



D **Appendix -**
Small Area Plans

INTRODUCTION

The Aldino-Stepney Small Area Plan (SAP) is a supplement of the Aberdeen Comprehensive Plan that outlines recommendations to guide future redevelopment and development in this planning area. The Aldino-Stepney Planning Area (**Planning Area 8** in **Chapter 5 – Municipal Growth**) is identified as High Priority for Low and Medium Density Residential Development. This SAP provides an overview of the existing conditions, proposed future land use recommendations and goals for implementation to assist with annexation and future development in the City of Aberdeen.

EXISTING CONDITIONS

Planning Area 8, Aldino-Stepney, contains approximately 786.49 acres (1.31 square miles) and is located north of the City (see **Map ASSAP-1, Planning Area 8 – Aldino-Stepney**). Beginning at the intersection of Maxa Road and I-95, the western boundary is formed by Maxa Road and then Gilbert Road. At the bend of Gilbert Road at the former Dawn’s Jubilee Farm, the southwestern border is formed and follows along Gilbert Road with the northern boundary of Planning Area 10, Gilbert to a point approximately $\frac{1}{4}$ of a mile west of Locksley Manor Drive. The western boundary is formed along the western side of the Burkheimer Property (Parcel 154), continuing to a point adjoining properties north of this planning area. The northern boundary runs approximately $\frac{3}{4}$ of a mile to the intersection with West Chapel Road, with the remainder of the northern boundary proceeding easterly along West Chapel Road to its intersection with Paradise Road. The northeastern boundary follows southerly along Paradise Road for approximately $\frac{1}{3}$ of a mile at which point it tracks due east to a point along an unnamed road and proceeds southeasterly to I-95. The southeastern boundary follows I-95 back to the point of beginning.

Land Use

Aldino-Stepney is one of the larger Planning Areas considered by Plan Aberdeen. The area historically has contained agricultural uses and large-lot residential parcels, but also includes some modestly-sized residential parcels. The northwestern portion of Aldino-Stepney includes several parcels of land that are protected from development by agricultural preservation easements. Much of the land that is not actively farmed supports several large tracts of forested areas. The main branch of Swan Creek falls close to the middle of the Planning Area and is associated with mapped floodplains, non-tidal wetlands, and similar sensitive resources.

Currently, Harford County has categorized the lands within this Planning Area as being in agricultural use. However, this designation doesn’t completely capture some of the smaller parcels’ land use being aligned more closely with residential uses. During the development of Plan Aberdeen, this area was re-analyzed, and a more detailed existing land use map and designations were created that show in more detail the various land use categories (see **Map ASSAP-2, Existing Land Use**).

Transportation Facilities

Aldino-Stepney has only 3 main transportation routes within its boundary: MD 462 (Paradise Road) to the east, which is classified as a Minor Arterial; I-95 travelling north/southeast through the boundary, which is an Interstate; and Old Robinhood Road to the southwest, which is a Local Road that dead-ends at an existing residence. Additionally, the western boundary of this Planning Area is located along Maxa Road

at the very southwest portion of the area. Maxa Road then intersects with Gilbert Road where it turns almost due north adjacent to the Wetlands Golf Course. With the exception of I-95 and Paradise Road, the majority of the roads in this Planning Area were designed for lower volumes and speeds. Paradise Road has a greater design capacity and permitted speed limit than the other roads in this area.

Bus Transit Services

There are no designated bus transit services currently serving this section of Harford County. Harford County Transit LINK and MDOT MTA Commuter Buses do not service this area.

Bicycle and Pedestrian Facilities

There are no existing sidewalks, trails, use-restricted paths, or pedestrian signaled intersections or crossings within this planning area, nor are there any designated bike lanes, shared roadways, trails, or cycle tracks. Currently, the only bike route is a shared roadway on MD 462 (Paradise Road), which is maintained by the State. Even though this is a designated bike route, it lacks appropriate markings and bike designations.

Utilities

The lands within the Aldino-Stepney Planning Area are not serviced by public water and sewer.

Neighborhood Resources

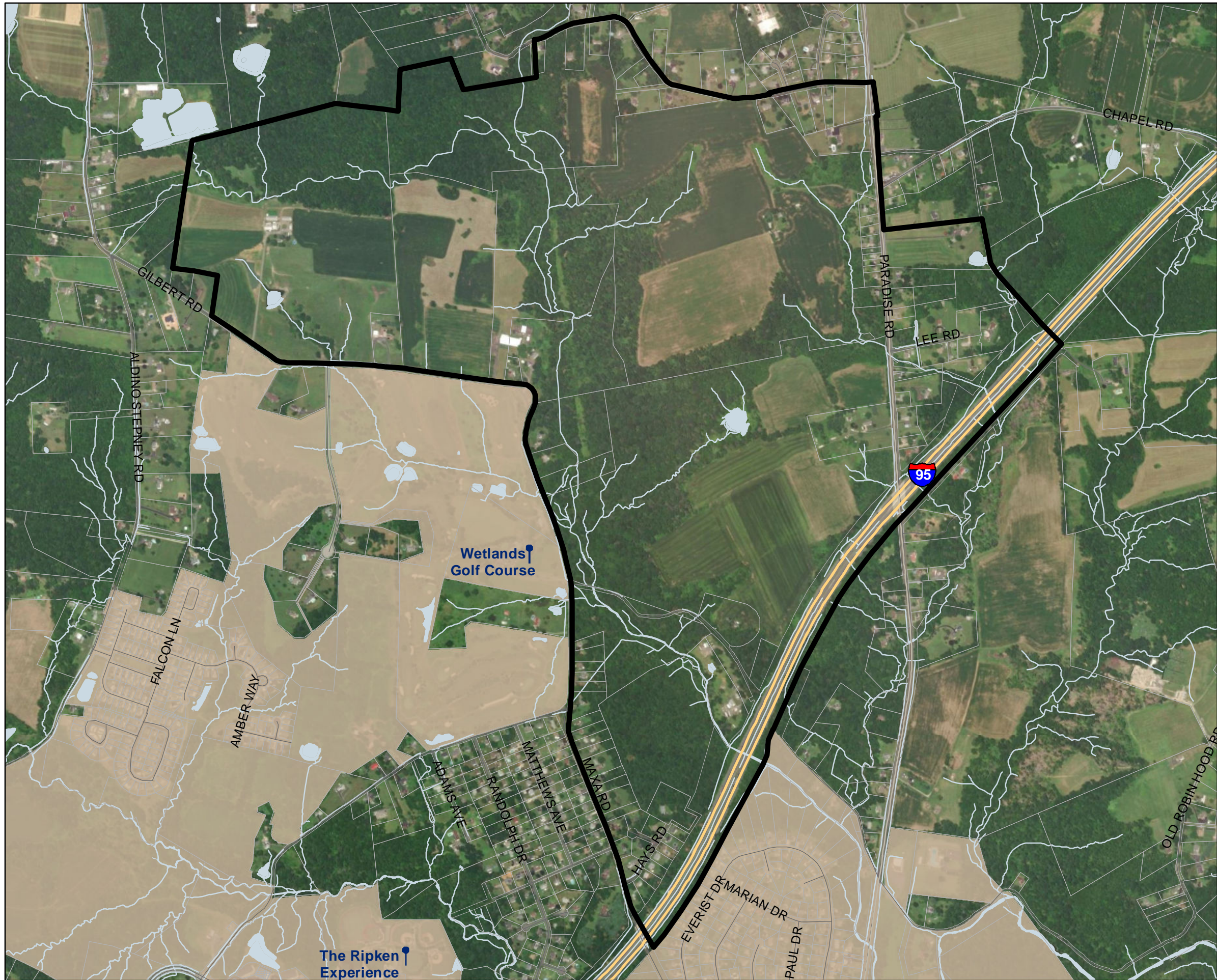
There are no existing neighborhood resources or community facilities located in the Aldino-Stepney Small Planning Area.

Historic Resources

There are no historic resources on or eligible for the registry of Historic Places within this Planning Area.










Environmental Resources

There are several areas throughout Aldino-Stepney that contain significant natural resources (**see Map ASSAP-3, Environmental Resources and Sensitive Areas**). Swan Creek runs through the middle of this area from North to South. Associated with this stream are delineated 100-Year Floodplains and non-tidal wetlands, including those that are currently mapped and those that have not been identified yet. A small area in the middle of the Planning Area along Swan Creek is designated as a Targeted Ecological Area which means it contains a high density of sensitive natural resources and is a target area for mitigation, preservation, and enhancement programs. Much of the forested areas adjacent to Swan Creek are considered to provide high-quality habitat for sensitive species and have been designated as Sensitive Species Project Review Areas or as potential Forest Interior Dwelling Species. These designations indicate that any development in this area will need to be planned, designed, and constructed in a manner that does not impact these natural resources and habitats.



MAP ASSAP-1

Planning Area 8 - Aldino-Stepney

-  City of Aberdeen
-  Planning Area 8 - Aldino-Stepney
-  Parcels
-  Water Bodies
-  Railroad
- Major Roads**
-  Interstates
-  US Highways
-  State Routes
-  Local Routes



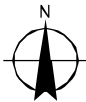
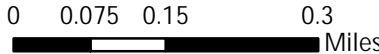
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Source: City of Aberdeen



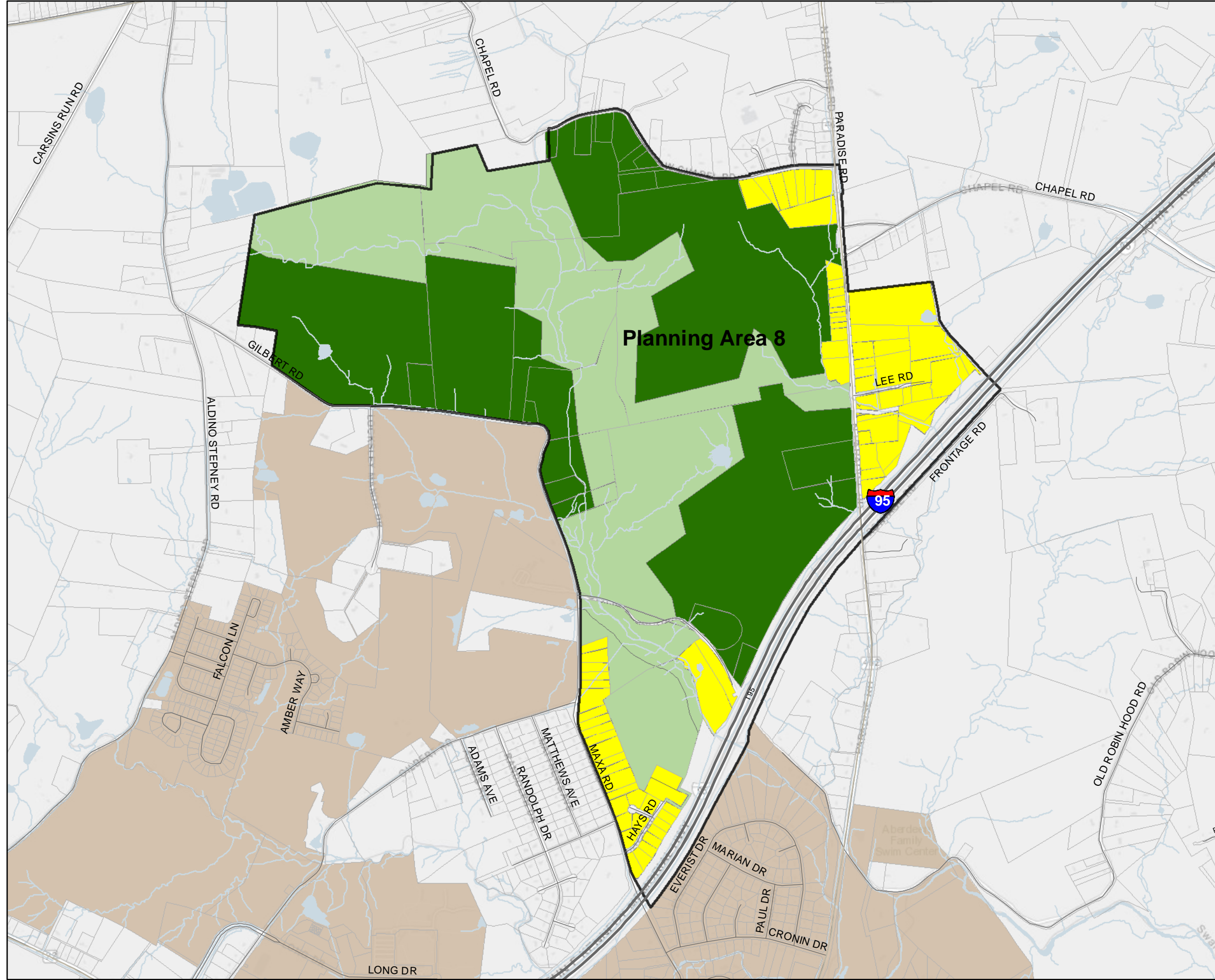
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MAP ASSAP-2

