rehabilitation and designing additions to existing buildings and in designing compatible new buildings in historic areas. The Town encourages property owners to use these guidelines whether they own a designated property or not.

The greatest incentive to participate in the Town's preservation program has been the availability of the property tax credit. A tax credit of 10% for renovation and 5% for compatible new construction can be granted. The possibility of combining these tax credits with State and Federal funding initiatives should be promoted. Expanding this program to include archeological resources should also be investigated.



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## *E.* Goals And Objectives

**Goal 1:** Preserve structures of historic and architectural value together with the surrounding appurtenances and environmental settings.

***Objectives:***

1. Safeguard the heritage of the Town by preserving elements that reflect the cultural, social, economic, political or architectural history of the community.
2. Foster public awareness of the Town's history and historic structures.
3. Promote the use and preservation of historic structures for the education, welfare and pleasure of Town residents.

**Goal 2:** Maintain the Town Center's unique historic character in conjunction with the Maryland Main Street designation.

***Objectives:***

1. Safeguard the architectural heritage of this area of the Town.
2. Strongly encourage adaptive reuse of buildings.
3. Strengthen the local economy.

**Goal 3:** Preserve the older historic fabric of the Town while providing architectural diversity.

***Objectives:***

1. Generate vitality of community by revitalizing historic buildings and assuring integration of new construction.
2. Create a more sustainable development pattern through the rehabilitation of historic structures, thereby, creating more efficient and less consumptive buildings and spaces which are less of a burden on the environment.



3. Retain the sense of community generated by preservation of historic neighborhoods.

**Goal 4:** Preserve the economic and social core of the community through revitalization of the Town Center.

***Objectives:***

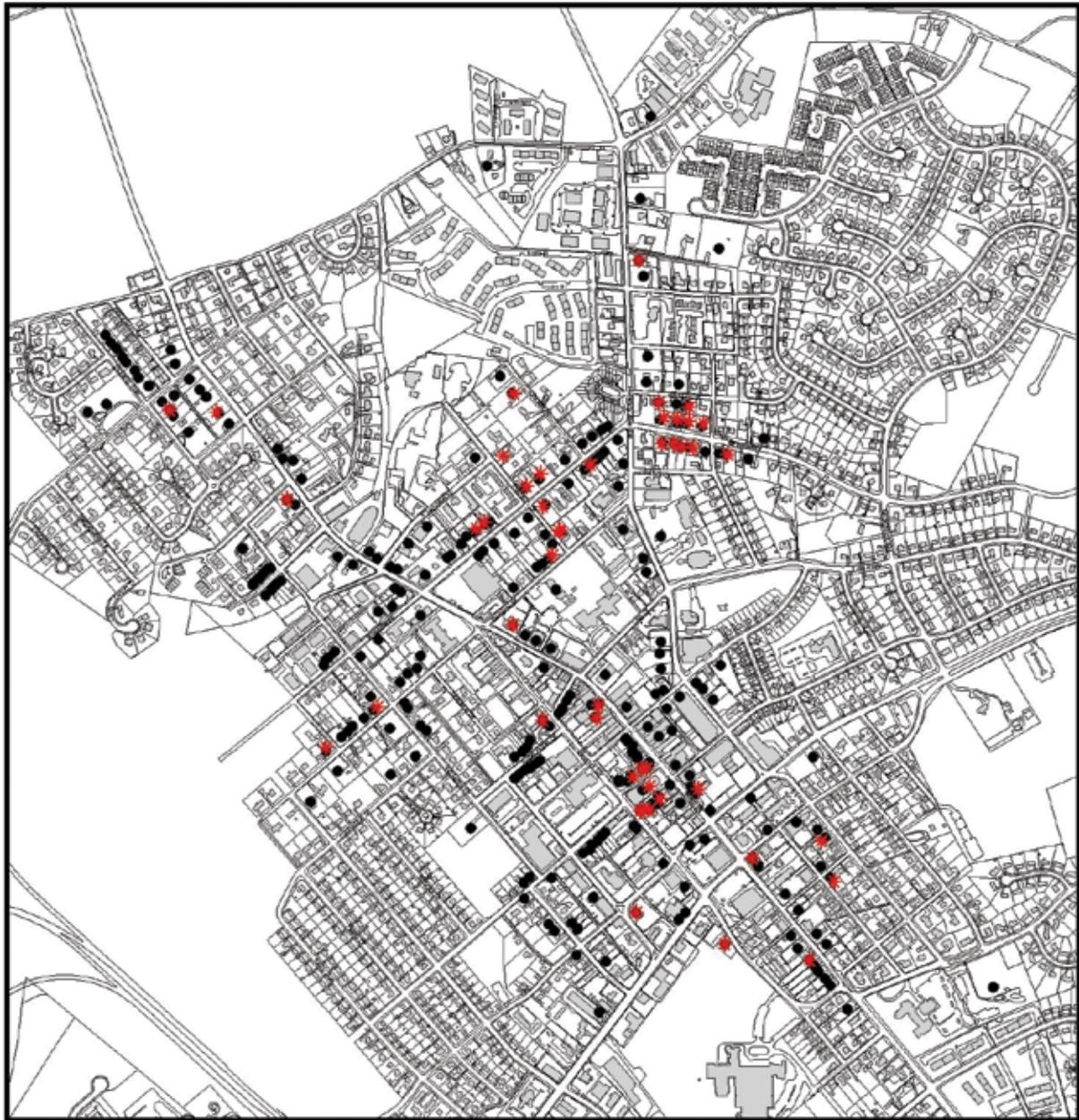
1. Encourage grass roots participation in the Town's preservation efforts.
2. Support continuation of the Main Street program as a tool for preservation and economic development.

***F. Implementation Program***

1. Strongly encourage retention or adaptive reuse of historically and/or architecturally significant buildings.
2. Adopt policies that assure sensitive integration of new construction with historic structures.
3. Strongly discourage demolition of historic structures, with relocation considered as a last resort.
4. Propose/facilitate design and development strategies as an incentive for owners of historic properties.
5. Promote the Town's Historic Tax Credit Program as a tool for economic development, as well as historic preservation.
6. Evaluate potential for an historic district area rather than building-specific historic designations.
7. Emphasize the importance of historic preservation in obtaining LEED certification and meeting State sustainability goals.



8. Identify infill development opportunities and develop procedures to minimize its impact on surrounding historic properties by identifying those historic structures within the boundaries of future form-based zoning districts that set the “pattern” for mass, scale, design, etc.
9. Educate owners of historic property on healthy, energy efficient renovation techniques for historic properties.
10. Develop educational initiatives focusing on Bel Air’s cultural history and the importance of the Town’s history and historic preservation efforts. These may include tours, presentations, exhibits, etc.
11. Minimize the impact of any proposed zoning regulation modifications on identified historic structures.
12. Evaluate the possibility of increasing the Town’s tax credit allowance to encourage preservation of historic structures.



 <p>TOWN BEL AIR</p>	<h3>Inventoried Historic Sites</h3> <p>Town of Bel Air Comprehensive Plan 2009-2015</p>	<p>* Historically Designated Sites ● Inventoried Sites</p>	<p>Map produced by the Town of Bel Air Planning Department</p> <p>Map XI-1</p> 
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Appendix A



Town of Bel Air Properties  
 Listed on the MD Historic Trust's Inventory of Historic Sites  
 1979 – 1992  
 (alphabetically by street name)

Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1316	House*	109 Alice Anne Street		
HA-1317	House*	111 Alice Anne Street		
HA-1318	Whittington House*	112 Alice Anne Street		
HA-1319	House*	113 Alice Anne Street		
HA-1320	House*	115 Alice Anne Street		
HA-1321	New Hope Baptist Church	116 Alice Anne Street		
HA-1322	Mrs. Ruff's House	119 Alice Anne Street		
HA-1323	House	120 Alice Anne Street		
HA-232	House (Thomas House)	122 Alice Anne Street		
HA-1324	House*	123 Alice Anne Street		
HA-1325	Edward P. Jackson House	124 Alice Anne Street		
HA-1326	Robinson House*	125 Alice Anne Street		
HA-1327	House	127 Alice Anne Street		
HA-1328	Mrs. Lucy Gibson's House*	128 Alice Anne Street		
HA-1329	House	129-131 Alice Anne Street		
HA-1330	House*	132 Alice Anne Street		
HA-1331	House	133 Alice Anne Street		
HA-234	House (The Incubator)*	134-38 Alice Anne Street		
HA-1332	Ella Scott (Taylor) House	137 Alice Anne Street		
HA-1333	House	100 Archer Street		
HA-1334	N. Jackson House	120 Archer Street		
HA-1335	Mrs. Hopkins' Tenant House (Wyche House)	124 Archer Street		
HA-1336	House	127 Archer Street		
HA-1337	House	133 Archer Street		
HA-1338	House	200 Archer Street		
HA-1339	Frank Dorsey House	215 Archer Street		
HA-1344	House*	134 Baltimore Pike		
HA-1345	House*	138 Baltimore Pike		
HA-1340	Ames Methodist Church*	112 Baltimore Pike		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1341	Ames Methodist Church Parsonage*	112 Baltimore Pike		
HA-1342	Nobels House*	224 Baltimore Pike		
HA-1343	Tittle's Funeral Home*	230 Baltimore Pike		
HA-1346	Wildason House*	320 Baltimore Pike		
HA-1752	Deaton Farm*	500 Baltimore Pike		
HA-1347	Bond Street Hall*	100 N. Bond Street		
HA-1348	Methodist Episcopal Parsonage (Whittington House)	102 N. Bond Street		
HA-1349	James-Kennedy House	108 N. Bond Street	May 6, 1996	
HA-1350	Bel Air Times Building (Potters Mill)*	38 S. Bond Street		
HA-1351	Hopkins House #2*	106 S. Bond Street		
HA-1352	Bauer House (Duff House)	108 S. Bond Street		
HA-1353	Jacob C. Kennedy House (Weber House)*	134 S. Bond Street		
HA-1354	Farley-Kirk House (Foard House)	200 S. Bond Street		
HA-1355	Esley-Dean House*	212 S. Bond Street		
HA-1356	Morgan House*	218 S. Bond Street		
HA-1357	Wildason House*	222 S. Bond Street		
HA-1358	Emmanuel Episcopal Church	N. Main and Broadway		
HA-2054	Emmanuel Episcopal Church Rectory	16 E. Broadway		
HA-255	F. W. Baker House #1	24 E. Broadway		
HA-1359	F. W. Baker House #2	30 E. Broadway		
HA-1360	Gover House	38 E. Broadway		
HA-1361	Harris House	43 E. Broadway		
HA-1362	Rosan-Coale House	44 E. Broadway		
HA-1363	Smallsbeck-Jones House (Brix House)	45 E. Broadway		
HA-256	Minnick House (Cameron House)	52 E. Broadway	February 19, 1991	
HA-257	Bauer House (Hall House)	53 E. Broadway		
HA-1364	General Reckord House (Dr. Cortezi's Office)	57 E. Broadway		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1365	Everett House	58 E. Broadway	June 18, 2001	
HA-1366	Kehoe House	62 E. Broadway		
HA-1367	Wysong House	83 E. Broadway		
HA-1368	Jacob Bull House (104 E. Broadway)	305 N. Franklin Street	December 7, 1987	
HA-1369	Whitaker House	105 E. Broadway	January 3, 1989	
HA-239	Thomas H. Robinson House (Cassilly-Robinson House)	112 E. Broadway	July 15, 2002	
HA-1370	Margaret Carroll House*	113 E. Broadway		
HA-1371	Daniel Carroll - Michael Whalen House*	119 E. Broadway		
HA-1372	Nathan Dean House (Pappachrist Apts.)	125 E. Broadway		
HA-1373	Carver House (Gertrude Hopkins House)	136 E. Broadway		
HA-1374	Carver House (Casey House)	137 E. Broadway		
HA-1375	Wilgis House (Bennett House)	139 E. Broadway	December 7, 1987	
HA-1376	Sallada House (Hamrick House)	202 E. Broadway		
HA-1377	William Edward Lingan House (Campbell House)	203 E. Broadway		
HA-1378	Whaland House	205 E. Broadway		
HA-1379	Peterson House (Ellis House)	209 E. Broadway		
HA-1380	McAbee House (Page House)	210 E. Broadway		
HA-1380A	Page-McAbee Barn	210 E. Broadway		
HA-1381	Reed House	219 E. Broadway		
HA-1382	Charles T. Carver House (Mrs. Herbert L. McComas House)	220 E. Broadway		
HA-1383	Mrs. William Smith House	224 E. Broadway		
HA-1832	Graham-Miller House	314 E. Broadway	November 19, 2001	
HA-1813	Wallis House	315 E. Broadway	February 19, 2002	
HA-1835	Ripken-Chizmar House	321 E. Broadway	February 7, 2000	
HA-1814	Rider House	326 E. Broadway	November 18, 2002	
HA-1836	Schlehr-Chilcoat House	327 E. Broadway	June 3, 2002	
HA-1815	Harlan House	330 E. Broadway	May 5, 2003	
HA-1816	Danecker-Broumel House	333 E. Broadway	September 3, 2002	



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1817	Wilkinson-Famous House	338 E. Broadway	November 18, 2002	
HA-2055	Harry Edward Coale House	341 E. Broadway		
HA-1818	William Magness House	403 E. Broadway		
HA-1819	Carroll House	405 E. Broadway	November 15, 1999	
HA-1820	Gentry House	421 E. Broadway		
HA-1821	Thompson House	430 E. Broadway	April 6, 2009	
HA-1795	Panos House	2 W. Broadway		
HA-1797	Magness House	35 W. Broadway		
HA-1798	Keithley House	104 W. Broadway		
HA-1799	House	106 W. Broadway		
HA-1800	Herman Pyle House	108 W. Broadway		
HA-1801	Burcham House	110 W. Broadway		
HA-1384	Jacob Schapiro Survey Stone	Burns Alley		
HA-2068	Reed House	326 Catherine Street		
HA-1823	Peverley House	419 Choice Street	February 19, 2002	
HA-2053	Harrison House	435 Choice Street		
HA-1385	House*	11-13 E. Churchville Road		
HA-1386	Methodist Episcopal Parsonage* (William Herman House)	15 E. Churchville Road		
HA-1387	Dixon House*	112 E. Churchville Road		
HA-2060	Bertram Coale House	115 E. Churchville Road		
HA-1717	McComas-Hoza House (Rockfield Manor)	501 E. Churchville Road		
HA-1388	House*	19 W. Churchville Road		
HA-1389	Oliver Brown House*	25 W. Churchville Road		
HA-1396	Survey Stone #2	Courtland and Bond Street	April 5, 1993	
HA-1716	Bel Air Courthouse Historic District	Office, Courtland & Main Streets		NR
HA-219	Archer Building	17 Courtland Street	February 3, 2003	
HA-1392	Holden Building	25-27 Courtland Street		
HA-1393	Old Aegis Building	29 Courtland Street	January 3, 1989	
HA-1390	House*	25 E. Courtland Street		
HA-218	Harford County Courthouse	20 W. Courtland Street	January 3, 1989	
HA-1391	Harford Democrat Building (Baltimore Gas & Electric Building)	21 W. Courtland Street		
HA-1394	Mrs. Dunnigan's Building	31 W. Courtland Street	January 3, 1989	



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1395	Mrs. Dunnigan's Hotel & Restaurant	33 W. Courtland Street	January 3, 1989	
HA-1397	Bruns Livery Stable	13 E. Ellendale Street		
HA-1398	Bruns Livery Stable	19 E. Ellendale Street		
HA-1399	Corbin Tenant House	21 E. Ellendale Street		
HA-1400	House	205 Franklin Street		
HA-1401	C. W. Proctor Tenant House #1	210 Franklin Street		
HA-1403	Worthington Tenant House (Ruff House)	211-213 Franklin Street	February 2, 1998	
HA-1402	C. W. Proctor Tenant House #2	218 Franklin Street		
HA-1744	Michael House	325 Franklin Street	November 7, 2005	
HA-1822	Chambers House	404 Franklin Street		
HA-226	Alex Fulford's Bottling Plant	20 E. Fulford Avenue		
HA-1825	Philips-Mason House*	111 Fulford Avenue		
HA-1404	S. A. Williams Tenant House*	24 E. Gordon Street		
HA-1405	S. A. Williams Tenant House*	26 E. Gordon Street		
HA-1406	Ady-Cole House*	30 E. Gordon Street		
HA-1407	Methodist Episcopal Parsonage (School Board Office)	35 E. Gordon Street		
HA-1409	Bel Air Academy & Graded School	45 E. Gordon Street		
HA-1408	Golden House	48 E. Gordon Street		
HA-1410	House*	50 E. Gordon Street		
HA-258	Proctor House (Board of Education Office)	54 E. Gordon Street	February 5, 2007	NR
HA-1787	Wheeler House	28 W. Gordon Street		
HA-2056	Eliza P. Anderson House	34 W. Gordon Street		
HA-1788	Keech-Rosenberg House	42 W. Gordon Street		
HA-1789	Foster House	48 W. Gordon Street		
HA-1790	Little House	54 W. Gordon Street		
HA-1502	The Wren Box	108 W. Gordon Street	December 17, 2001	
HA-1796	Putnam House	112 W. Gordon Street		
HA-1791	Gore House <sup>1</sup>	22 W. Gordon Street		
HA-1792	Thomas-Sauer House <sup>1</sup>	24 W. Gordon Street		
HA-1793	Henry & Effie Lee House <sup>1</sup>	26 W. Gordon Street		
HA-1411	Scarboro-Carver House	325 W. Gordon Street		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1794	Lee House	330 W. Gordon Street	February 7, 2005	
HA-2062	Getz-Marzicola House	343 W. Gordon Street		
HA-1414	Evans-Greer House	210 Hall Street		
HA-1767	Evans-Greer House Barn/Carriage House	210 Hall Street		
HA-1768	Evans-Greer House Gate House	210 Hall Street		
HA-1412	House*	118 Hays Street		
HA-1413	Bel Air Colored High School	S. Hays St. near Balto. Pike	April 5, 1993	
HA-1808	Sheridan House	26 Hickory Avenue		
HA-1809	Stinchcomb House*	28 Hickory Avenue		
HA-1810	James Wheeler House	32 Hickory Avenue		
HA-1811	Lee-Barstow House	116 Hickory Avenue		
HA-1812	Cassilly-Coale House	138 Hickory Avenue		
HA-1415	Raitt House (St. Margaret's Rectory)	141 Hickory Avenue		
HA-260	St. Margaret's Chapel	141 Hickory Avenue		
HA-1416	Richardson House	144 N. Hickory Avenue		
HA-1417	Col. Webster's Tenant House (Esterley House)	206 N. Hickory Avenue		
HA-1418	Acquilla Hall House	216 N. Hickory Avenue		
HA-1804	Kunkel House	307 N. Hickory Avenue		
HA-1419	William Doxen House (Jackson House)*	314 N. Hickory Avenue		
HA-2052	Archer-Pons House	315 N. Hickory Avenue		
HA-2051	American Legion Post #39	500 N. Hickory Avenue		
HA-2050	Robert Smith House	603 N. Hickory Avenue		
HA-1516	Bristow House	615 N. Hickory Avenue	July 19, 1999	
HA-2061	McCormick House	727 N. Hickory Avenue		
HA-227	Esley House	5 S. Hickory Avenue		
HA-1420	Lee House (Connor & Carr Offices)	9 S. Hickory Avenue		
HA-1421	Ayres House*	17 S. Hickory Avenue		
HA-1422	Forsythe House*	102 S. Hickory Avenue		
HA-225	Hays House	324 S. Kenmore Avenue	April 5, 1993	NR
HA-1423	Lee Street House*	7 W. Lee Street		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1424	Lee Street House*	13 W. Lee Street		
HA-1425	Lee Street House*	21 W. Lee Street		
HA-1426	Lee Street House	23 W. Lee Street		
HA-1833	The Homestead	221 Linwood Avenue		
HA-1749	Main Street Theater	5 N. Main Street		
HA-1427	Dean & Foster Funeral Parlor & Furniture Store (Bel Air Studios)	13 N. Main Street		
HA-1428	Bel Air Volunteer Fire Company (Hollander's Home & Auto Supplies)	34-36 N. Main Street		
HA-1435	Bel Air Post Office	N. Main Street	September 3, 1991	
HA-1438	First Presbyterian Manse	N. Main & E. Broadway		
HA-1311	Bel Air Methodist Episcopal Church	20 N. Main Street	September 3, 1991	
HA-213	Jeffery House (Graham-Crocker House)	30 N. Main Street	March 24, 1986	NR
HA-1429	Bel Air Armory	41 N. Main Street		
HA-1430	Romer's Photography Studio Strawberry Basket*	111 N. Main Street		
HA-1431	Minnick House*	124 N. Main Street		
HA-1432	Methodist Protestant Parsonage	125 N. Main Street		
HA-1433	Bouldin-Maynadier House*	129 N. Main Street		
HA-1434	Norris House*	139 N. Main Street		
HA-1244	Hopkins House	141 N. Main Street		
HA-1436	Heuer House (Corbin House)*	211 N. Main Street		
HA-1439	Ayres House #1	306 N. Main Street		
HA-1440	Ayres House #2	308 N. Main Street		
HA-1441	Theodore Saunders Cafe	317 N. Main Street		
HA-1442	Bruns Store	321 N. Main Street		
HA-1443	McComas Brothers Lumber & Building Supplies	411 N. Main Street		
HA-1444	McComas Brothers Lumber & Building Supplies	414 N. Main Street		
HA-1437	First Presbyterian Church	Main Street & Broadway		
HA-1456	Survey Stone #3	Main Street & Balto. Pike	April 5, 1993	
HA-215	Christian Science Reading Room (Fulton Harness Shop)	2 S. Main Street		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-216	Fulton-Young House*	6 S. Main Street		
HA-1446	Store	8-10 S. Main Street		
HA-1445	William G. Jeffery Building (Hirsch's Men's Store)	9 S. Main Street		
HA-1447	Carol Ann's Restaurant	12 S. Main Street		
HA-1448	Store	18 S. Main Street		
HA-217	Stores	20-22 S. Main Street		
HA-1449	Boyd & Fulford Drug Store	21-23 S. Main Street		
HA-1450	Store	24 S. Main Street		
HA-1451	Herman's Store	34 S. Main Street		
HA-2063	Harford County Jail	45 S. Main Street		
HA-1452	Stagmer's Hotel	100 S. Main Street (at Courtland)		
HA-220	Grover's Hotel/Granger's Hotel (Courtland Hardware)	101 S. Main Street		
HA-221	The Jarrett Buildings	109-115 S. Main Street		
HA-1453	Waters & Wetherill Shop*	116 S. Main Street		
HA-1454	Wattenscheidt's Jewelry Store (John's Barber Shop)	117 S. Main Street	March 15, 2004	
HA-281	First Aegis Building	119 S. Main Street	March 15, 2004	
HA-1455	Magness Garage (Cary's Tire Warehouse) *	125 S. Main Street		
HA-222	Hanway House	200 S. Main Street		
HA-223	Munnikhuisen House	202 S. Main Street		
HA-224	Van Bibber House	303 S. Main Street	December 7, 1987	
HA-1457	Dr. Benjamin Smith House (Rice Insurance Agency)	309 S. Main Street		
HA-1834	Warren House	321 S. Main Street		
HA-1824	Bartholomaei House	325 S. Main Street		
HA-1826	Bailey House	400 S. Main Street		
HA-1827	Heighe House	408 S. Main Street		
HA-1828	Louis Getz House	418 S. Main Street	January 7, 2008	
HA-2064	Lance Corbin House	421 S. Main Street		
HA-1829	Guercio House	422 S. Main Street		
HA-1830	Hanway-McMahon House	426 S. Main Street		
HA-2065	Claiborne Corbin House	429 S. Main Street		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1831	Frank Hayes Fulford House	432 S. Main Street		
HA-1841	Wells House	438 S. Main Street		
HA-2066	Bosley House	510 S. Main Street	February 2, 2009	
HA-1842	Evans House	314 Maitland Avenue		
HA-1843	McMullen House	318 Maitland Avenue	November 19, 2001	
HA-1458	J.H.C. Watts House	520 Mast Street		
HA-1459	House*	113 Maulsby Street		
HA-1504 to HA-1515	Maulsby District	136-148 Maulsby Street		
HA-2067	J. Glasgow Archer, Jr., House	355 McCormick Lane		
HA-1080	Poplar Grove Farm (Orly Reedy Farm)	Moores Mill Road		
HA-1460	Dallam-Lee House	443 Moores Mill Road		
HA-1753	Holland-Bull House	608 Moores Mill Road		
HA-1461	Preston Gilbert's Law Office	6-8 Office Street	January 3, 1989	
HA-1462	Second National Bank Building (First National Bank of MD)	12 Office Street	January 3, 1989	
HA-1463	Harford Mutual Fire Insurance Company Building	18 Office Street		
HA-1464	Farmers & Merchants Bank Building (Johnson Credit Company)	20 Office Street		
HA-1465	Robinson Building	28 Office Street		
HA-1466	Survey Stone #1	Office and Bond Streets	April 5, 1993	
HA-282	Second National Bank Building (Cameron and Reed Offices)	30 Office Street		
HA-238	First Presbyterian Church (Odd Fellows Lodge)	21 E. Pennsylvania Avenue		NR
HA-237	Bel Air Academy	24 E. Pennsylvania Avenue		
HA-1467	John Keith House (Holden Studios)	30 E. Pennsylvania Avenue		
HA-1468	Norris House - St. Margaret's School & Convent	31 E. Pennsylvania Avenue		
HA-1469	Old Stone Building (Salt Shed)*	117 E. Pennsylvania Avenue		
HA-1839	Wilson House	102 Powell Street		
HA-1840	Livesey-Deaner House	103 Powell Street	May 20, 2002	
HA-1757	Mary Maulsby Addicks Property (Tulip Hill)	Rockspring Ave & Howard St		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1470	Reckord Mill - Bel Air Farm Supply (mill)	432 Rockspring Avenue		
HA-1471	Reckord Mill - Bel Air Farm Supply (office)	432 Rockspring Avenue		
HA-1472	Reckord Mill - Bel Air Farm Supply (shed)	432 Rockspring Avenue		
HA-1473	Reckord Mill - Bel Air Farm Supply (warehouse)	432 Rockspring Avenue		
HA-1474	Keen-Mitchell House	508 Rockspring Avenue		
HA-1475 & HA-1475A	Bradford-Hanna-Doxen House and Carriage House	516 Rockspring Avenue		
HA-1476	McComas House	522 Rockspring Avenue	September 7, 1993	
HA-2059	Knopp House	527 Rockspring Avenue		
HA-1477	French-Stephens House	539 Rockspring Avenue		
HA-1478	James Dean House	545 Rockspring Avenue		
HA-1479	Gorrell House	551 Rockspring Avenue		
HA-1754	Lewis J. Williams House	555 Rockspring Avenue		
HA-1480	Wright-Dean House	604 Rockspring Avenue		
HA-1481	Rebecca Evans House	612 Rockspring Avenue	November 20, 2000	
HA-1482	Jacob Forder House	622 Rockspring Avenue		
HA-1483	Ferry-Dunnigan House (Lejeune House)	628-630 Rockspring Ave		
HA-1484	Archer House (Wysong House)	636 Rockspring Avenue		
HA-1766	Archer House Chicken House	636 Rockspring Avenue		
HA-2058	Johnston House	702 Rockspring Avenue		
HA-1802	Barnes-Justice House	710 Rockspring Avenue		
HA-1769	Keen-Hopkins House Barn	635 Roland Avenue		
HA-1485	Nelson House	613 Roland Avenue		
HA-1486	Stanley McComas House	625 Roland Avenue		
HA-1487	McComas-Keen-Benfield House	631 Roland Avenue	April 6, 1992	
HA-1488	Keen House (Hopkins House)	635 Roland Avenue		
HA-1489	Ferry-Webster House	703 Roland Avenue		
HA-1758	Francis W. Robbins House	711 Roland Avenue		
HA-1759	Alexander McComas House	717 Roland Avenue		
HA-1760	Earle & Mosen Burkins House #1	723 Roland Avenue		
HA-1761	Earle & Mosen Burkins House #2	727 Roland Avenue		



Number	Structure (* indicates structure demolished)	Location	Designated Property	National Register Site (NR)
HA-1762	Earle & Mosena Burkins House #3	731 Roland Avenue		
HA-1763	Earle & Mosena Burkins House #4	739 Roland Avenue		
HA-1764	Earle & Mosena Burkins House #5	743 Roland Avenue		
HA-1765	F. Worth Riley House	751 Roland Avenue		
HA-1490	House*	125 Thomas Street		
HA-1491	House*	127 Thomas Street		
HA-1492	House*	129 Thomas Street		
HA-1493	Chandler House	133 Thomas Street		
HA-1494	Hilltop Refrigeration	139 Thomas Street		
HA-1495	Peppi's Meat Market	143 Thomas Street		
HA-1496	Toscani Law Office	217 Thomas Street		
HA-1497	Aberts House	300 Thomas Street		
HA-1498	Ward House	306 Thomas Street		
HA-367	Jackson House (Hays-Howard House)	Tollgate Road		
HA-1257	Waverly House (Sullivan House)	1003 Tollgate Road		
HA-1258	Waverly Tenant House (Sokel House)	1003 Tollgate Road		
HA-1242	Masonic Lodge*	Wall Street		
HA-1243	Harford National Bank Building*	Wall Street		
HA-2057	Pons House	310 Webster Street		
HA-1803	Dale Coale House	315 Webster Street	April 16, 2001	
HA-1805	Robinson House	324 Webster Street		
HA-1806	Rinehart House	325 Webster Street		
HA-1807	Pyle House	329 Webster Street	July 15, 2002	
HA-1499	O'Neill House	14 Williams Street		
HA-235	Forwood House	142 Williams Street		
HA-1837	Russell McComas House	147 Williams Street		
HA-1785	German House	151 Williams Street		
HA-236	Reckord House	162 Williams Street		
HA-1500	Zimmerman House	163 Williams Street		
HA-1501	Zimmerman House	165 Williams Street		
HA-1786	Finney House	310 Williams Street		
HA-1838	French House	333 Williams Street		
HA-1503	Bedford House (Fisher House)	902 Williams Street		



# *B*

## Appendix B



## **Development Regulation Modification Recommendations**

This section provides an overview of recommended modifications for the upcoming Comprehensive Plan revision process. The ultimate goal is to regulate the land development process in an efficient, cost effective and responsible manner to assure quality development and a streamlined, flexible regulatory process.