Planning Area 8 - Aldino-Stepney Existing Land Use



- City of Aberdeen
- Planning Area 8 - Aldino-Stepney
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Current Land Use**
 - Low Density Residential
 - Agriculture
 - Open Space / Forested



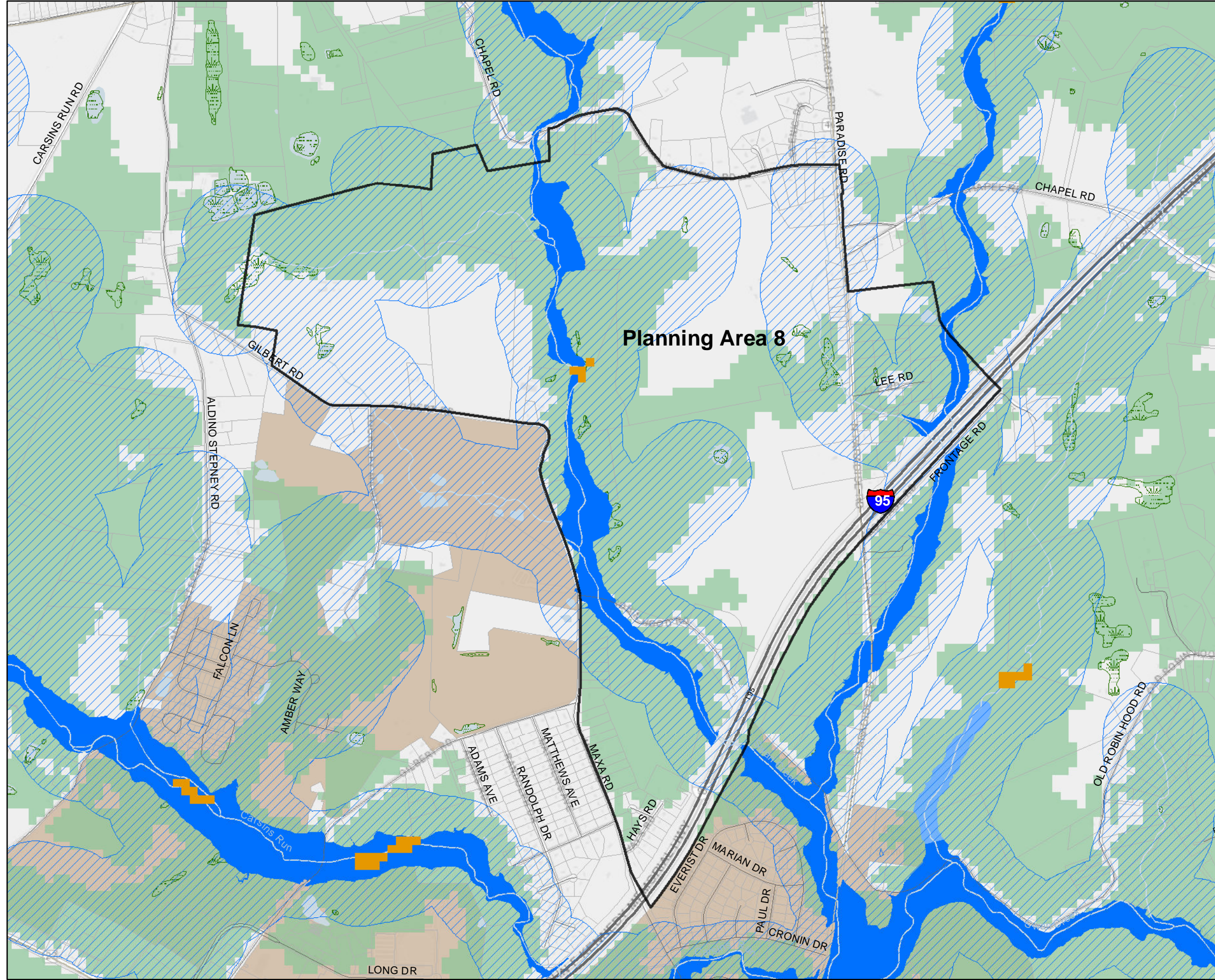
Source: Wallace Montgomery, Based on Harford County Land Use

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MAP ASSAP-3

Planning Area 8 - Aldino-Stepney Environmental Features



- City of Aberdeen
- Planning Area 8 - Aldino-Stepney
- Parcels
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Environmental Features**
 - DNR Wetlands
 - Stream or River (Perennial)
 - Stream or River (Intermittent)
 - Water Bodies
- 1% Chance/100-Year Flood Hazard Areas**
 - A
 - AE
 - AO
- Ecological Areas**
 - Sensitive Species Review Areas
 - Targeted Ecological Areas
 - Forest Interior Dwelling Species



Source: MD IMAP, FEMA
 Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

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GOALS FOR ANNEXATION

Annexation and development of the Aldino-Stepney Planning Area, or portions thereof, would provide the City of Aberdeen with potential residential housing units in the future. It will be important to integrate proposed public infrastructure improvements into these growth areas in a manner that enhances the character of both existing and new residential areas, supports the existing community, and protects the sensitive resources found in this area.

RECOMMENDATION & IMPLEMENTATION

Future Land Use Recommendations

The Aldino-Stepney Planning Area would support significant additional residential housing units if it is annexed in part or in full. This area is immediately adjacent to Aberdeen's existing boundary along Maxa Road and includes significant frontage along I-95 (but does not have a direct means of access to the highway). These characteristics, along with the area's relatively undeveloped character, creates a very attractive area for annexation and development and therefore is considered to be a higher priority area for growth.

Plan Aberdeen proposes the expansion of low-to medium density residential uses within the Aldino-Stepney Planning Area for the immediate future. The Recommended Future Land Use map for this Planning Area is shown on **Map ASSAP-4, Future Land Use**. The tabular breakdown of development potential based on land uses is shown in **Table 1 – Development Potential**. Several significant portions of land are also proposed to be devoted to agricultural uses and open space or natural uses. These recommendations offer a conservative outlook for this Planning Area; there is potential for much greater density and intensity of uses in the future beyond the current planning horizon. However, proposing a radical transformation of this area to a higher-intensity suite of land uses would result in development that is not consistent with the traditional character of the area.

Table 1 – Development Potential – Aldino-Stepney

Land Use Category	Current Land Use Acreage	Future Land Use Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created**	Associated Population Yield (Avg)***
Agriculture	387.60	169.83	149.90	0.05	0.05	6	15
Low Density Residential	109.55	0	0	3.5	1	0	0
Medium Density Residential	0.00	440.49	273.56	10	3.5	1385	3435
(Non-Residential Land Uses)							
					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Open Space / Forested	289.34	176.17	0.00	N/A	N/A	0	0
Total	786.49	786.49	423.46	N/A	N/A	1391	3450

*Projected Developable Areas were manually digitized in GIS to depict land areas that are not constrained by environmental regulations or that have previously been developed to their capacity.

** Average Density Dwelling Units Created – is calculated by finding the average of the minimum and maximum density yields and applying a 25% reduction to that value to account for the land required for construction of infrastructure, including roads, and passive/active open space.

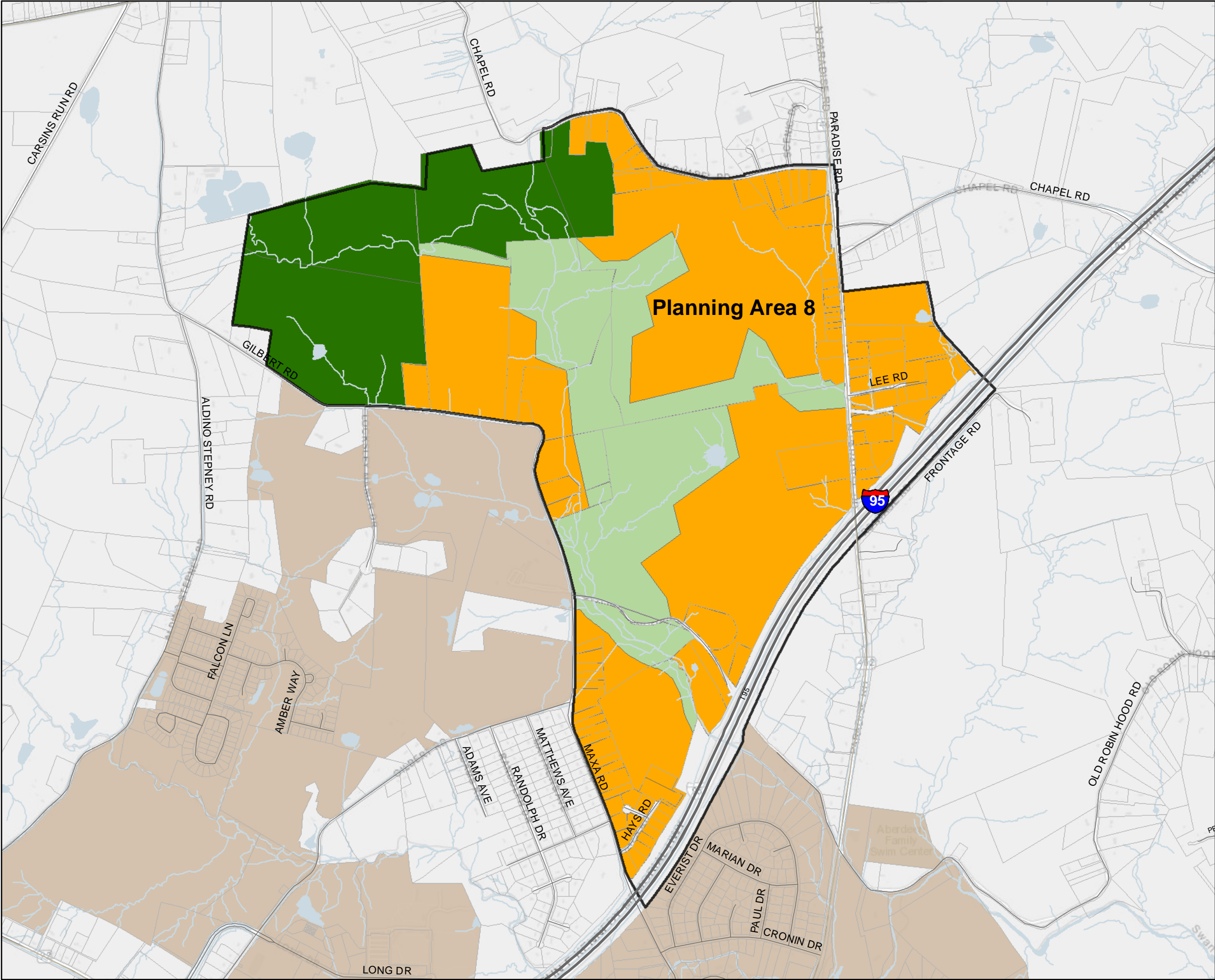
***Associated Population Yield – using the average density dwelling units created value, applies the current estimated population per household (2.48) to calculate the estimated population that could reside in these areas.

Additionally, the adjacent areas in the City and in the Gilbert Planning Area are currently building towards a higher intensity of use. Allowing these areas to evolve while constructing the necessary public infrastructure before working to develop the Aldino-Stepney area will provide a better transition path for the future. As these adjacent areas evolve, Aberdeen should assess the future diversity of land uses and identify how to best supplement and enhance them as it pertains to the future of the Aldino-Stepney area. It is anticipated that subsequent comprehensive plan updates will target this Planning Area for medium- to high-density residential development, along with either a mixed-use or neighborhood commercial set of land uses. Additional considerations for the future of this area include: potentially incorporating this area into the Gilbert Planning Area and re-zoning much of the land for mixed-use development, consistent with the proposed future conditions noted in the Gilbert Planning Area; utilizing portions of the land for community resources like planned recreational areas, a police substation, fire station, or similar emergency services. Future plan updates should also consider the needs of an aging population with offering options for senior housing for those residents who desire to age in place.

MAP ASSAP-4


Planning Area 8 - Aldino-Stepney Future Land Use

- City of Aberdeen
- Planning Area 8 - Aldino-Stepney
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Medium Density Residential
 - Agriculture
 - Open Space / Forested



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Source: Wallace Montgomery, Based on Harford County Land Use

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Residential Development

The build-out analysis presented in **Chapter 5 – Municipal Growth**, indicates that the Aldino-Stepney Planning Area could support approximately 1,391 new housing units in the residential districts. This estimate is based on a land use designation of medium-density residential. Under the current standards for medium-density residential lands, these units could be a mixture of single-family dwellings, townhomes, carriage homes, or other similar multi-family units. The future development of this area will be able to adjust the proposed housing supply to accommodate the stock with the greatest demand or need in the area at the time of development. The specific form of future development in the area will be dependent on market demand; if multi-family housing stock is in demand, developers may propose that form of housing. Conversely, if detached single-family dwellings are what the market demands, developers will have the ability to propose that form of housing. In either event, all development must comply with the City’s Development Regulations and requirements. Development of residential housing will be contingent on the availability of public water and sewer, community facilities and transportation infrastructure being addressed to accommodate growth. Currently, Aberdeen does not provide these services in this Planning Area and it will be a limiting factor in developing Aldino-Stepney.