While the current regulations have served the community well, development needs change over time. This section outlines specific issues identified in the current regulations that should be re-evaluated in the upcoming comprehensive rezoning process.

The new regulations should take into consideration the need for “green” development solutions. This means focusing on Smart Growth solutions that will reduce the community’s carbon footprint. Many options are available and should be evaluated as a new regulation package is developed. One of the options to consider is the use of form based zoning techniques. These may be particularly applicable in the Town’s Overlay Districts. Consideration should be given to eliminating duplication where possible.

The following recommendations are preliminary only. A more detailed analysis is recommended to achieve the Comprehensive Plan goals and to assure that the development process is reasonable, efficient and effective.



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**Article 3:  
Zoning Districts - Establishment  
And General Comment**

Re-evaluate, Uses, Charts and Tables.  
Consider increasing density for multi-family units from 14 to 30 in R3-, R-0, B-1, B-2 and B-3

**3.01 Purpose**

Prepare more specific intent section and incorporate MD Annotated Code, Article 66B language regarding light and air.

**3.05** Requirements to assure adequate air and light consistent with language in Article 66B of MD Annotated Code.

**Article 4:  
Overlay District Regulations**

**General Comments:**

Reconsider methodology regarding Overlay districts. Streamline by creating single district but maintaining design and performance standards. For example, all properties in the Town Center Overlay district become B-2 Central Business District with pertinent overlay district guidelines. Those B-2 properties outside of this Overlay district would be redesignated. Since

the Town is relatively compact, designations could be easily addressed. Evaluate contradictions between Historic Regulations and Gateway Overlay district.

**4.01 Purpose**

Prepare more specific intent statement for each district.

**4.06.D.4** Address conflict in wording and requirements between this and Section 8.02.C.2. Need to re-evaluate 50% parking requirement (Section 8.02.C.2).

**Article 5:  
Neo-traditional/cluster  
Development Regulations**

**General Comments:**

Due to limited land availability and past experience, this section could be eliminated. Option has never been used.



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**Article 6:  
Historic Resource Conservation  
Regulations**

**General Comments:**

Review requirements in inventory section to assure consistency with state law.

6.04.C Change “adjoining” to adjacent for consistency.

**Article 7:  
Environmental Regulations**

**General Comments:**

Add language specifying site clean-up requirements, i.e. reuse of service stations, etc.

**Article 8:  
Development And Performance  
Standards**

**General Comments:**

Revise standards to streamline as much as possible.

**8.02** Re-evaluate parking requirements based on current standards.

**8.04.B.1** Re-evaluate performance standards for commercial amusements.

**8.04.B.3(ix)** Revise Elderly Housing open space requirements to more specifically define requirements

**8.04.B.6** Add requirement – All residential structures shall be sited so as to promote air circulation and ensure natural light for all living areas.

**8.04.B.7(iii)** Shopping centers performance standards are inconsistent with practice. Address shopping center noise, add trash removal compaction or similar operations shall not be allowed between 7 pm and 7 am. Deliveries, loading, idling or similar operations shall not occur between 10 pm and 6 am unless activity occurs within loading bay on street side of building.



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**Article 9:  
Sign Regulations**

**9.02.B** Re-evaluate freestanding sign allocation

**9.10.C(2)(6)** Modify language from misdemeanor to municipal infraction.

**Article 12:  
Accessory And Temporary Uses**

**General Comments:**

Assure domestic animal regulations are consistent with state law.

**12.02.B.6** Re-evaluate restrictions on animals – numbers, setbacks, etc.

**Article 13:  
Subdivision And Site Plan Review**

**General Comments:**

Add architectural review component and design guidelines. Encourage “green” development techniques.

**13.04.D** Revise TIA requirements to more specifically define requirements and process. Consider the following modifications (as recommended by Town Traffic Consultant)

1. The minimum acceptable level of service (LOS) for residential intersections shall be LOS “C” or better. The minimum LOS for commercial or industrial intersections shall be LOS “D” or better. The LOS shall apply to an overall intersection LOS, an approach LOS or a movement LOS. If any intersection within the study area has any of the failing conditions listed above, the TIA shall recommend mitigating improvements to address the developments impacts. It will be the responsibility of the developer to implement the recommendations in the TIA.

2. The study area shall be determined by Town staff who shall consider the following when determining the study area. Any intersection within a quarter mile radius of the site access along any Town roadway with a designation of collector or higher as defined by the Town Transportation Plan. This area may include intersections that are the jurisdiction of the Maryland State Highway Administration or Harford County. Coordination with these government agencies may be required.



**13.04.E** Revise art amenity regulations to more specifically define requirements and process.

**13.05** Re-evaluate Improvement requirements and associated impact fees.

**Article 14:  
Permits And Procedures**

**14.04** Modify concept review process to clarify purpose. Emphasize availability of preliminary conference option.

**14.05** Add requirement – must wait one year before submitting a substantially similar request that has been denied.

**14.16** Modify outdoor sales or promotional events sales to allow fourteen (14) days rather than seven (7). (Modify wording from tent sale to promotional event)

**Article 15:  
Appeals Variances,  
Special Exceptions And  
Special Developments**

**15.04.H** Re-evaluate administrative waiver parameters – 10% or 4 ft., whichever is less.

**15.05** Should add resubmission language requiring one-year period before resubmission of denied applications. Language should be consistent with Section 15.04.F.

**15.06** Should add “Substantially identical special development request may not be re-submitted for a period of one (1) year after the final decision.” Language should be consistent with Section 15.04.F

**Article 16:  
Procedures For Change**

**16.02** Modify language indicating that the Town Board “may” rather than “shall” refer requested amendments to the Planning Commission. The Town Board should have the option of dismissing a requested amendment if it is unacceptable.



## **Article 17: Definitions**

General Comments:

All definitions should be evaluated and updated based on current development trends.

Alter two-family dwelling definition to specifically delineate between existing units, semi-detached units and alternative layout options.



# C

Appendix C



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## Approved Development Proposals - Harford County, October 2008

In order to analyze the impact of development from the Greater Bel Air area (the area within one mile of the Town), it was necessary to determine the amount of residential and non residential development that has been approved by Harford County and not yet constructed. The materials included in this appendix outline developments that are expected to be constructed within the next five to ten year period. Please note that additional developments may also be approved further impacting the community. The data provided was used as a baseline for initial analysis.

### Unbuilt Approved Development in the County Development Envelope Surrounding the Town of Bel Air

The following chart summarizes plans approved by Harford County for development in Fallston, Churchville, Abingdon and Forest Hill. Although some of the approved plans are for projects which are more than one mile from the Town's boundaries, the proposals are close enough to create significant land use, transportation and economic impacts on the Town.

#### Approved Development Plans Harford County, MD October 2008

Location	Non-Residential (Square Feet)	Residential (Units)
Abingdon	115,295	500
Bel Air	117,417	807
Fallston	159,219	-
Forest Hill	261,173	49
Total	653,104	1,356

Source: Harford County Department of Planning & Zoning

The following tables provide more detail showing proposals on a plan by plan basis:



## Approved Unbuilt Site Plans in the Development Envelope

### Abingdon

PLAN NAME	DATE APPROVED	SITE LOCATION	ACREAGE	COMMENTS	OWNER 1	OWNER 2
4100 Philadelphia Rd	9/11/2006	NE Corner of MD Route 7 & MD Route 136	0.544	Construct a 1,410 SF Building for retail/service uses	Serbeck Alexander J	
Abingdon Water Treatment Plant Expansion – Lot 1	2/25/2008	N Side of Abingdon Rd, W of I-95	33.32	Construction of several building and other facilities necessary for expansion of an existing treatment plant	Harford County, MD	
Constant Friendship Business Park – Lot 11	4/2/2007	N Side of the Constant Friendship Blvd at the end of cul-de-sac	3.47	Construct a 2,400 SF addition to an existing building for a restaurant (Putt Putt Fun Center)	Mottley Group LLC	
Constant Friendship Business Park – Lot 12A	5/7/2007	W side of Constant Friendship Blvd S of Tollgate Rd	3.27	Construct a 22,987 SF retail store on lot 12A	Abingdon Southside LLC	
Constant Friendship Business Park – Lot 12B	6/29/2007	Constant Friendship Blvd W side of S of Tollgate Rd	0.99	Construct an 8,025 SF building for retail and service uses	Abingdon Southside LLC	
Constant Friendship Business Park – Lot 20	9/6/2007	W side of Constant Friendship Blvd S of Tollgate Rd	5.11	Construct a 4,025 SF bank with drive thru lanes	Mobilcon Development Associates LLC	
Emmorton Business Park-Lot 6B – Edgewood Inn & Suites	6/25/2007	N side of Emmorton Park Rd S of I-95	2.86	Construct a 97,350 SF, 134-unit hotel building	Vedic Properties LLC	
Emmorton Business Park – Lot 8	1/16/2006	N side of Emmorton Park Rd	5.12	Construct a 60,000 SF building (25,300 SF will be for corporate offices: 34,700 SF will be for professional offices)	Emmorton Business Park LLC	
L&E Bustamante Concrete	5/13/2008	N side of B&O Rd, E of Abingdon Rd	1.482	Construct a 3,440 SF office building for a construction service business (there is an existing 1,560 SF modular office building located on the property)	L&E Properties LLC	
Singer Auto Center Car Wash	1/2/2007	N side of US Route at the intersection of B&O Rd	404.09	Construct a 3,258 SF car wash facility at the existing Singer Auto Center	Holly Beach LLC	



## Approved Unbuilt Site Plans in the Development Envelope

### Bel Air

PLAN NAME	DATE APPROVED	SITE LOCATION	ACREAGE	COMMENTS	OWNER 1	OWNER 2
1035 Emmorton Road	7/18/2007	NE corner of Emmorton Rd and Victory Ln	0.66	Convert an existing dwelling into a medical office with addition, subject to BOA #5591, existing dwelling = 1996 SF addition = 840 SF, total = 2836 SF	JJRKD LLC	
Commerce Bank	3/6/2007	SE corner of Intersection of Tollgate Rd and Bel Air Rd	0.82	Construct a 3,669 SF bank with drive-thru lanes	Commerce Bank NA	
Deutsch, Land of	7/9/2008	W side of Old Emmorton Rd N of Wheel Rd	0.38	Convert an existing 1,185 SF existing residence to professional service use	Deutsch, Elaine W.	Deutsch, Michael P., et al
Medical Office Building at Hickory Crossing	5/20/2008	N side of Hoagie Dr. between the Bel Air Bypass and E/W Hwy. (MD Route 23)	1.16	Construct a 7,652 SF medical office building and associated parking on Lot 5	Hickory Crossing LLC	
Moriatis, Land of	12/29/2007	W side of MD Route 543 across from Prospect Mill Rd	0.66	Construct a 3,025 SF building for a specialty retail use	Moriatis, Panagiotis G.	Moriatis, Nicholas
Park Avenue at Bel Air – Lot 7	8/11/2008	E side of MD Route 924 across from Plumtree Rd	1.53	Construct a 14,450 SF pharmacy	1921 Emmorton Rd LLC	
Park Centre Plumtree Rd North	4/10/2007	N side of Plumtree Rd E of MD Route 24	2.67	Construct a 31,500 SF building for a medical clinic and professional office	Park Centre/ Plumtree LLC	
Park Centre South	4/25/2007	N side of Plumtree Rd E of MD Route 24	2.38	Construct a 34,500 SF building for medical and professional offices	Plumtree Orthopaedic Associates LLC	
Wyndemeade Corporate Center – Lot 10	10/3/2007	W side of MD Route 543 S of US Route 1	1.398	Construct four buildings for professional offices/ services (2)-5,022 SF buildings and (2) – 4,278 SF buildings for a total of 18,600 SF	1802 Fountain Green LLC	



## Approved Unbuilt Site Plans in the Development Envelope

### Fallston

PLAN NAME	DATE APPROVED	SITE LOCATION	ACREAGE	COMMENTS	OWNER 1	OWNER 2
Dail New Building	5/23/2008	E side of US Route 1, N of MD Route 152	0.793	Construct a 2,772 SF building for commercial use to replace a previous non-conforming building destroyed by fire	Dail, George E.	Dail, Carol M.
Fallston Commons –	4/7/2005	S side of Belair Rd (US Route 1), E of Parsonage Lane	21.3	Construct a 146,755 SF retail store	Walmart Stores East LP	
Graystone Lodge	6/1/2004	N side of Bel Air Rd across from Old Joppa Rd	0.38	Create a 6,750 SF restaurant within an existing building	BAVA LLC Michael P.,	
Wendy's of Fallston	4/25/2008	NW corner of Milton Ave and US Route 1	1.42	Construct a 2,942 SF Wendy's Restaurant with a drive thru lane	Milton Avenue LLC	



## Approved Unbuilt Site Plans in the Development Envelope

### Forest Hill

PLAN NAME	DATE APPROVED	SITE LOCATION	ACREAGE	COMMENTS	OWNER 1	OWNER 2
2000 Rock Spring Rd	4/13/2007	W side of MD Route 24, S of MD Route 23	5.38	Construct a 9,600 SF building for retail/service uses	2000 Rock Spring Road LLC	
Bel Air Crossing – Lot 3	4/7/2008	N side of Bynum Rd E of MD Route 24	1.801	Construct a 16,600 SF shopping center. Phase I will be 8,550 SF and Phase II will be 8,050 SF	EP Bel Air Holdings LLC	
Bel Air North Village – Lot 1	11/20/2007	E side of MD Route 24, N of Bynum Road	3.31	Construct a 13,600 SF building for retail and service uses (building is built; count as unbuilt until tenant occupancy)	EP Bel Air Holdings LLC	
Bynum Run Business Center – Lot 5 – Mims Partners	12/30/2005	End of Granary Rd	5.47	Construct two office /warehouse buildings on Lot 5 (31,008 SF building SF built and 12,000 SF building unbuilt – 43,008 SF total)	Mims Partners	
Bynum Run Business Center – Lot 9	7/8/2008	N side of Robin Circle	1	Construct a 12,825 SF service building for construction (3,900 SF building built) 8,925 SF building remains (plan is vested)	M and T Watts LLC	
Forest Hill Business Center – Lots 1 & 1L	4/30/2007	S side of Newport Dr near intersection of MD Route 24	2.05	Construct an 8,600 SF building for service uses (shell built, count as unbuilt until tenant occupancy)	1921 Emmorton Lismore LLC	
Forest Hill Business Center – Lot 54	2/25/2008	N side of Newport Dr	1.84	Construct a 24,000 SF building for motor vehicle services	Newport II LLC	
Forest Hill Industrial Airpark – Lots N3, T2 and U2	6/15/2005	N side of Industry Ln, W of Commerce Drive	5.59	Construction of two warehouses on Lot T2 (18,000 SF each – (1) 18,000 SF building built, (1) 18,000 SF building remains), with accessory parking on Lots U2 and N3	118-124 Industry Lane LLC	
Forest Hill Industrial Airpark – Lot X6	4/20/2004	SW corner of Commerce Dr & Industry Ln	4.29	Construct a 14,000 SF office manufacturing building	Martin Family LLC	
Hart Heritage Properties – 1913 Rock Spring Rd	3/8/2007	E side of Rock Spring Rd (MD Route 924), between Wagner Wy and Colgate Dr	8.48	Construction of a 42, 728 SF assisted living facility with 55 boarders and a 10,124 SF adult daycare building, subject to BOA #5311 & #5529	Hart Heritage Properties LLP	
WaWa – Bel Air Crossing – Lot 2	6/25/2007	E side of MD Route 24 N of Bynum Rd	1.58	Construct a 5,589 SF convenience store with gas pumps	EP Bel Air Holdings LLC	



## Harford County

### Major Subdivision activity in the Development Envelope

Subdivision	UNITS PLANNED				UNITS REMAINING				TOTAL PERMITS ISSUED
	SFD	TH	APT/ CONDO	TOTAL	SFD	TH	APT/ CONDO	TOTAL	
<b>Abingdon</b>									
3105/3109 Abingdon Road	8	0	0	8	8	0	0	8	0
3303 Philadelphia Road (lots 1-33)	33	0	0	33	33	0	0	33	0
Abingdon Addition	45	0	0	450	220	0	22	23	
Abingdon manor (Lots1-21)	21	0	0	21	21	0	0	21	0
Monmouth Meadows (Phase 5)	0	213	180	393	0	171	152	323	70
<b>Bel Air</b>									
Cedarday	313	0	0	313	108	0	0	108	205
Glenangus (sections 10, 11, 12A 12B, 13B, 13C & 14	71	74	0	145	15	36	0	51	94
Greenbrier Hills (Section 8, Phase 1)	0	0	300	300	0	0	172	172	128
Village Green (Phase 4) 49	9	9	49	17	0	0	17	32	
<b>Forest Hill:</b>									
Saddle View	49	0	0	49	6	0	0	6	43



# *D*

## Appendix D



## Comprehensive Plan Implementation Summary

ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Land Use	<ul style="list-style-type: none"> <li>- Invest in infrastructure improvements, environmentally sound building techniques, transit options, landmark preservation, monuments and parks to emphasize Bel Air's unique character and emphasize a sense of place.</li> <li>- Incorporate requirements for sustainable building construction and renovation in Town Regulations; i.e. green roofs, capture and reuse of rain water, high efficiency lighting, recycled building components, environmentally friendly building materials.</li> <li>- Encourage retention of Federal, State and County facilities within the downtown core.</li> <li>- Develop Committee to evaluate and track accommodations and/or a conference center/hotel in Bel Air.</li> </ul>	<ul style="list-style-type: none"> <li>Capital Improvement Program</li> <li>Development Regulations</li> <li>Building Codes</li> </ul>	<ul style="list-style-type: none"> <li>Administration, Planning, Public Works &amp; Finance</li> <li>Planning &amp; Public Works</li> <li>Administration &amp; Planning</li> <li>Planning</li> </ul>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT	
Land Use Continued:	<ul style="list-style-type: none"> <li>- Develop marketing campaign to encourage people to live near their work and to buy local products.</li> </ul>		Planning	
	<ul style="list-style-type: none"> <li>- Evaluate form based zoning and other alternative zoning methodologies that emphasize sound, efficient development patterns.</li> </ul>		Planning	
	<ul style="list-style-type: none"> <li>- Adopt new zoning regulations which are easier to understand, more efficient and create a streamlined development process</li> </ul>		Development Regulations	Administration & Planning
	<ul style="list-style-type: none"> <li>- Develop an architectural review system to assure quality design.</li> </ul>		Development Regulations	Planning
	<ul style="list-style-type: none"> <li>- Take a proactive approach to encourage appropriate uses and amenities in and adjacent to the Town.</li> </ul>			Administration & Planning
<ul style="list-style-type: none"> <li>- Evaluate potential to create incentives for annexation of parcels important to Bel Air's growth and development.</li> </ul>		Administration & Planning		