Commercial Development

While Plan Aberdeen does not explicitly propose any specific commercial land use districts in the Aldino-Stepney Planning Area, development of some limited, low-intensity commercial parcels is not inherently contradictory to this plan. One of the goals of this comprehensive plan update is to identify ways to reduce the need for residents to travel significant distances for their daily activities. Therefore, integrating limited, low-intensity commercial uses within larger residential areas should be encouraged to help meet this goal. The most appropriate locations for small-scale commercial activities would be along Paradise Road or Gilbert Road near the intersection with Aldino Stepney Road. Important considerations when considering commercial activities in this area include traffic loading and road capacity, consistency of character with the immediately surrounding areas, and availability of public infrastructure.

During the public input phases of this comprehensive plan update, several comments were received that indicated a desire for a farm-based brewery. The Aldino-Stepney area contains several potential sites for this type of use. One potential site would include the parcels currently preserved by agricultural preservation easements along Gilbert Road. Coordination would be required with the Maryland Department of Agriculture to determine the limits of permitted uses for parcels under a preservation easement. However, there are adjacent parcels under common ownership that are not encumbered by the agricultural easement. These parcels may be able to host this enterprise without running afoul of the easement restrictions while furthering the viability of the agricultural businesses.

Utility Infrastructure and Services

Aberdeen does not currently provide any services or infrastructure to areas contained within this Planning Area. Future annexation and development of the uses proposed in this Plan will require that public water and sewer services are expanded to cover this area. As annexation requests and development plans are received by the City, the Department of Public Works will need to review current system capacity in relation to the proposed number of dwelling units to determine if the capacity exists to satisfy the demand associated with the development. Typically, the developer will be responsible for installing the local infrastructure internal to the development and may also be assigned a fee to support the enhancement of services needed to support the proposed project. This may include installation of new pumps, connections, or storage tank facilities. These standards fall under the City's Adequate Public Facilities Ordinance (APFO) and are similar to Harford County's APFO policies. In addition to water and sewer service, future development will need to comply with similar regulations regarding school system capacity and transportation improvements that are implemented by Harford County.

Transportation Elements

New residential development will be designed to support the goals and visions established in this Comprehensive Plan. Of particular importance is the use of design principles to discourage, or reduce the need for, automobile-based transportation. Inclusion of comprehensive sidewalk networks, designated bike lanes, pedestrian trail networks, and similar elements will help to decrease reliance on cars while also encouraging a healthy, active lifestyle for residents. Aberdeen should ensure that comprehensive sidewalk networks are installed and that they are compliant with all regulations pertaining to the Americans with Disabilities Act (ADA). Approvals for development of this area should include provisions to consider implementation of an analysis to identify, design and build non-vehicular pathways to formalize the connections between new and existing developments.

Roadway Infrastructure

New development in this area should prioritize establishing interconnectedness with existing residential areas in the City and Planning Areas adjacent to this Planning Area (**See Map ASSAP-5, Transportation Recommendations**). Enhancements to the existing transportation infrastructure in this Planning Area will be required to support any future development. These road segment additions are conceptual in nature and are provided to illustrate potential locations where new connections would help to distribute traffic, reduce loads, and provide more direct access to future residential developments as well as to the existing residents. With the direct connection extending from Gilbert Road, this new connection will provide any new development a direct connection to MD 22 and the Ripken Stadium and related facilities. Both bicycle and pedestrian facilities should be included on this future roadway to provide access for all users.

It is important to note that most roads in this Planning Area are local roads; the State Highway Administration (SHA) owns MD 462, Paradise Road. Coordination with SHA will be critical in the future to ensure any development that connects to this road comply with SHA standards and is consistent with their future plans and policies.

Public Transportation

To the degree reasonable, new residential development should integrate public transportation infrastructure. While there may not be sufficient service provided to this area currently, future conditions and demand may lead to the expansion of transit services in this area. To help reduce future costs for the City, new construction should be designed to either incorporate transit structures now, or at a minimum, should include ample space in their plans for the installation of these assets in the future.

Environmental Resources and Sensitive Areas

The Aldino-Stepney Planning Area contains a significant amount of sensitive natural resources. Consistent with Aberdeen’s development regulations, these natural resources must be identified on annexation and future development plans and provide adequate protections from disturbance using buffers and similar methods. Plan Aberdeen recognizes the considerable value these natural resources provide to residents and the local economy. In consideration of their value, development in this Planning Area should strive to ensure maximum protection to these resources are provided for in any development plan. Additionally, developers should consider voluntarily expanding the design standards and resource protection strategies to demonstrate their commitment to partnering with Aberdeen to provide greater natural resource benefits to local residents. It is recommended that developers also consider the future impacts that climate change will have on elements like stormwater management and floodplain restrictions. Specifically, recent studies indicate that our current weather models and rainfall statistics may underestimate how much water needs to be treated or detained to provide water quality improvements or to minimize flooding issues. It is therefore suggested that developers modify their analytical models, where feasible and permissible, to incorporate greater margins of safety or performance in calculating stormwater management volumes or flood hazard boundaries.

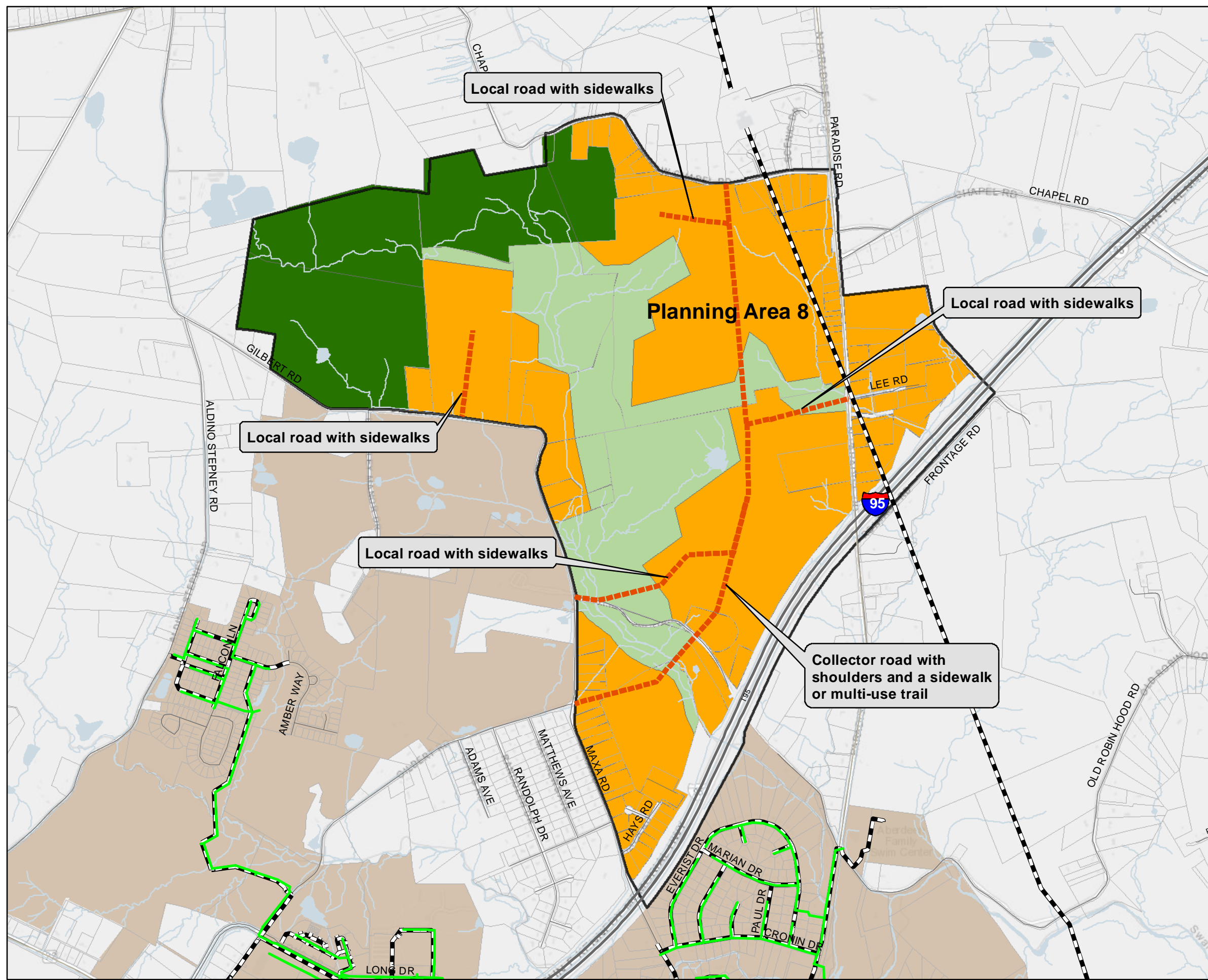
Of particular importance in the Aldino-Stepney Planning Area is the preservation of forested areas along Swan Creek. While current development regulations will prevent direct impacts to the stream and the areas immediately surrounding it (referred to as buffer areas, or areas of non-disturbance), the City should consider additional, enhanced restrictions on impacts to sensitive areas as part of their conditions for annexation. This recommendation is proposed to help ensure the long-term sustainability of the natural resources in this area. For example, fragmentation of the contiguous forest cover surrounding Swan Creek will have potentially substantial impacts to species that rely on large, interior forest stands. Forest interior-dwelling species, such as the barred owl or scarlet tanager, do not like to live on the edge of forests, they require large tracts of lands away from the edge of the forest to survive. Removing even small portions of forested areas can often have an outsized impact to these species beyond what the direct area of forest clearing may indicate. In this example, providing enhanced forest clearing restrictions on future annexations will help to sustain these types of natural resources, providing a wide range of benefits to residents and the local community.

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MAP ASSAP-5

Planning Area 8 - Aldino- Transportation Recommendations

- City of Aberdeen
- Planning Area 8 - Aldino-Stepney
- Parcels
- Water Bodies
- Railroad
- Water Pipes
- Wastewater Pipes
- Recommended Roadway Network
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Medium Density Residential
 - Agriculture
 - Open Space / Forested



Source: Wallace Montgomery, Based on Harford County Land Use

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INTRODUCTION

The Bush Chapel Small Area Plan (SAP) is a supplement to the Aberdeen Comprehensive Plan that outlines recommendations to guide future redevelopment and development in this planning area. The Bush Chapel Planning Area (**Planning Area 12 in Chapter 5 – Municipal Growth**) is identified as High Priority for Medium- to High-Density Residential Development.

This SAP provides an overview of the existing conditions, proposed future land use recommendations and goals for implementation to assist with annexation and future development in the City of Aberdeen.

EXISTING CONDITIONS

Planning Area 12, Bush Chapel, contains approximately 776 acres (1.21 square miles) and is located immediately west of the City (**see Map BCSAP-1, Planning Area 12 – Bush Chapel**). The southeastern boundary commences from a point at the end of Baltimore Street and continues southwesterly along the CSX rail line to a point of intersection with I-95. The northwestern boundary runs northeasterly along I-95 to a point of intersection with the City’s limits. The northeastern and eastern boundaries are adjacent to the City limits.

Land Use

The existing land use as designated by Harford County for this Planning Area is for high intensity and medium intensity land uses according to Harford County’s 2016 Master Plan *Harford NEXT* (**see Map BCSAP-2, Existing Land Use**). Harford County zoning classifications currently include R1 Urban Residential, R2 Urban Residential, B3 General Business, and GI General Industrial Districts. This Planning Area is predominantly composed of larger agricultural uses, large residential lots, and limited commercial uses. Two commercial uses that stand out in this area are: Veteran Compost and Cullum’s Towing.

Transportation Facilities

Bush Chapel has only three (3) main transportation routes within its boundary: Bush Chapel Road runs east to west in the northern section and is classified as a Major Collector; Mt Calvary Church Road (Local Road) branches off Bush Chapel Road and dead-ends in a residential area; and Hiobs Lane (Local Road) runs south off Bush Chapel Road and dead-ends at an automation company. There is an existing road stub on Kretlow Drive from the Chapel Glen development for a future road extension.

With nearly 1,600 Equivalent Dwelling Units (EDUs) of potential development potential within this Planning Area, a transportation network and pedestrian connection should be included to Bush Chapel Road via Hiobs Lane and Kretlow Drive.

Bicycle and Pedestrian Facilities

There are no existing sidewalks, trails, use-restricted paths, or pedestrian signaled intersections or crossings within this planning area, nor are there any designated bike lanes, shared roadways, trails, or cycle tracks. Existing sidewalks in areas adjacent to the Bush Chapel Planning Area, specifically those sidewalks on Bush Chapel Road and in the Chapel Glen development, should be extended to future development off of Hiobs Lane.

Bus Transit Services

There are no designated bus transit services currently serving this section of Harford County. Harford County Transit LINK and MDOT MTA Commuter Buses do not service this area.

Utilities

The current land uses within the Bush Chapel Planning Area are not serviced by public water and sewer.

Neighborhood Resources

There are no existing neighborhood resources or community facilities located in the Bush Chapel Planning Area. However, the Plater Street Park is located adjacent to this Planning Area to the east within the existing City limits. Additionally, George D. Lisby Elementary School at Hillsdale is just across the railroad tracks towards the southeast from the Bush Chapel Planning Area. There is no direct access to Plater Street Park or the elementary school from this Planning Area.

Historic Resources










There are no historic resources on or eligible for the register of Historic Places within this Planning Area.

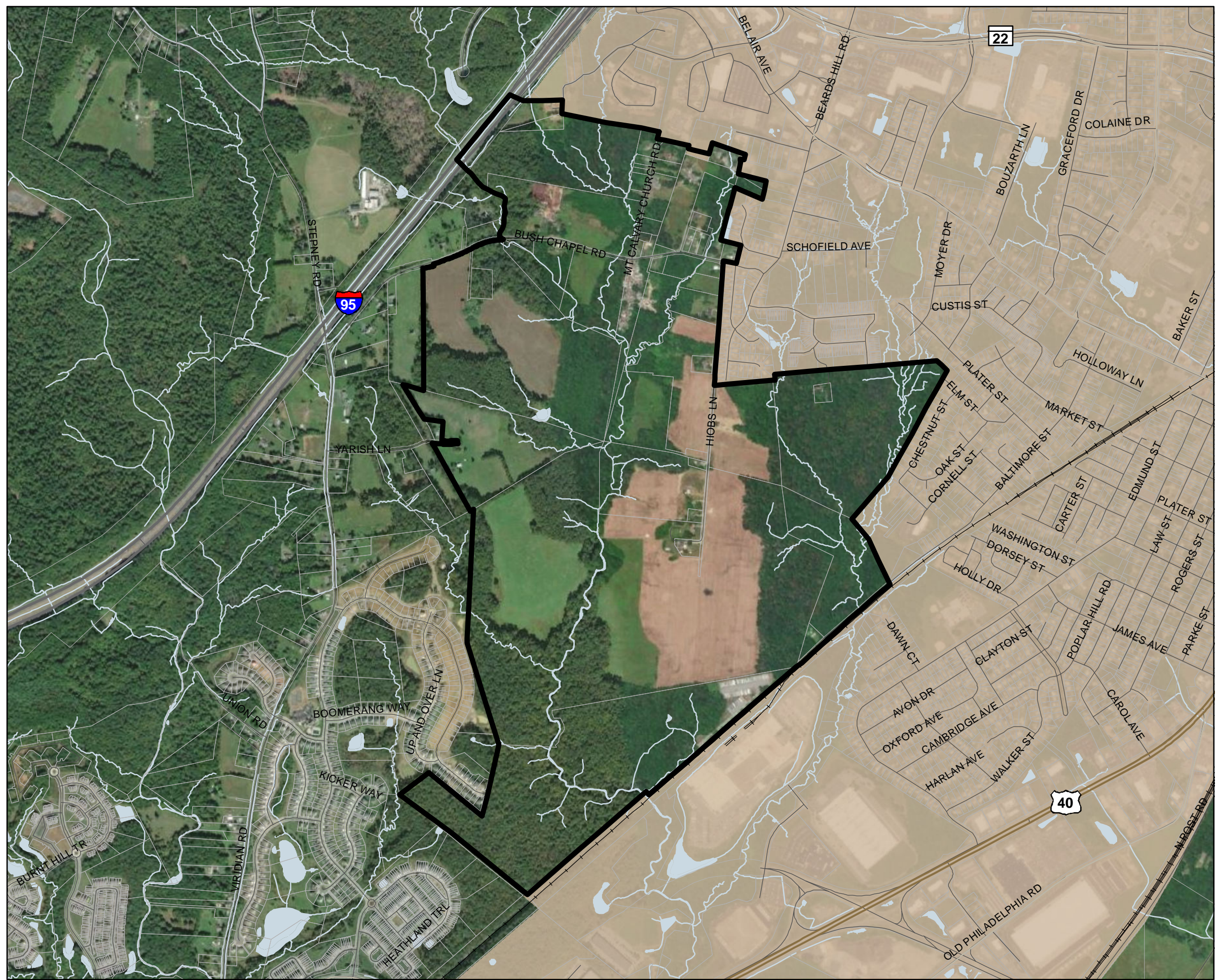
Environmental Resources and Sensitive Areas

Cranberry Run travels directly through the middle of this planning area (**see Map BCSAP-3, Environmental Resources and Sensitive Areas**). The stream has a mapped 100-Year Floodplain associated with it and the southern section of the riparian corridor is identified as a Targeted Ecological Area (TEA). TEA designations indicate that the area has a high ecological value due to the presence and combination of multiple natural resources identified in the vicinity. These areas are often candidate sites for natural resource mitigation sites using conservation, preservation, and enhancement programs. Non-tidal wetlands have been mapped throughout this area and the forested areas are designated as supporting Forest Interior Dwelling Species. Any development activity in these areas will have to take these natural resource constraints into consideration and plan to avoid impacts to these areas.

MAP BCSAP-1


Planning Area 12 - Bush Chapel

-  City of Aberdeen
-  Planning Area 12 - Bush Chapel
-  Parcels
-  Water Bodies
-  Railroad
- Major Roads**
 -  Interstates
 -  US Highways
 -  State Routes
 -  Local Routes



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Source: Wallace Montgomery, Based on Harford County Land Use

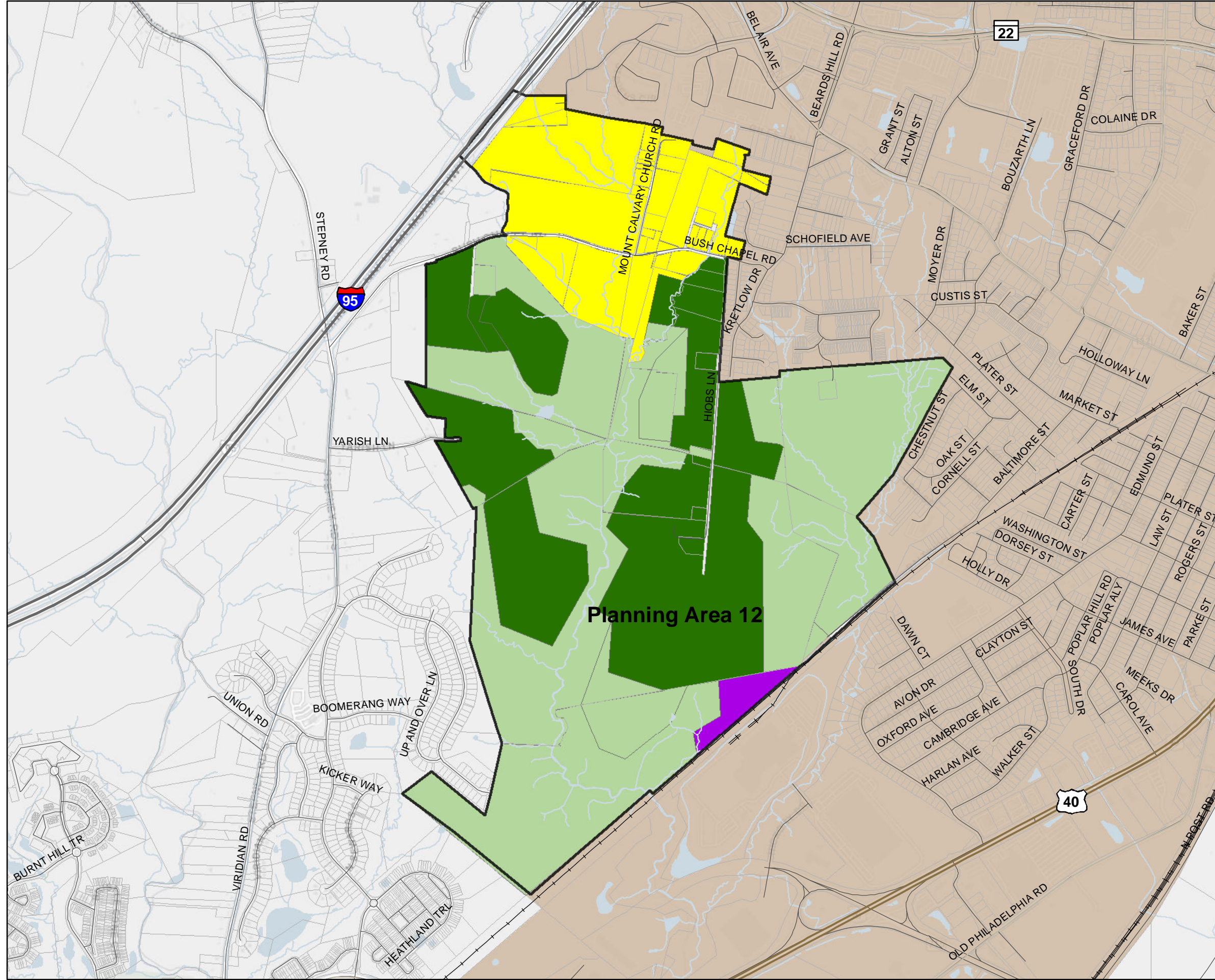
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MAP BCSAP-2

Planning Area 12 - Bush Chapel Existing Land Use

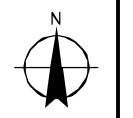
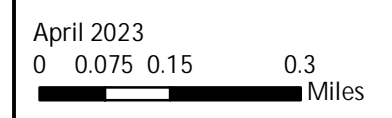


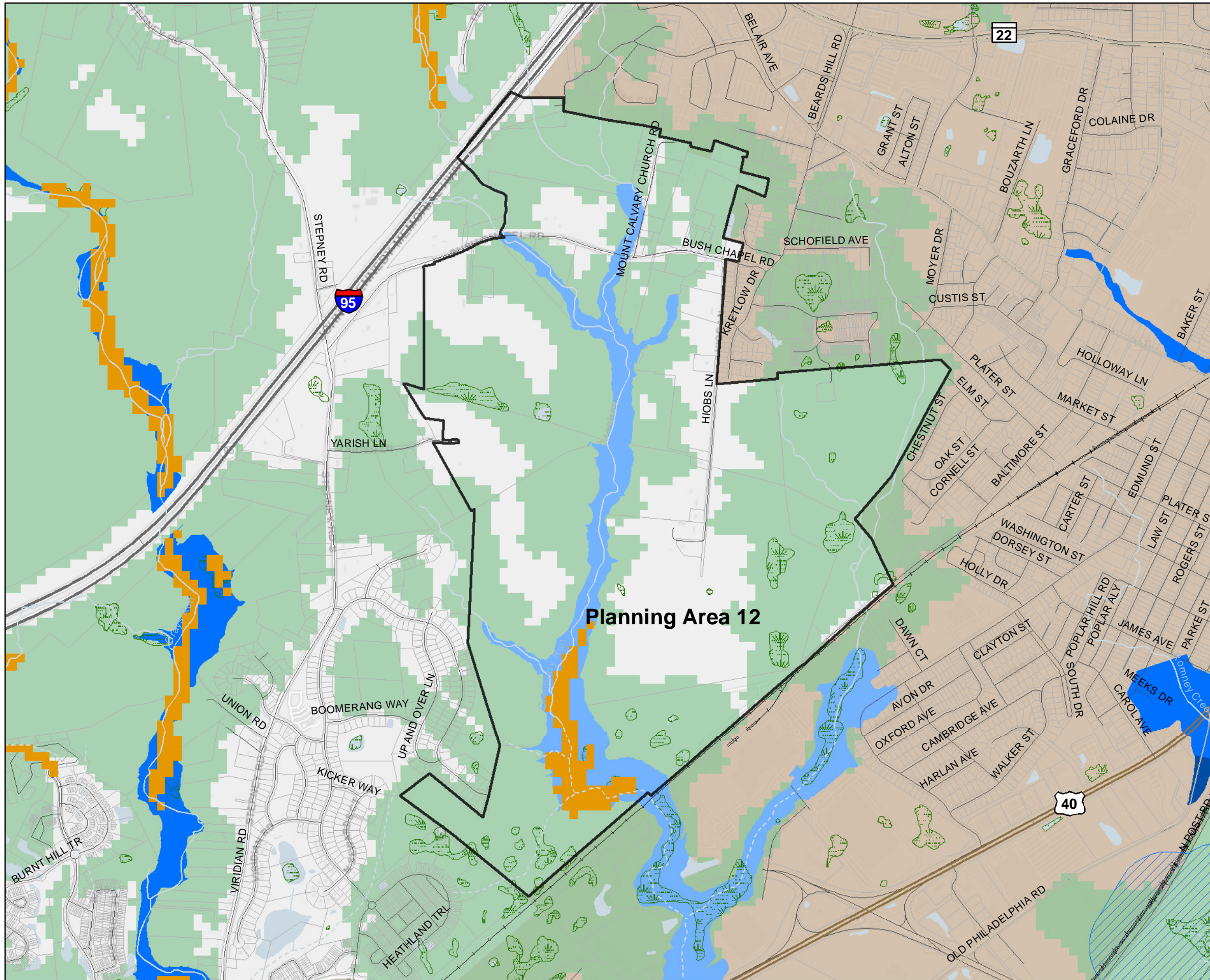
- City of Aberdeen
- Planning Area 12 - Bush Chapel
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Current Land Use**
 - Low Density Residential
 - Industrial
 - Agriculture
 - Open Space / Forested



Source: Wallace Montgomery, Based on Harford County Land Use

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MAP BCSAP-3

Planning Area 12 - Bush Chapel Environmental Features

- City of Aberdeen
- Planning Area 12 - Bush Chapel
- Parcels
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Environmental Features**
 - DNR Wetlands
 - Stream or River (Perennial)
 - Stream or River (Intermittent)
 - Water Bodies
- 1% Chance/100-Year Flood Hazard Areas**
 - A
 - AE
 - AO
- Ecological Areas**
 - Sensitive Species Review Areas
 - Targeted Ecological Areas
 - Forest Interior Dwelling Species



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GOALS FOR ANNEXATION

Annexation and development of the Bush Chapel Planning Area will provide substantial capacity for residential housing growth in the future. Providing connectivity between this Planning Area and the existing residential areas within the current City boundaries will help connect new residents to the City and will help to reinvigorate older development.