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Land Use Continued:	<ul style="list-style-type: none"> <li>- Develop a long term annexation strategy to encourage more logical Town boundaries.</li> <li>- Support development of a cultural center and associated services, ie. visual and performing arts programs and facilities.</li> <li>- Develop gateway amenities to improve all Town entry points</li> <li>- Evaluate transition zoning areas to assure compatibility between uses.</li> </ul>	Administrative Policy	<p>Administration &amp; Planning</p> <p>Planning</p> <p>Planning &amp; Public Works</p> <p>Planning</p>
Municipal Growth	None	None	n/a
Transportation	<ul style="list-style-type: none"> <li>- Evaluate and enhance the Transportation Impact Analysis requirement in the Development Regulations.</li> <li>- Improve bypass functionality of Route 24 and east-west traffic movement around the Town: Extensions of West MacPhail Road and Route 22 could provide alternatives to using the US 1</li> </ul>	Development Regulations	<p>Administration &amp; Planning</p> <p>Administration, Public Works &amp; Planning</p>





ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
<p>Transportation Continued:</p>	<ul style="list-style-type: none"> <li>- Improve sidewalk system by assuring adequate design standards. These should address grade, cross slope, width, passing space, vertical clearance, grates, gaps, drainage, obstacles and surface requirements.</li> <li>- Identify funding sources for transportation network improvements.</li> <li>- Update the Development Regulations requirements for bike racks and bicycle-related amenities to encourage bicycle use.</li> <li>- Develop a parking authority to control leased and purchased commercial parking.</li> <li>- Evaluate and determine the impact of permitted on-street parking in areas adjacent to commercial districts.</li> <li>- Evaluate a Town trolley for workday transportation between downtown and the malls.</li> </ul>	<p>Development Regulations</p> <p>Parking Authority Ordinance/Memorandum of Understanding</p>	<p>Public Works</p> <p>Planning &amp; Public Works</p> <p>Planning</p> <p>Administration, Planning &amp; Public Works</p> <p>Planning &amp; Police</p> <p>Planning</p>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Transportation Continued:	<ul style="list-style-type: none"> <li>- Work with Harford County to integrate the existing transit system into the Town and investigate the possibility of additional park and ride locations within Town limits.</li> <li>- Encourage local citizen use of current transit services and alternative transit options.</li> <li>- Work with the County and State to develop expanded transit services and park and ride opportunities to meet area citizens' needs.</li> <li>- Continue to emphasize use of the Town's Neighborhood traffic calming program as a means of reducing traffic speed and volume.</li> <li>- Coordinate development plans with pertinent State and County agencies to assure road improvements are designed and implemented in a timely and efficient manner.</li> </ul>		<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Administration, Planning, Public Works &amp; Police</p> <p>Planning &amp; Public Works</p>





ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Water Resources	- Implement the Maryland Department of the Environment source water protection plan for the Maryland American Bel Air water system.	Water Source Protection Ordinance	Planning & Public Works
	- Identify alternate water supply options.		Planning & Public Works
	- Correct existing sewage inflow and infiltration situation.		Public Works
	- Coordinate with Harford County to develop measures to protect Winters Run watershed.		Administration & Planning
	- Improve stormwater quality in existing developments.	Stormwater Management Ordinance	Planning & Public Works
	- Encourage development of innovative stormwater management programs to collect surface runoff, treat and return it back to aquifer.		Public Works
	- Adopt requirements for riparian and in stream habitat restoration.	Development Regulations	Planning & Public Works



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Water Resources Continued:	<ul style="list-style-type: none"> <li>- Implement head-water retrofit program, including non structural alternatives to manage water resources, i.e. stream day lighting</li> <li>- Develop measures necessary to meet Total Maximum Daily Load (TMDL) non point source reduction targets.</li> <li>- Encourage “green building” initiatives to minimize impacts on Town water, sewer and stormwater facilities.</li> </ul>	<p>Stormwater Management Ordinance</p> <p>Development Regulations</p>	<p>Public Works</p> <p>Public Works</p> <p>Planning &amp; Public Works</p>
Sensitive Areas	<ul style="list-style-type: none"> <li>- Identify storm water outfall areas that require upgrading and investigate the possibility of day-lighting piped streambeds.</li> <li>- Identify a network of streams, wetlands and other natural areas which connect and protect sensitive areas and other environmental features.</li> </ul>		<p>Planning &amp; Public Works</p> <p>Planning &amp; Public Works</p>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Sensitive Areas Continued:	<ul style="list-style-type: none"> <li>- Protect 100-year floodplains through deed restrictions to assure safety of the community and integrity of the environment.</li> </ul>	Floodplain Ordinance	Planning & Public Works
	<ul style="list-style-type: none"> <li>- Encourage street tree plantings and the creation of a regional greenway system to protect streams and associated floodplains and to maximize environmental benefits.</li> </ul>	Development Regulations	Planning & Public Works
	<ul style="list-style-type: none"> <li>- Identify areas suitable for wetland mitigation.</li> </ul>		Planning & Public Works
	<ul style="list-style-type: none"> <li>- Employ flexible development regulations, innovative site design, Best Management Practices, and mitigation measures in order to protect the natural environment and sensitive areas.</li> </ul>		Planning & Public Works
	<ul style="list-style-type: none"> <li>- Integrate and coordinate sensitive areas protection with other locally and regionally adopted environmental and growth management programs.</li> </ul>		Planning & Public Works



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Sensitive Areas Continued:	<ul style="list-style-type: none"> <li>- Investigate the possibility of obtaining easements or purchasing sensitive areas for protection in conjunction with other locally adopted environmental and growth management programs.</li> <li>- Limit environmentally sensitive area use to visual or recreational open space, greenways or undisturbed open area.</li> <li>- Develop usage, landscape and maintenance plans for publicly owned sensitive areas and work with private property owners to do the same.</li> </ul>	Development Regulations	Planning & Public Works  Planning  Planning & Public Works



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Sensitive Areas Continued:	<p>- Protect sensitive habitats and other unique areas following both State and Federal species lists and protection guidelines. Impacts to potentially viable habitats of listed threatened and endangered species, or natural systems that are otherwise unique should be avoided altogether. Development Regulation measures should be reviewed and updated to assure adequate protection of identified sensitive areas and habitats.</p> <p>- Where possible, restore stream buffers to native riparian vegetation.</p>	Development Regulations	Planning & Public Works
Land Development Regulations	- Evaluate current regulations and alternative zoning methodology to assure revised Development Regulations satisfy the goals and objectives of the Comprehensive Plan.	Development Regulations	Planning
	- Incorporate architectural review process in revised Development Regulations.	Development Regulations	Planning



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Land Development Regulations Continued:	- Incorporate alternative zoning measures needed to encourage re-development and mixed use projects.	Development Regulations	Planning
	- Modify transportation impact procedures to address Bel Air's transportation issues and needs.	Development Regulations	Administration, Planning, Public Works & Police
	- Re-evaluate parking requirements to assure adequacy and flexibility.	Development Regulations	Planning
	- Evaluate the use of form based zoning option for Route 1, Gateway and Town Center Overlay districts.	Development Regulations	Planning
	- Simplify and update performance standards.	Development Regulations	Planning
	- Revise Development Regulations Intent statements to more specifically identify purpose of zoning districts and regulatory measures.	Development Regulations	Planning
	- Revise concept plan review process to address applicant's design assistance requirements more effectively.	Development Regulations	Planning



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Land Development Regulations Continued:	- Improve regulatory language to assure compatibility of uses and design.	Development Regulations	Planning
	- Re-evaluate and revise adequate public facility needs and requirements, revising impact fee legislation to assure formulas are adequate.	Town Code	Administration, Planning & Public Works
	- Evaluate legislative options to discourage vacancies in commercial districts.	Town Code	Administration & Planning
	- Evaluate and revise, as necessary, all development related regulations and processes, i.e. building permit, property maintenance, livability code, etc. to assure more stringent enforcement of building quality in Town.	Town Code	Administration, Planning & Public Works
	- Maintain updated regulations to assure compliance with state storm-water management regulations and to encourage effective, innovative applications.	Town Code	Public Works
	- Minimize multiple layers of regulations.	Town Code/ Development Regulations	Administration, Planning & Public Works



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Land Development Regulations Continued:	- Incorporate “green” development requirements in Development Regulations.	Development Regulations	Planning
	- Include design standards necessary to protect the character of various districts, assuring appropriate, attractive transition between districts.	Development Regulations	Planning
Economic Development	- Encourage development of entertainment facilities, e.g. cultural arts center, movie theatre, etc.		Planning
	- Encourage development of a hotel and/or bed and breakfast facilities to meet the lodging needs of the community.		Planning
	- Organize a business assistance team to help new businesses through the development process.		Planning
	- Encourage development of a more diverse mix of restaurants, entertainment and retail opportunities in the Town Center to meet the needs of residents, the local work force and visitors.		Planning



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Economic Development-Continued:	<ul style="list-style-type: none"> <li>- Investigate property tax abatement program to encourage renovation.</li> <li>- Encourage development of small offices or retail spaces in the “rear” of Main Street buildings fronting on Bond Street.</li> <li>- Develop a critical mass of specialty retail shops, such as antique shops, craft stores, ethnic and specialty restaurants and grocery stores.</li> <li>- Target specific businesses that will enhance the Town Center and approach them directly providing statistical information and marketing packages.</li> <li>- Develop a business incubator program.</li> <li>- Convert the garages at the Armory into boutique shops and incubator spaces.</li> <li>- Support and encourage efforts of the Bel Air Downtown Alliance</li> </ul>		<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning &amp; Administration</p> <p>Planning, Administration &amp; Public Works</p> <p>Planning &amp; Administration</p>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
<p>Economic Development Continued:</p>	<ul style="list-style-type: none"> <li>- Work with local business owners to strengthen the climate for existing businesses.</li> <li>- Encourage continued interaction between the Town businesses and the Small Business Resource Center.</li> <li>- Implement recommendations made by the Route 1 Task Force.</li> <li>- Identify an economic development resource team, such as the ECDC, to meet regularly with local business people, both individually and in a round table forum.</li> <li>- Capitalize on the Community Reinvestment Act (CRA) by contacting local banks requesting an opportunity to submit project requests at their annual CRA meetings.</li> <li>- Establish necessary dialogue to ensure retention of government, legal and financial firms in the Town Center.</li> </ul>		<p>Planning</p> <p>Planning</p> <p>Planning &amp; Administration</p> <p>Planning</p> <p>Planning</p> <p>Planning &amp; Administration</p>







ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Economic Development Continued:	<ul style="list-style-type: none"> <li>- Capitalize on the Town's website as an economic development tool by refurbishing the website, adding photos, a list of events, a copy of the Town's Development Regulations and links to local businesses, etc.</li> <li>- Consider obtaining easements from property owners at the Town entry points to erect distinctive gateway markings.</li> <li>- Evaluate development of a Town Trolley system.</li> <li>- Develop architectural guidelines for the commercial and industrial areas.</li> <li>-Establish an Architectural Review Board or process.</li> <li>- Develop attractive, accessible outdoor areas to sit and have lunch in the Town Center.</li> </ul>		<p>Planning &amp; Administration</p> <p>Planning &amp; Administration</p> <p>Planning &amp; Administration</p> <p>Planning</p> <p>Planning</p> <p>Planning &amp; Public Works</p>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT	
Economic Development Continued:	<ul style="list-style-type: none"> <li>- Develop the green space area adjacent to the Armory's south side as a Town plaza and activity spot.</li> </ul>		Planning & Public Works	
	<ul style="list-style-type: none"> <li>- Develop and encourage small alleyway shops and side street boutiques.</li> </ul>		Planning	
	<ul style="list-style-type: none"> <li>- Improve side streets, alleys and sidewalks in the Town Center to encourage interaction between commercial areas and institutional/residential areas by vehicle and/or pedestrian traffic.</li> </ul>		Planning & Public Works	
	<ul style="list-style-type: none"> <li>- Implement a façade improvement program in the Town Center.</li> </ul>		Planning	
	<ul style="list-style-type: none"> <li>- Review zoning regulations for obstacles to targeted development and evaluate potential for Form Based Zoning in existing Commercial Overlay Districts.</li> </ul>		Development Regulations	Planning
	<ul style="list-style-type: none"> <li>- Evaluate height restrictions in commercial districts for possible Development Regulation amendments.</li> </ul>		Development Regulations	Planning



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Economic Development Continued:	- Facilitate informal meetings between Town representatives and development professionals, e.g. engineers, lawyers, developers, to identify issues and concerns related to the Town's development process.		Planning & Administration
	- Periodically review development permitting process to assure it is functioning efficiently.	Development Regulations	Planning
	- Adopt regulations that emphasize sustainable development.	Development Regulations	Planning
	- Coordinate development initiatives with all appropriate government agencies.		Planning
	- Work to develop a joint solution with Harford County and the State Highway Administration on traffic impact issues.		Planning, Administration, Public Works & Police
	- Actively encourage retention of Government offices within the Town.		Planning & Administration
	- Explore the possibility of joint incentive programs with the County.		Planning





ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Housing	- Encourage infill and redevelopment in existing neighborhoods and mixed use residential opportunities in appropriate commercial districts	Development Regulations	Planning
	- Evaluate housing needs and potential development sites.		Planning
	- Modify development regulations, as needed, to streamline and expedite the review process, promote infill and mixed use development where appropriate, and incorporate a professional architectural review process.	Development Regulations	Planning
	- Focus on the “sustainability” of new development with an emphasis on reducing the “carbon footprint” for existing and new development.	Development Regulations	Planning
	- Evaluate property maintenance regulations to assure stringent enforcement of housing quality.	Property Maintenance Ordinance	Public Works



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
<p>Housing Continued:</p>	<ul style="list-style-type: none"> <li>- Develop incentives for retaining historic facades and structures and revitalizing older units and neighborhoods.</li> <li>- Develop an inventory of potential adaptive reuse properties.</li> <li>- Develop procedures for evaluating Town purchase of threatened and deteriorating structures for resale and rehabilitation.</li> <li>- Publicize and promote state, federal and local housing assistance programs.</li> <li>- Collaborate with public and private sector providers to develop affordable workforce housing and to encourage “sweat equity” programs, thereby allowing homeowners to participate in construction of housing or improvements.</li> </ul>		<p>Planning</p> <p>Planning</p> <p>Planning/Administration</p> <p>Planning</p> <p>Planning</p>



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
Housing Continued:	- Encourage infill and redevelopment in existing neighborhoods and mixed use residential opportunities in appropriate commercial districts.	Development Regulations	Planning
	- Emphasize the use of landscaping and open space to improve neighborhoods aesthetically and functionally.	Development Regulations	Planning
	- Assure safe, adequate and convenient access for pedestrians and bicyclists throughout area neighborhoods.	Development Regulations	Planning & Public Works
Historic Preservation	- Strongly encourage retention or adaptive reuse of historically and/or architecturally significant buildings.	Development Regulations	Planning
	- Adopt policies that assure sensitive integration of new construction with historic structures.	Development Regulations	Planning
	- Strongly discourage demolition of historic structures, with relocation considered as a last resort.	Development Regulations	Planning



ELEMENT	PROPOSED ACTION	REGULATORY MEASURE	ASSIGNED DEPARTMENT
<p>Historic Preservation Continued:</p>	<p>- Propose/facilitate design and development strategies as an incentive for owners of historic properties.</p>		<p>Planning</p>
	<p>- Promote the Town's Historic Tax Credit Program as a tool for economic development, as well as historic preservation.</p>		<p>Planning</p>
	<p>- Evaluate potential for an historic district area rather than building-specific historic designations.</p>		<p>Planning</p>
	<p>- Emphasize the importance of historic preservation in obtaining LEED certification and meeting State sustainability goals.</p>		<p>Planning</p>
	<p>- Identify infill development opportunities and develop procedures to minimize its impact on surrounding historic properties by identifying those historic structures within the boundaries of future form-based zoning districts that set the "pattern" for mass, scale, design, etc.</p>		<p>Development Regulations</p>





# *E*

## Appendix E



## Transportation System Analysis

The State Consolidated Transportation Program (CTP) and County Transportation plan provide information on programmed and desired projects or studies. The CTP is part of the State Report on Transportation (SRT). The SRT is prepared annually and distributed to the General Assembly, local elected officials and interested citizens. It consists of two documents, the Maryland Transportation Plan (MTP) and the CTP. The CTP presents the detailed listings and descriptions of the capital projects that are proposed for construction, or for development and evaluation during the next six-year program period. Table 1 includes CTP highway improvements and minor system preservation improvements in the Town of Bel Air.

Likewise, the Harford County Transportation Plan provides detailed policies and priorities to maintain and develop a safe and efficient transportation infrastructure, which is necessary for serving the residential and commercial opportunities in the County. One of the important elements of the Plan is the incorporation of the Smart Growth Legislation that charges local jurisdictions with managing their growth by allocating State capital funds within a defined growth boundary, known as “priority funding areas” for State capital projects. The 2008 Transportation Plan presents recommended highway improvements in the form of major capacity increases as a result of long-range land use policies. Table 2 presents the priority highway improvements associated with the Town of Bel Air. Table 3 presents the programmed projects in the Harford County Comprehensive Improvement Plan (CIP).

**TABLE 1**  
**Maryland Department Of Transportation**  
**Fy 2009-2014 Consolidated Transportation Plan**

### Highway Improvements in the Town of Bel Air

Project	Description	Justification	Associated Improvements	Estimated Cost (\$000)
US 1, Bel Air Road (Secondary Development and Evaluation Program)	Study to reconstruct US 1 to a multi-lane highway from MD 152 to Bel Air Bypass	The project would improve the safety and operational characteristics of US 1.	N/A	2,555

### System Preservation Minor Projects Program in the Town of Bel Air

Route No	Description	Construction Start
Bel Air Road/US 1 Connolly Road to MD 147/ US 1 Business	Widen each intersection to provide separate left turn lanes and widen to provide a continuous center turning lane	FY 2009



**TABLE 2**  
**Harford County 2000 Transportation Plan**  
**Priority Highway Improvements In The Town Of Bel Air And Vicinity**

Project	From	To	Improvement	Cost (\$M)	Priority
I-95 (Section 200)	Baltimore Co Line	MD 24	2 Express Toll Lanes in each direction		High
I-95 (Section 200)	MD 24	MD 543	2 Express Toll Lanes in each direction		High
I-95 (Section 200)	MD 543	MD 22	6 to 8 lanes		High
1-95 Interchange	MD 24		Capacity Improvements		High
1-95 Interchange	MD 543		Capacity Improvements		High
MD 22*	MD 543	I-95	2 to 4 lanes		High
MD 24	MD 7	Business US 1	4 to 6 lanes		High
US 1 Bypass	MD 147	US 1 (Conowingo Road)	2 to 4 lanes		High
Henderson Avenue/North Avenue	MD 24	US 1	0 to 2 lanes		High
Moore's Mill Road	MD 924	MD 22	2 to 2 lanes upgrade	9.6	High
Tollgate Road	Plumtree Road	Bel Air S. Parkway	0 to 2 lanes		High
Tollgate Road	Ring Factory Road	Plumtree Road	2 to 2 lanes upgrade	2.95	High
Wheel Road	Laurel Bush Road	Fairway Drive	2 to 2 lanes upgrade	5.4	High
MD 543	US 40	US 1 (Hickory Bypass)	2 to 4 lanes		Medium
MacPhail Road	Brierhill Road	Wheel Road	2 to 2 lanes upgrade	3.1	Medium
Patterson Mill Road	Wheel Road	Gillingham Drive	2 to 2 lanes upgrade	5	Medium
Ring Factory Road	Tollgate Road	Whitaker Mill Road	2 to 2 lanes upgrade		Medium
MD 924	Moore's Mill Road	US 1 Bypass	3 to 4 lanes		Low
US 1 (Business)	MD 147	MD 24	3 or 4 to 5 lanes		Low
US 1 Bypass Interchange	MD 24		Capacity improvements		Low
MacPhail Road	MD 924	MD 24	0 to 2 lanes		Low

\*Project is subject to PFA law compliance assessment since the project is outside the approved Priority Funding Area (PFA).