RECOMMENDATION & IMPLEMENTATION

Future Land Use Recommendations

This Planning Area is a high-priority area recommended for future growth for the City. The Bush Chapel Planning Area is currently designated by Harford County’s Master Plan for low- to medium-density residential and general industrial uses. The Recommended Future Land Use map for this Planning Area is shown on **Map BCSAP-4, Future Land Use**. The tabular breakdown of development potential based on land uses is shown in **Table 1 – Development Potential**. In general, the future land uses proposed for this area includes medium- and high-density residential areas, open space and forested areas, and a portion of industrial lands at the very southern end of the area adjacent to the railroad tracks.

Table 1 – Development Potential – Bush Chapel

Land Use	Current Land Use Acreage	Future Land Use Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created**	Associated Population Yield (Avg)***
Agriculture	235.12	0	0	N/A	N/A	0	0
Low Density Residential	132.63	0	0	N/A	N/A	0	0
Medium Density Residential	0	247.42	148.68	10	3.5	753	1,867
High Density Residential	0	132.63	78.48	20	10	883	2,190
(Non-Residential Land Uses)							
					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Industrial	9.33	9.33	7.85	N/A	3.23	61	0
Open Space / Forested	391.48	355.58	0	N/A	N/A	0	0
Total	775.93	775.93	235.01	N/A	N/A	1,697	4,057

*Projected Developable Areas were manually digitized in GIS to depict land areas that are not constrained by environmental regulations or that have previously been developed to their capacity.

** Average Density Dwelling Units Created – is calculated by finding the average of the minimum and maximum density yields and applying a 25% reduction to that value to account for the land required for construction of infrastructure, including roads, and passive/active open space.

***Associated Population Yield – using the average density dwelling units created value, applies the current estimated population per household (2.48) to calculate the estimated population that could reside in these areas.

If Aberdeen annexes this Planning Area or portions thereof, the City will likely need to rezone a substantial number of parcels to support the development of higher density residential lands. When any annexation plan or development proposal is submitted for this area, City staff will review the proposal to determine if it is consistent with the policies and visions contained in Plan Aberdeen. Additionally, City staff will review any proposals to ensure that they meet all other development regulations contained in the zoning code. Particular attention must be paid to compliance with Aberdeen's Adequate Public Facilities Ordinance (APFO) regulations; where a proposed development would result in housing units or commercial buildings that exceed the capacity of water, sewer, or schools. The proposed development must make sufficient investments in infrastructure to meet the new demand in order to receive approval for the development plans.

Residential Development

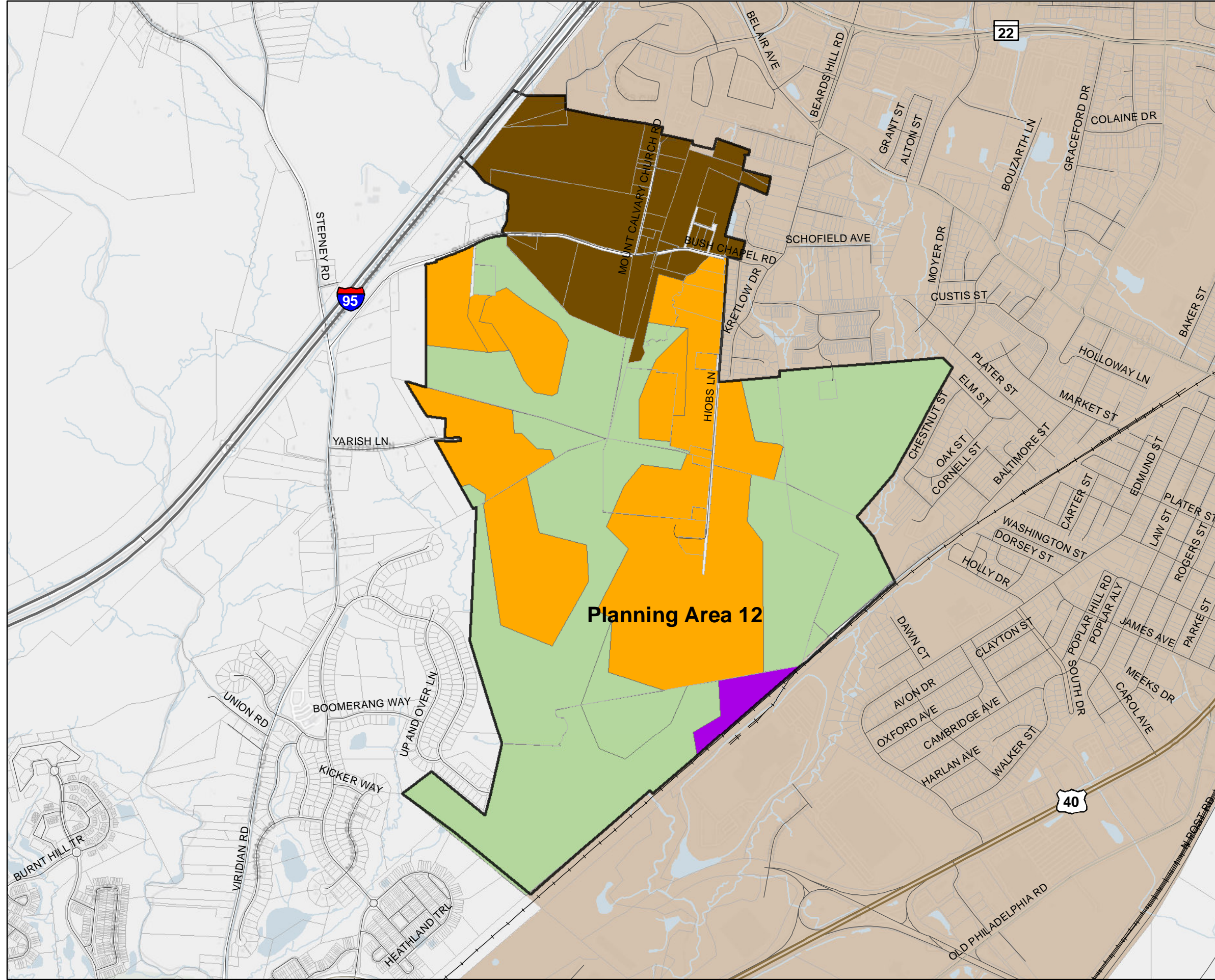
It is anticipated that much of this Planning Area will be proposed for residential development. When an annexation is submitted to the City, staff will review the annexation documents to ensure that the concept plan and various elements are consistent with the growth envisioned in this Comprehensive Plan update. It is currently assumed that nearly 300 acres or so of land off Hiobs Lane will be proposed for medium- to high-density residential development. It is important that development of this land be truly integrated with Aberdeen and therefore connections to areas within the existing city limits should be emphasized. This can be accomplished by carefully planning the means by which new residents can access existing portions of the City and by establishing a harmonious transition and connectivity from new development to existing development surrounding this Planning Area.

Industrial Development

The existing industrial land uses are primarily associated with the Frito-Lay warehouse located at the southern portion of the Planning Area; the area north of the railroad is used for a staging area for their tractor trailer operations. Development of the industrial land uses along the railroad tracks will be limited due to the environmental constraints present in the surrounding area as well as by the limited transportation options currently connecting to this area. The primary means of access to this industrial area occurs within the Frito-Lay parcel; vehicles cross over the railroad tracks at a point wholly within the Frito-Lay parcel and no outside access is permitted. Furthermore, the presence of Cranberry Run within this parcel would constrain additional build out of this area but would not wholly preclude it. Due to the proximity to Cranberry Run, any industrial development that does occur in the future will need to address a range of environmental considerations such as floodplain restrictions and the presence of unmapped wetland resources during the design of site improvements. Any significant increases to the size or intensity of Frito-Lay operations needs to consider their water consumption. Currently, Frito-Lay is one of the largest consumers of Aberdeen public water. Expansion of this site must be performed consistently with APFO regulations in mind.

MAP BCSAP-4

Planning Area 12 - Bush Chapel Future Land Use



- City of Aberdeen
- Planning Area 12 - Bush Chapel
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Medium Density Residential
 - High Density Residential
 - Industrial
 - Open Space / Forested



Source: Wallace Montgomery, Based on Harford County Land Use

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

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Utility Infrastructure and Services

As referenced previously, development of lands in this Planning Area must comply with the Adequate Public Facilities Ordinance (APFO) regarding the availability of capacity in public water and wastewater services. The available capacity of these systems is calculated prior to the approval of any subdivision of land or site plan. In addition to the raw capacity analysis, new development will need to consider details regarding the provision of these services including elements like the location of pump stations, fire hydrants, existing system connections, and much more. The critical concept of these regulations is to shift the cost burden associated with new development to the developers and away from the City and ratepayers.

Transportation Elements

All new residential development should be designed to support the goals and visions established in this Comprehensive Plan. Of particular importance is the use of design principles to discourage, or reduce the need for, automobile-based transportation. Inclusion of comprehensive sidewalk networks, designated bike lanes, pedestrian trail networks, and similar elements will help to decrease reliance on cars while also encouraging a healthy, active lifestyle for residents. Aberdeen should ensure that comprehensive sidewalk networks are installed and that they are compliant with all regulations pertaining to the Americans with Disabilities Act (ADA). Approvals for development of this area should include provisions to consider implementation of an analysis to identify, design and build non-vehicular pathways to formalize the connections between new development and older portions of the City.

Roadway Infrastructure

New development in this area should prioritize establishing interconnectedness with existing residential areas in the City and adjacent to this Planning Area (**see Map BCSAP-5, Transportation Recommendations**). Specifically, tie-ins with Kretlow Drive and Yarish Lane should be considered during the design of new developments. Unfortunately, it will not be sufficient to simply build new road sections that connect to these existing corridors; the capacity of each of these roads to handle the additional demand placed on them from new residential developments must be considered during the early stages of the design of these sites. These roads are currently designed for lower volume, lower speed purposes and likely are not designed to address current standards or to handle the additional capacity that would be required if large residential developments are built and feed into these corridors. Therefore, the development of any significant residential projects in this Planning Area may require the developers to improve these road corridors.

Public Transportation

To the degree reasonable, new residential development should integrate public transportation infrastructure. While there may not be sufficient service provided to this area currently, future conditions and demand may lead to the expansion of transit services to this area. To help reduce future costs for the City, new construction should be designed to either incorporate transit structures now, or at a minimum, should include ample space in their plans for the installation of these assets in the future.

Bicycle and Pedestrian Facilities

With approximately 1,600 potential development units proposed for this Planning Area, the incorporation of a transportation network as well as ensuring connectivity for pedestrians is important. Sidewalks should be included along all new road connections as well as within the proposed neighborhood. In addition, consideration should be given for bicycle accommodation as well as multi-use trails to connect between the neighborhoods, as well as any proposed community facilities or parks.

Environmental Resources and Sensitive Areas

There are a number of known natural resources present in this Planning Area that will require protection from disturbance or development and many have been identified in previous sections of this Plan. Consistent with Aberdeen's development regulations, these natural resources must be identified on development plans and provided adequate protections from disturbance using buffers and similar methods. Plan Aberdeen recognizes the considerable value these natural resources provide to residents and the local economy. In consideration of their value, development in this Planning Area should strive to ensure that these resources are not impacted, either directly or indirectly, during and after development. Additionally, developers should consider voluntarily expanding the resource protection standards required by the City's development regulations. This act will demonstrate their commitment to partnering with Aberdeen to provide greater natural resource benefits to residents. An example of this would be expanding a non-tidal wetland buffer to 150 feet from the edge of the delineated resource. Other options could include providing for greater public access to natural resources through nature trails or small parks.

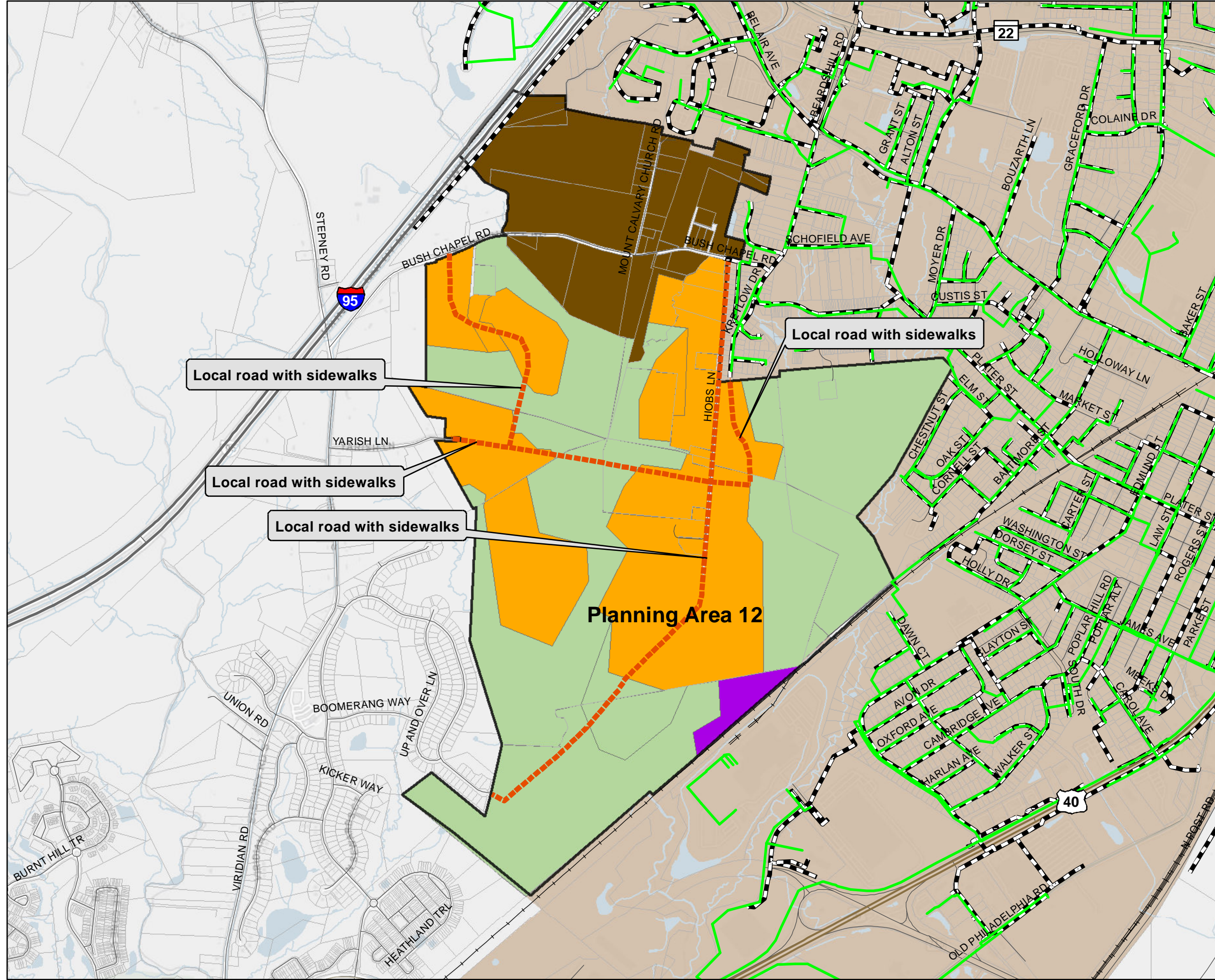
It is recommended that developers also consider the future impacts that climate change will have on elements like stormwater management and floodplain restrictions. Recent studies indicate that our current weather models and rainfall statistics may underestimate how much water needs to be treated or detained to provide water quality improvements or to minimize flooding issues. It is therefore suggested that developers modify their analytical models, where feasible and permissible, to incorporate greater margins of safety or performance in calculating stormwater management volumes or flood hazard boundaries.

Consideration should be given to avoiding and minimizing impacts to the greatest extent practical to the existing environmental features and sensitive areas. This would include maintaining a buffer along Cranberry Run. Detailed studies and permits will be required related to the protection of resources and sensitive areas.

In addition, wherever reasonable and feasible, open space should be included as part of any larger development or redevelopment plans. This should also include community facilities to support the local community.

MAP BCSAP-5

Planning Area 12 - Bush Chapel Transportation Recommendations



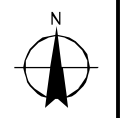
- City of Aberdeen
- Planning Area 12 - Bush Chapel
- Parcels
- Water Bodies
- Railroad
- Wastewater Pipes
- Water Pipes
- Recommended Roadway Network
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Medium Density Residential
 - High Density Residential
 - Industrial
 - Open Space / Forested



Source: Wallace Montgomery, Based on Harford County Land Use

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INTRODUCTION

The Gilbert Small Area Plan (SAP) is a supplement of the Aberdeen Comprehensive Plan that outlines recommendations to guide future redevelopment and development in this planning area. The Gilbert Planning Area (**Planning Area 9 in Chapter 5 – Municipal Growth**) is identified as a High Priority Growth Area for Residential and Mixed-Use development. This SAP provides an overview of the existing conditions, proposed future land use recommendations and goals for implementation to assist with annexation and future development in the City of Aberdeen.

EXISTING CONDITIONS

Planning Area 9, Gilbert, contains approximately 252 acres (0.45 square miles) and is located north and east of the City limits (**see Map GSAP-1, Planning Area 9 – Gilbert**). The Gilbert Planning Area is bound by Aldino-Stepney Road to the west, Gilbert Road to the north, and Maxa Road to the east and I-95 to the south.

Since the 2011 Comprehensive Plan was adopted, several portions of the Gilbert Planning Area have been annexed into Aberdeen. Most of these annexations occurred in the northern portion of the area and include Locksley Manor, Inc. (aka Wetlands Golf Course), Siebert Farm and Adams Property, and the Presbyterian Home of Maryland Inc. properties. The current planning area boundary includes the Adams Heights community, the Locksley Manor development, and several residential parcels located along Gilbert Road and Aldino-Stepney Road.

Land Use

The existing Land Use as designated by Harford County for this Planning Area is Agriculture, Low Density Residential and Open Space/Forested (**see Map GSAP-2, Existing Land Use**). The area is not included within the Harford County Development Envelope. Existing residential developments for Locksley Manor and Adams Heights are both located in this planning area. There are also a few large, wooded parcels located near the Ripken Experience and along Carsins Run. Several large-lot residential parcels are located along Aldino-Stepney Road. In addition, there is an area of agriculturally zoned properties located off Gilbert Road surrounded by the Wetlands Golf Course that are currently in use as residential properties. The majority of the current Harford County Zoning for this area is the Rural Residential (RR) District. A small portion is zoned as Agricultural (AG) District for the property along Gilbert Road and the wooded parcel near the Ripken Experience.

Transportation Facilities

Transportation and access to the Gilbert Planning area is by nine (9) main roadways throughout the planning area.

- Aldino-Stepney Road runs north south on the west side of the Planning Area and is classified as a Local Road. Aldino-Stepney Road provides access to the Planning Area from MD 22 (Churchville Road). MD 22 has direct access to I-95 as well as the center of the City of Aberdeen.

- Gilbert Road runs north to west and is classified as a Local Road. Gilbert Road intersects with Aldino-Stepney Road to the west and Maxa Road to the east. In addition, Gilbert Road at the intersection with Maxa Road turns south, eventually connecting with Long Drive near Ripken Stadium and the Ripken Experience.
- Maxa Road which begins where Gilbert Road turns west and runs south, also classified as a Local route. Maxa Road crossed over I -95 and connects with the City of Aberdeen and the residential developments located on the east side of I-95.
- Locksley Manor Drive (Local route) which branches off the northern part of Gilbert Road and ends in an existing residential area.
- Mathews Avenue, Randolph Drive, Adams Avenue, Hays Road, and Farm Road are all classified as Local Road serving the Adam Heights residential area with access to Gilbert Road and Maxa Road.
- I-95 is located as the southern boundary, however there is no direct access to this Planning Area.

Bus Transit Services

There are no designated bus transit services currently serving this section of Harford County. Harford County Transit LINK and MDOT MTA Commuter Buses do not service this area.

Pedestrian Facilities

There are no existing sidewalks, trails, use-restricted paths, or pedestrian signaled intersections or crossings within this planning area.

Bicycle Facilities

There are no designated bike lanes, shared roadways, or trails within the Gilbert Planning Area.

Utilities

The lands within the Gilbert Planning Area are not serviced by public water and sewer.

Neighborhood Resources

There are no existing neighborhood resources or community facilities located in the Gilbert Planning Area. However, the Leidos Field at Ripken Stadium, and The Ripken Experience Aberdeen are located adjacent to this Planning Area.

Historic Resources










There are no historic resources on or eligible for the register of Historic Places within this Planning Area.

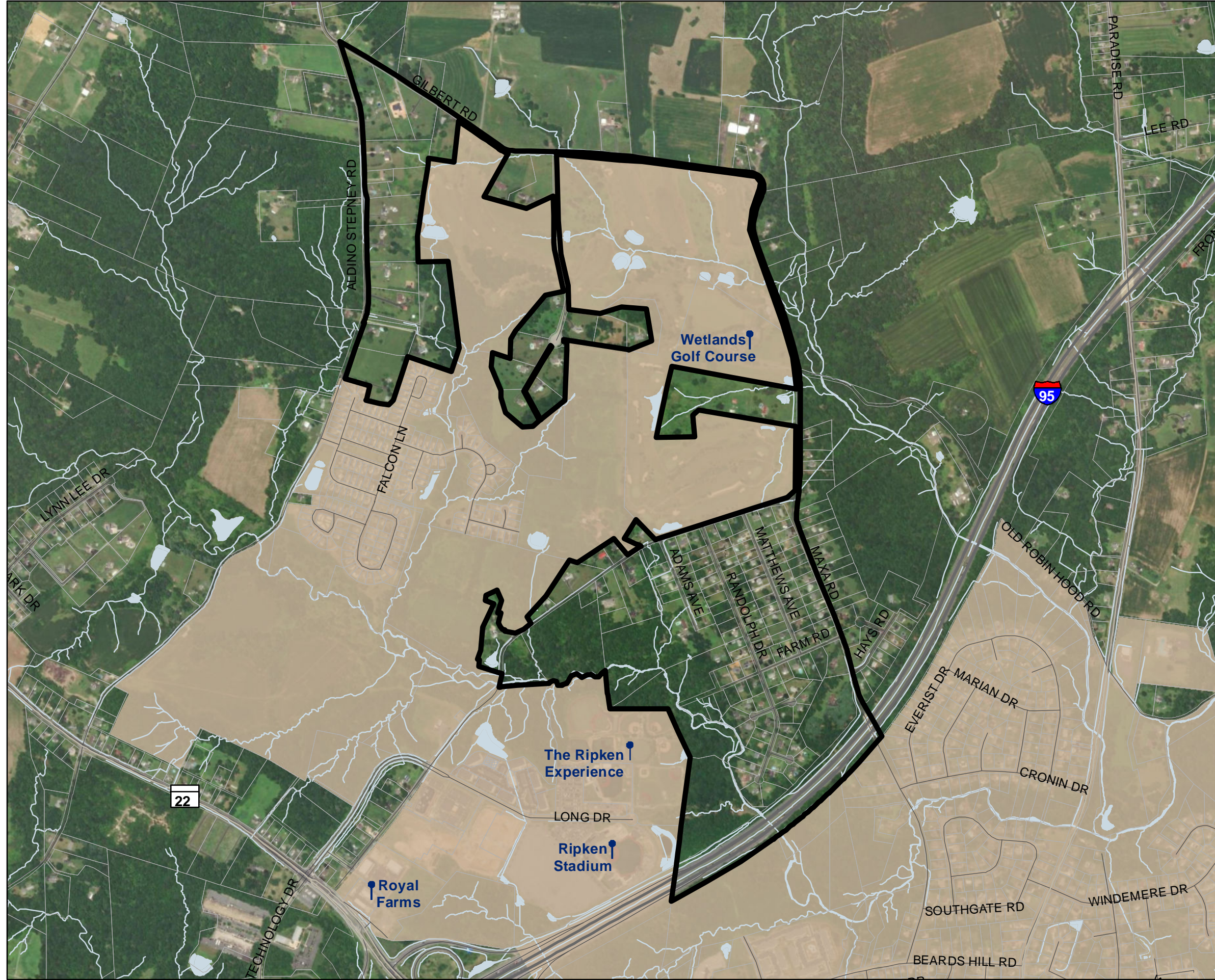
Environmental Resources and Sensitive Areas

There are several environmental resources and protection areas located in the Gilbert Planning Area. (**see Map GSAP-3, Environmental Features**). Carsins Run stream travels through the southern section of this planning area. The stream is identified with a 100-Year Floodplain and has a small Targeted Ecological Area along the border of the area. Portions of this area also include a Sensitive Species Review Areas as well as a Forest Interior Dwelling Species Area. Swan Creek runs just north of the Gilbert Planning Area. In some locations, the 100-year floodplain from Swan Creek and associated tributaries are located in the study area, particularly along Gilbert Road and the northern boundary.