**TABLE 3**  
**Harford County Cip Projects In The Town Of Bel Air And Vicinity**

Project	Description	Program Year
North Avenue Bridge over Bynum	Construction of a new bridge connecting North Avenue with Henderson Road	2010
Tollgate Road, W. Ring Factory to Plumtree	Improvements to bring roadway up to County standards and to accommodate bicycles	2010
Moore's Mill Road	Safety improvements to upgrade roadway section to current standards	2011
Wheel Road, Laurel Bush to Fairway	Safety and capacity improvement of 9,000 foot-long segment	2011
Tollgate Road - Vale Road Corridor, US 1 to Carrs Mill Road	Improvements to roadway section and safety to carry traffic from subdivisions west of Bel Air to the central business district	2015
MacPhail Road, Brierhill to Wheel Road	Corridor Study to improve capacity and safety of existing road. Initial phase includes a corridor study.	2018

Harford County plans to award the bid for the Southampton bridge project in January 2009. This will include relocating the roadway so that it crosses Bynum Run in a new location 600 feet downstream of the existing crossing. Its northern terminus is approximately 500 feet south of Runnymede. Southampton Road will tie in to Moore's Mill Road approximately 500 feet west of Broadway, where there will be a roundabout. The improved section will consist of two 11-foot travel lanes with four-foot shoulders and a four-foot sidewalk on the westbound side.

The Town of Bel Air Department of Planning and Community Development has prepared a Bel Air Comprehensive Plan Transportation Element that is required to be updated every six years. The 2002-2008 Plan included 40 recommendations for improvements in the Town, which are listed below. Some have been completed and some are no longer viable. This Plan includes both State and County projects located in or around the Town, as well as Town-funded projects, to address traffic congestion in the Town. Completed projects are shown in italics.



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## Summary of Recommended Major Thoroughfare Plan Improvements

### Projects on State Roads:

1. US 1, Bel Air Road. Study to reconstruct US 1 to a multi-lane highway from MD 152 to US 1 Business, north of Bel Air and associated improvements (included in CTP)\*
2. MD 22 (Churchville Road) at MDF 136/MD 155 (State CTP)\*
3. *MD 924 (Emmorton Road), Patterson Mill Road to Ring Factory Road (State CTP)*
4. *MD 924 (Main Street, Phase II), MD 22 to Maulsby Street (State CTP)*
5. *MD 24 (Vietnam Veterans Memorial Highway) at MD 924/Tollgate Road (State CTP)\**
6. *Improve US 1 Business signalization\**
7. Provide interchange at Vale Road and US 1 Bypass
8. Improve MD 543 to four lanes from US 1 to I-95
9. Consolidate driveways access, improve signage and landscape along US 1\*
10. Churchville Road/George Street/Boulton Street – current recommendation is for an evaluation of alternatives.
11. US 1 Business/MD 24 Intersection Study
12. *MD 924 center turn lane from MacPhail Road to Woodsdale Road*
13. MD 24 (Vietnam Veterans Memorial) at Route 1 Bypass Interchange upgrade

### Projects on County and Local Roads:

14. Moores Mill Road over Bynum Run (County CIP)
15. Southampton Road over Bynum Run (County CIP)
16. Improve Moores Mill Road (County CIP)
17. *Red Pump Road, Meadow Road to Vale Road (County CIP)*
18. Wheel Road, Laurel Bush to Fairway (County CIP)\*
19. Tollgate Road, W. Ring Factory to Plumtree (County CIP)
20. Tollgate Road – Vale Road Corridor, US 1 to Carrs Mill Road (County CIP)
21. MacPhail Road, Brierhill to Wheel Road (County CIP)
22. Extend MacPhail Road from MD 924 if Wakefield Elementary School use is changed



23. Build new access road to industrial site and cul-de-sac Franklin Street (may not be necessary if Harford Sanitation relocates)
24. Build Bond Street deck parking facility\*
25. Extend Henderson Road to North Avenue Bicycle/Pedestrian Facilities:
26. *MD 24, from Rock Spring Church Road to Dellcrest Road (CTP) Retrofit Sidewalk improvement*
27. *MD 924, from MD 11 to Gordon Street (CTP Neighborhood Conservation Program*
28. *Extend Ma & Pa Trail south of Bel Air*
29. Ma & Pa Trail, Phase II (CTP Transportation Enhancements Program)
30. *Sidewalk connections adjacent to shopping centers with frontage on MD 24*
31. Trail system to connect the Ma & Pa Trail with the new Youth/Senior Center\*
32. Trails along Plumtree Run from Plumtree Park through the Bel Air High School property to the Upper Chesapeake Medical Center on MacPhail Road
33. Trail from Conowingo Road through Majors Choice, Oak Ridge, and Southampton Middle School to Bynum Run Park\*
34. Improvements for bike traffic on Moores Mill/Vale Road and access for bikes to Southampton Middle School

**Transit Projects (Not shown):**

35. Provision of shuttle buses between shopping centers in the US 1/MD 24 area\* (completed)
36. Expanding the Town-Go-Round service to Forest Hill and to the Festival and a possible extension of service beyond the current hours of 9 am to 4 pm\*
37. Additional Town-Go-Round stops at Park View, the new Senior/Youth Center, and the hospital once the Senior/Youth Center opens in Summer 2002\*
38. A loop trolley to provide transportation from the downtown area to the malls\*
39. Expanding park-and-ride lots in the surrounding suburbs
40. Additional bus stops and shelters\*

*\*Not shown on map*



For the most part, the State, County, and Town plans appear to be consistent with one another, focusing funding for major transportation improvements in areas of existing and planned growth. The following discussion details some of the consistencies and inconsistencies between the State and County plans and the Town of Bel Air Transportation Element:

**State and County Projects:**

- Provide interchange at Vale Road and US 1 Bypass: There are currently no plans to study this intersection in either the State or County plans. However, as a separate project, the State has completed some lane improvements on US 1.
- Improve MD 543 to four lanes from US 1 to I-95: This segment is not within the Smart Growth area and therefore not included in the CTP. The Town has indicated that with tremendous growth from BRAC and Harford Community College Campus, this improvement would be necessary. The SHA has indicated that because this segment is not within the Priority Funding Area (PFA), the County would have to apply for an exception for this project. However, because of other PFA projects (Perryman/MD 24, I-95 interchanges), improvements to MD 543 would receive very low priority.
- Conduct a study of the Route 24 and US 1 intersection to identify necessary improvements. This intersection is projected to fail by 2015, possibly sooner due to the BRAC development. The State has no plans to proceed with improvements or a study of needs at this time.

**Other Projects:**

The following projects, given their scope and size, may not be listed in the CTP (for state roadways). However, they should still be included in the Town Plan, with the intention that they be incorporated in the State and county Plans in the future.

- Extend MacPhail Road from MD 924 if expansion or redevelopment occurs at the current school complex.
- Conduct a study of MD 1/MD 24 intersection to identify options to improve capacity. Current studies show the intersection will fail in 2015.
- Consolidate driveway access, improve signage and landscape along US 1: The Town shall continue to encourage elimination of driveway access points along US 1 to the greatest extent possible. So far, some landscaping and sidewalks have been added. Also, there have been some repairs and surface work to US 1 and a turn lane added onto MD 24. There is a major pedestrian thoroughfare at Atwood Road, which was planned to be connected to the Ma & Pa and Plumtree trails. Although there is some opposition, this recommendation should stay in the plan.



- Build new access road to industrial site and cul-de-sac Franklin Street: This project should remain in the plan. The Town hopes to proceed with this project once land becomes available.
- Build Bond Street deck parking facility: A 300-400 space garage is proposed.
- Extend Henderson Road to North Avenue.

Based on the factors presented in this Appendix and the analysis conducted to develop the Transportation Element of this plan, the following projects and concepts are included as part of the Town's Major Thoroughfare Plan & Planned Physical Improvements shown on Map IV-1.

### **Planned Physical Improvements Town Of Bel Air And Greater Bel Air**

#### **Projects on County and Local Roads:**

1. Moores Mill Road over Bynum Run (County CIP)
2. Southampton Road over Bynum Run (County CIP)
3. Improve Moores Mill Road (County CIP)
4. Tollgate Road, W. Ring Factory to Plumtree (County CIP)
5. Tollgate Road-Vale Road Corridor, US 1 to Carrs Mill Road (County CIP)
6. Extend MacPhail Road from MD 924 if expansion or redevelopment occurs at the current school campus
7. Consolidate driveway access, improve signage and landscape along US 1
8. Build new access road to industrial site and cul-de-sac Franklin Street (may not be necessary if Harford Sanitation relocates)
9. Build Bond Street deck parking facility
10. Extend Henderson Road to North Avenue

#### **Projects Not Currently Included in any Plan:**

11. Access management along US 1 (conflicting turning movements contribute to congestion)
12. Extension of MD 22 (Churchville Road/George/Boulton Street – current recommendation is for an evaluation of alternatives, such as berming George Street or creating cul-de-sac redesign for some of the cross streets)

**Transit Projects:**

13. Expanding the Town-Go-Round service and hours
14. A loop trolley to provide transportation from the downtown area to the malls
15. Expanding park-and-ride lots in the surrounding suburbs
16. Additional bus stops and shelters

**Bicycle/Pedestrian Projects:**

17. Ma & Pa Trail, Phase II (CTP Transportation Enhancements Program)
18. Trail system to connect the Ma & Pa Trail with the McFaul Center
19. Trails along Plumtree Run through Plumtree Park connecting Town Center with Mall area and Ma & Pa Trail to Atwood Road to school complex.
20. Trail from Conowingo Road through Majors Choice, Oak Ridge, and Southampton Middle School to Bynum Run Park
21. Improvements for bike traffic on Moore Mill/Vale Road and access for bikes to Southampton Middle School