MAP GSAP-1


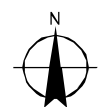
Planning Area 9 - Gilbert

-  City of Aberdeen
 -  Planning Area 9 - Gilbert
 -  Parcels
 -  Water Bodies
 -  Railroad
- Major Roads**
-  Interstates
 -  US Highways
 -  State Routes
 -  Local Routes



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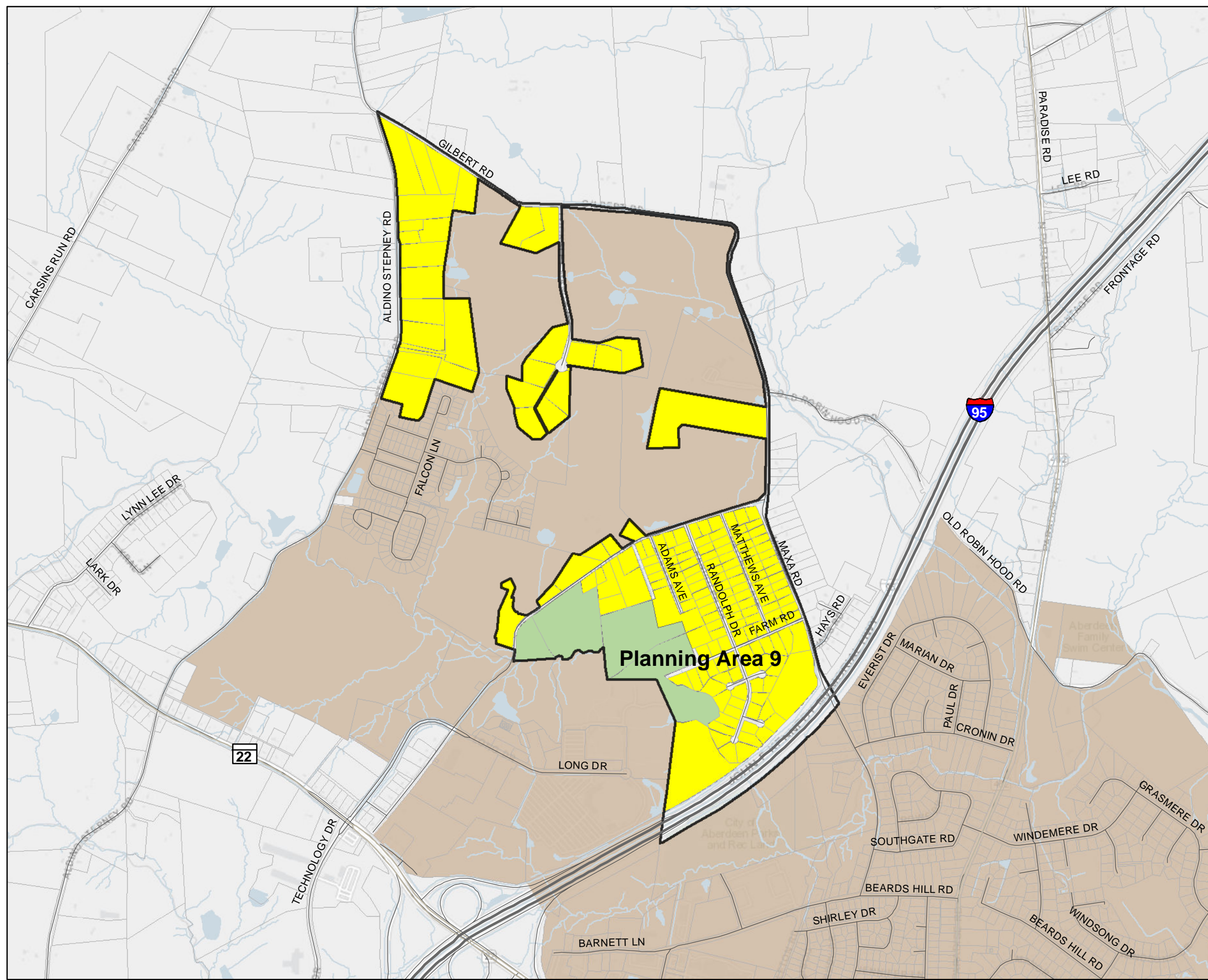
Source: City of Aberdeen
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MAP GSAP-2

Planning Area 9 - Gilbert Existing Land Use

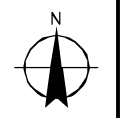
- City of Aberdeen
- Planning Area 9 - Gilbert
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Current Land Use**
 - Low Density Residential
 - Open Space / Forested



Source: Wallace Montgomery, Based on Harford County Land Use



















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MAP GSAP-3

Planning Area 9 - Gilbert Environmental Features

-  City of Aberdeen
-  Planning Area 9 - Gilbert
-  Parcels
-  Railroad
- Major Roads**
 -  Interstates
 -  US Highways
 -  State Routes
 -  Local Routes
- Environmental Features**
 -  DNR Wetlands
 -  Stream or River (Perennial)
 -  Stream or River (Intermittent)
 -  Water Bodies
- 1% Chance/100-Year Flood Hazard Areas**
 -  A
 -  AE
 -  AO
- Ecological Areas**
 -  Sensitive Species Review Areas
 -  Targeted Ecological Areas
 -  Forest Interior Dwelling Species


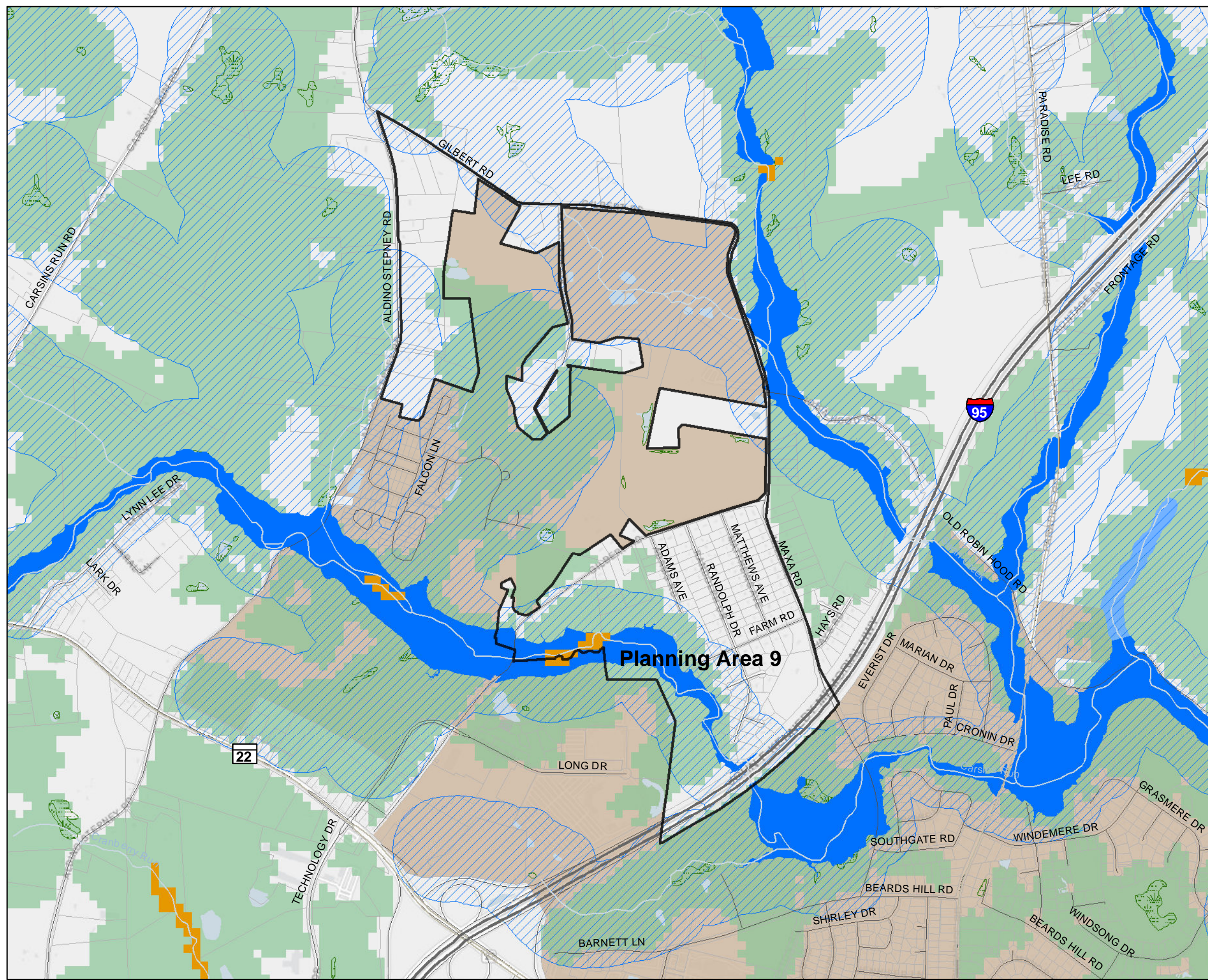


Source: MD IMAP, FEMA

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GOALS FOR ANNEXATION

The Gilbert Planning Area is identified as a priority for residential and mixed-use growth. Aberdeen should consider annexation of this Planning Area to capture a handful of parcels that currently break-up the contiguous border of the City. This would allow the opportunity for the City to help manage and provide the infrastructure needed to sustain the area more efficiently and effectively.

RECOMMENDATION & IMPLEMENTATION

Future Land Use Recommendations

Several minor land use changes are recommended for the future land use in Gilbert Planning Area. While the future land use for the properties located along Aldino-Stepney Road is low density residential, consideration should be given to consider a mixed-use zoning category to allow for limited commercial opportunities to provided services for residents in the immediate area. (see **Map GSAP-4, Future Land Use**) A more intense residential land use could be considered for rezoning, provided that water and sewer infrastructure can be expanded to these areas from the south.

It is recommended that the land use in the southern portion of the Planning Area along Maxa Road be changed to Medium Density Residential. This would be more consistent with the existing lot sizes and allow for additional redevelopment for any vacant parcels, provided the ability for future water and sewer connectivity. A tabular breakdown of development potential based on future land uses is shown in **Table 1 – Development Potential**.

Table 1 – Development Potential – Gilbert Planning Area

Land Use	Current Land Use Acreage	Future Land Use Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created**	Associated Population Yield (Avg)***
Low Density Residential	212.87	100.16	17.35	3.5	1	29	72
Medium Density Residential	0	112.72	28.36	10	3.5	144	357
Mixed Use	0	38.88	33.01	20	5	309	766
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Open Space / Forested	38.89	0	N/A	N/A	0	0	0
Total	251.76	251.76	78.72	N/A	N/A	482	1,195

*Projected Developable Areas were manually digitized in GIS to depict land areas that are not constrained by environmental regulations or that have previously been developed to their capacity.

** Average Density Dwelling Units Created – is calculated by finding the average of the minimum and maximum density yields and applying a 25% reduction to that value to account for the land required for construction of infrastructure, including roads, and passive/active open space.

***Associated Population Yield – using the average density dwelling units created value, applies the current estimated population per household (2.48) to calculate the estimated population that could reside in these areas.

Utility Infrastructure and Services

Gilbert consists of five noncontiguous land areas west of interstate 95 separated primarily by the Wetlands Golf Course. Most of the land is presently used for low density residential dwellings with private septic and well. The proposed future land uses convert some of the existing low density residential to medium density residential, in which case it may be necessary to extend sewage and water services to properties to protect public health and safety. As detailed in **Chapter 10 – Water Resources** the expected build-out of this planning area would increase the equivalent dwelling units (EDUs) by 482, which would require an additional 120,500 gallons of water and produce 120,500 gallons of sewage to be treated.

Although this planning area has no anticipated water or sewage service connections within the next 10-years, there are ongoing projects that will support any future development including a 400,000 gallon water tank, a second water line across I-95 from Nonpareil Drive (near Summerlin Apartments) to Long Drive (located within the Ripken Experience Aberdeen baseball complex) and booster station. All scheduled to be constructed by the end of 2024.

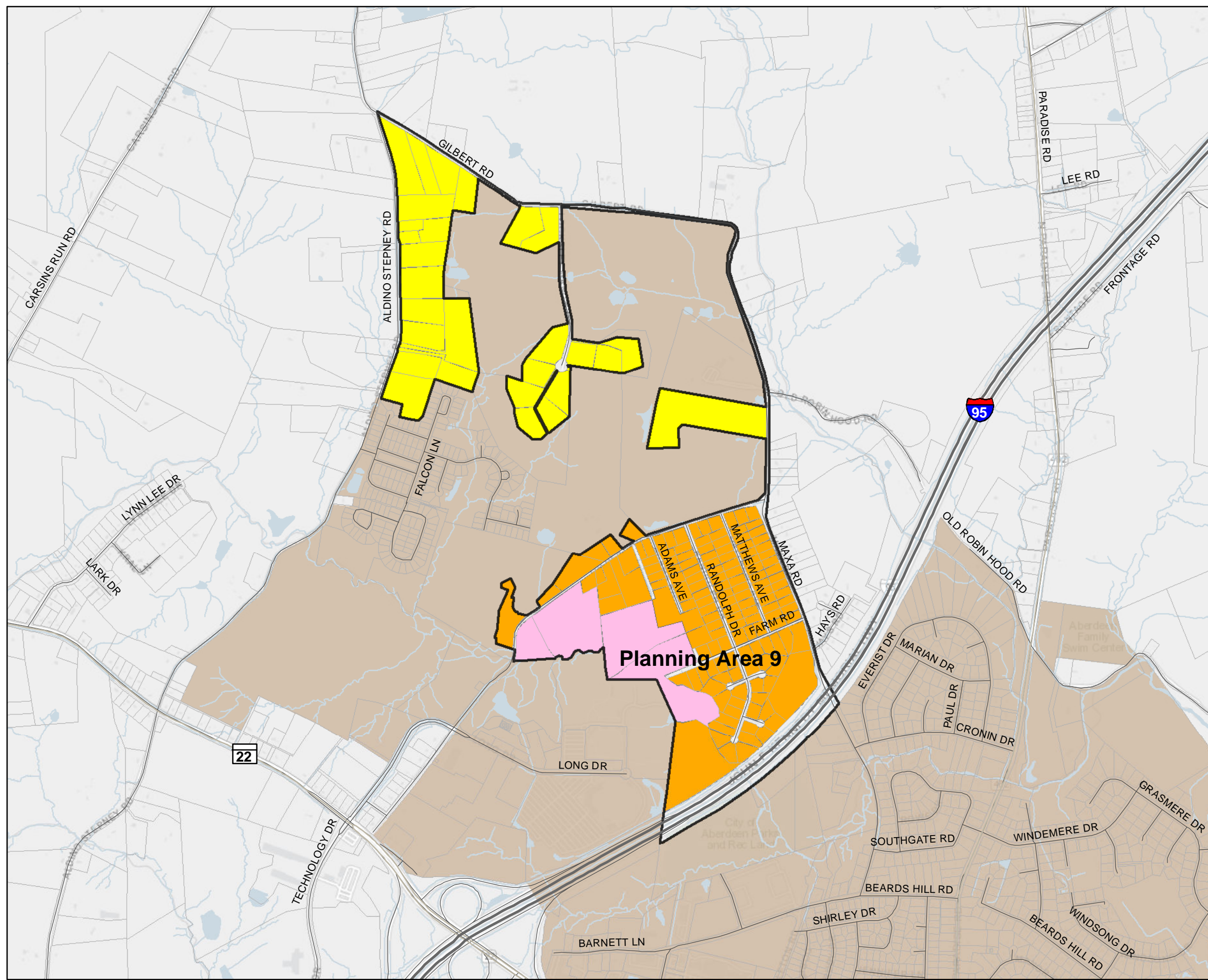
There is forest along Carsins Run (a tributary of Swan Creek) situated between the largest of the five Gilbert Planning areas of Gilbert and the baseball complex. Connecting through the existing forested area will be challenging from a permitting perspective since the forested area contains steep slopes and wetlands with most of it located within the FEMA 100-year Floodplain. An alternative path to extend water and sewage facilities to the future mixed use and medium density residential areas is located within the Gilbert Road right-of-way.

The second largest area of Gilbert is located just north of the Eagles Rest residential community and the facilities are approximately 10-years old. Designs are planned to provide upgrades to the Eagles Rest Sewer Pump Station to support future sewer service demands in this area. The logical extension of the collection system is within the Aldino Stepney Road right-of-way. The remaining areas of the Gilbert Planning area include 10 parcels located on Gilbert Road and Locksley Manor Drive that are low density residential under existing and future land use projections. Extending water and sewage facilities to these properties should be considered during planning of the Aldino-Stepney Planning Area development, which is located to the north and west.

MAP GSAP-4

Planning Area 9 - Gilbert Future Land Use

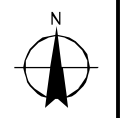
- City of Aberdeen
- Planning Area 9 - Gilbert
- Parcels
- Water Bodies
- Railroad
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use



Source: Wallace Montgomery, Based on Harford County Land Use

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Transportation Elements

All new residential development should be designed to support the goals and visions established in this Comprehensive Plan. Transportation and access to the Gilbert Planning area is primarily by existing roadways owned and maintained by Harford County. It is recommended that additional roadway connections be considered as future development and growth occurs in this area. Of particular importance is the use of design principles to discourage, or reduce the need for, automobile-based transportation. Inclusion of comprehensive sidewalk networks, designated bike lanes, pedestrian trail networks, and similar elements will help to decrease reliance on cars while also encouraging a healthy, active lifestyle for residents. Aberdeen should ensure that comprehensive sidewalk networks are installed and that they are compliant with all regulations pertaining to the Americans with Disabilities Act (ADA). Approvals for development of this area should include provisions to consider implementation of an analysis to identify, design and build non-vehicular pathways to formalize the connections between new development and older portions of the City.

Roadway Infrastructure

To meet the community needs in the future, the following roadway infrastructure recommendations have been identified to best serve the community moving forward (**see Map GSAP-5, Transportation Recommendations**):

- Widen Aldino-Stepney Road to include shoulders. This will allow for the accommodation of bicycles within the shoulder areas and provide increased connectivity. In addition, a shared use path or sidewalk should be included at a minimum on one side of Aldino-Stepney Road to accommodate pedestrians. The classification for Aldino-Stepney Road should be for a collector road and not just a local road.
- Gilbert Road from Maxa Road to Long Drive should be upgraded to include shoulders. This will allow for the accommodation of bicycles within the shoulder areas and provide increased connectivity, particularly to the Ripken Stadium and other community facilities. In addition, a shared use path or sidewalk should be included at a minimum on one side of Gilbert Road to accommodate pedestrians. The classification for Gilbert Road should be for a collector road and not just a local road, providing improved access connecting the residential areas to the commercial and recreational areas.
- Consideration should also be given to provide a local connection, extending Urmia Drive to Adams Avenue. This will allow some residential to residential connections and improve overall community circulation. In addition, a sidewalk connection or parallel trail should also be provided for pedestrians.

Public Transportation

As mentioned previously, there is no designated bus transit services currently serving this section of Harford County. If future development occurs, ridership needs would also increase. Potential connections to the Harford Transit LINK Route 1 could be considered to add connectivity to the City and Harford County.

Pedestrian Facilities

In addition to the recommendations with the roadway infrastructure, wherever possible and as new development or redevelopment occurs, consideration should be given to include sidewalks within the

existing and proposed communities. There are not existing sidewalks within the communities. If the area develops, pedestrian circulation will increase and need to be considered in future plans.

Bicycle Facilities

There are no designated bike lanes, shared roadways, or trails within the Gilbert Planning Area. Adding shoulders to accommodate bicycles along Aldino-Stepney Road, Gilbert Road and Maxa Road will allow for safer on road bicycle accommodations. It also is recommended that consideration is given to include sidewalks or multi-use trails along these roadways to accommodate both bicycle and pedestrian use.

Environmental Resources and Sensitive Areas

There are a number of known natural resources present in this Planning Area that will be required to be protected from disturbance or development and many have been identified in previous sections of this Plan. Consistent with Aberdeen's development regulations, these natural resources must be identified on development plans and provided adequate protections from disturbance using buffers and similar methods. Plan Aberdeen recognizes the considerable value these natural resources provide to residents and the local economy. In consideration of their value, development in this Planning Area should strive to ensure maximum protection to these resources are provided for in any development plan. Additionally, developers should consider voluntarily expanding the design standards and resource protection strategies to demonstrate their commitment to partnering with Aberdeen to provide greater natural resource benefits to local residents. It is recommended that developers also consider the future impacts that climate change will have on elements like stormwater management and floodplain restrictions. Specifically, recent studies indicate that our current weather models and rainfall statistics may underestimate how much water needs to be treated or detained to provide water quality improvements or to minimize flooding issues. It is therefore suggested that developers modify their analytical models, where feasible and permissible, to incorporate greater margins of safety or performance in calculating stormwater management volumes or flood hazard boundaries.

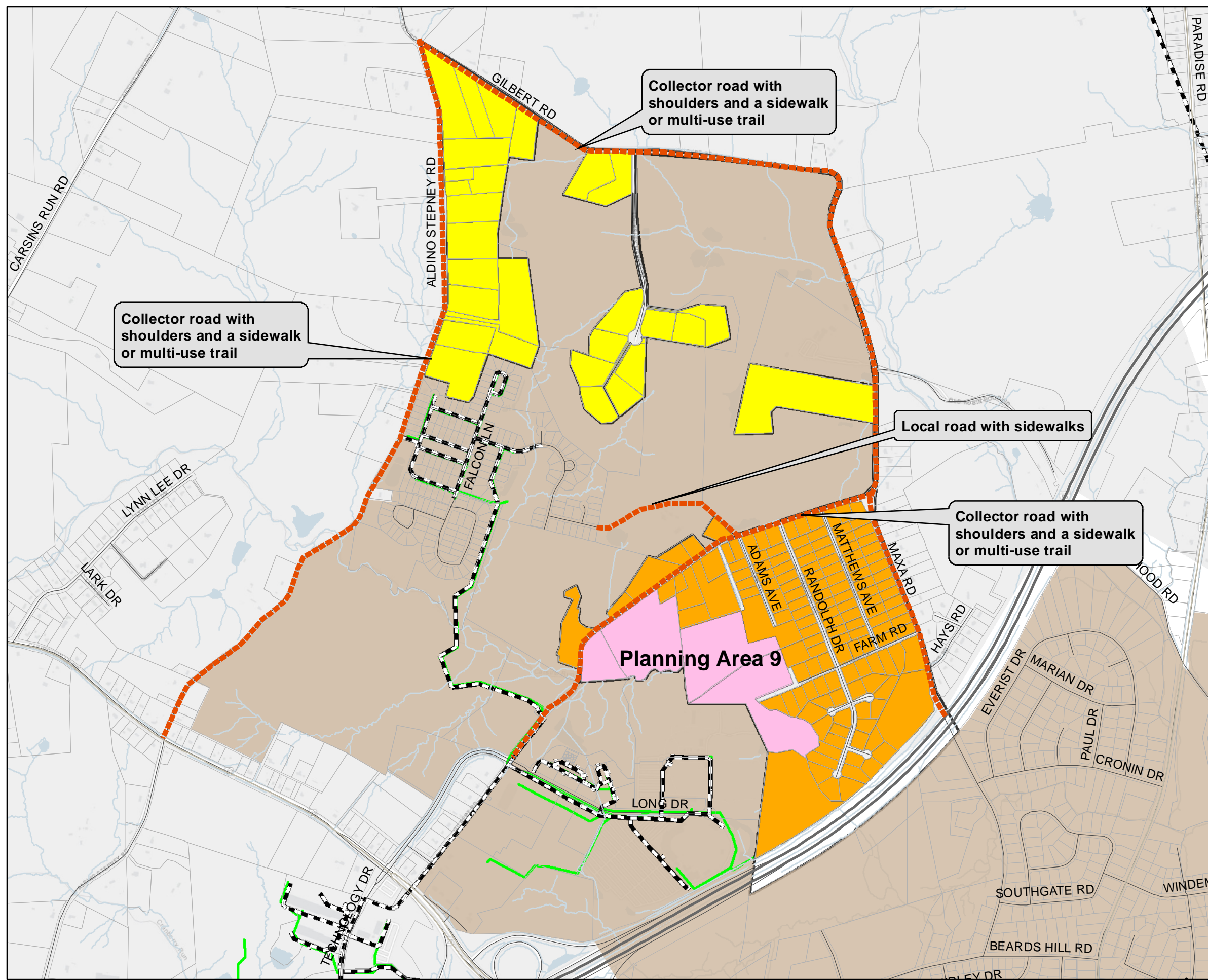
Consideration should be given to avoiding and minimizing impacts to the greatest extent practical to the existing environmental features and sensitive areas. This would include maintaining a buffer along Carsins Run. Detailed studies and permits will be required related to the protection of resources and sensitive areas.

In addition, wherever reasonable and feasible, open space should be included as part of any larger development or redevelopment plans. This should also include community facilities to support the local community. This could include walking trails as well as opportunities for community parks or other recreational uses related to the open space areas to serve the community.

MAP GSAP-5

Planning Area 9 - Gilbert Transportation Recommendations

- City of Aberdeen
- Planning Area 9 - Gilbert
- Parcels
- Water Bodies
- Railroad
- Wastewater Pipes
- Water Pipes
- Recommended Roadway Network
- Major Roads**
 - Interstates
 - US Highways
 - State Routes
 - Local Routes
- Future Land Use**
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use



Source: Wallace Montgomery, Based on Harford County Land Use

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